



Analysis of the Proposed Redevelopment of the Former Le Cornu Site

88 O'Connell Street, North Adelaide

Lead Consultant URPS

Prepared for Adelaide City Council

Consultant Project Manager Marcus Rolfe FPIA CPP
Managing Director
Suite 12/154 Fullarton Road
(cnr Alexandra Ave)
Rose Park, SA 5067
Tel: (08) 8333 7999
Email: marcus@urps.com.au
Website: www.urps.com.au

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Executive Summary

Report Objective

This report provides an analysis of the proposed development of 88 O'Connell Street, North Adelaide, otherwise known as the former LeCornu Site.

Summary of Development

Land Use	Maximum Floor Space/No. of Units
Office	3,951m ² (Gross Floor Area)
Dwellings	131 (38 x 1 bedroom, 76 x 2 bedroom, 17 x 3 bedroom apartments)
Hotel	140 rooms
Shops/restaurants	3,7092m ² (tenancy mix yet to be determined).

Car Parking

134 spaces for shops (basement level 1)

187 spaces for dwellings (basement levels 2 and 3)

80 spaces for offices (basement level 3)

40 spaces for hotel (basement level 3)

All on-site parking will be accessed from Archer Street, exiting onto Centenary Street.

Building Height

The proposed development varies in height across the subject site from:

- 16 storeys in the north-west corner;
- 9 storeys in the south-west corner (plus plant);
- 7-11 storeys in the south-east corner (plus plant); and
- 5 storeys in the north-east corner.

Community Engagement

Adelaide City Council has undertaken non-statutory community engagement in relation to the proposed development. This on line engagement process was conducted over 17 days. A total of 247 people visited the web site/page established by Council for this proposal. Of these people, 21 people provided an electronic response to the survey - 16 were positive (raising some issues for resolution) and 5 were negative. Of the people making comment, 15 live in the City of Adelaide and 11 of these live in North Adelaide.

Land Use

The proposed mix of land uses satisfies the intent of the Adelaide Development Plan.

Retail

The retail facilities proposed are suitable for the Main Street (O'Connell) Zone, the subject site and the City as a whole.

Built Form and Heritage

There is no definitive height guideline for development on the subject site, but medium to high scale development is anticipated. The proponent is seeking to develop a "landmark and a significant focus for North Adelaide". Such a design approach is not expressly anticipated in the Development Plan, nor is it discouraged. Development of medium to high scale is clearly anticipated on a catalyst site such as this.

The use of podiums are clearly anticipated as part of taller development within the Main Street (O'Connell) Zone. Some of the proposed buildings include podiums that "acknowledge the low-rise horizontal massing of built form which is established", as well as including some vertical proportions and a reasonably high solid to void ratio in the façade. However, the tallest building on the site, Building F, does not include a podium, which is a divergence from the Development Plan provisions. Greater integration of a podium design elements across the site, particularly for the tallest buildings and along prominent street frontages such as O'Connell Street is desired.

The inclusion of verandah/canopy elements as part of the proposed development is acknowledged. However, the lack of continuity of the verandah/canopy elements is of concern, as is the curvilinear verandah/canopy associated with Building F, which is a significant departure from the form and scale of existing verandahs/canopies in O'Connell Street. It also provides less coverage of the public realm than a more traditional verandah/canopy structure.

The proposed development appropriately addresses most of the corners on the subject site. While Building F establishes an architectural form on the north-west corner and addresses all street frontages, it does not abut the street frontages. It is also questioned whether its corner elements adequately project forward and whether the desired "strong built form edge" to both O'Connell and Tynte Streets at the lower levels of this building are achieved.

The design intent to create substantial public access to the site in order to achieve activity and vibrancy is acknowledged. However, the nature of the pedestrian access/routes and their interrelationship with the associated built-form creates a new typology in North Adelaide. It is questioned whether a more simplified, grid-like network of pedestrian links through the site might be more complementary to the grid-like existing character of street, laneways and buildings in North Adelaide.

The design intent behind the materials selection (i.e. to relate the materials to existing nearby development), is understood and acknowledged. However, there is concern that that vast array of materials proposed is perhaps too varied when associated with a the greater mass and more consistent use of materials and architectural detailing at upper levels. In this regard, the proposed development

may benefit from more restrained use in the mix of materials and associated architectural detailing. At the same time, the materials selection and fine detailing of all the proposed buildings is a critical element in the success of the design response to the historic context and broader streetscape.

The proposed development does not include any specific elements of public art, but is anticipated that this could be readily addressed by the applicant.

Traffic and Parking

Both the on-site vehicle parking associated with each land use (dwellings, shops, offices and hotel), and the bicycle parking are all in excess of the minimum guidelines and less than the maximum Development Plan guidelines.

Resident and visitor bicycle parking appears to be provided in basement levels 2 and 3, but it is unclear how visitors would access these secure spaces. If the retail lifts are to be used by cyclists for access to the ground level, these lifts need to be operational at all hours. Clarification is also sought as to whether the bicycle parking is intended within general-purpose storage lockers or if it will be provided as dedicated bicycle parking. The offering of bicycle parking accommodated within a storage locker may discourage bicycle ownership in favour of increased storage space. The 10 "unsecure" bicycle parking spaces are provided in basement level 1 would be at a high risk of theft.

The three proposed parking spaces in Basement 1 located towards the southern end of the site close to the "retail carpark exit" annotation require patrons to navigate through the carpark without knowing whether these spaces are free. [The Applicant has agreed that](#) these spaces be designated for staff use. Safe pedestrian access should also be provided around the blind corner to the west of these spaces adjacent to the "service lift for hotel" annotation should be provided.

Formal consultation is necessary with Council's On-Street Parking Coordinators for changes to on-street parking restrictions as anticipated by the Applicant. In this instance, it is anticipated that objections are likely to be received in response to the proposed changes to parking on Archer Street, which would likely result in a report being submitted to Council's Elected Members for consideration/ determination. It is also noted that 10 vehicles are anticipated to load on-street on a daily basis but their availability cannot be guaranteed.

The Applicant's traffic consultant has highlighted that the disability parking bays on Centenary Street have not been line marked correctly. Council's traffic officers have advised that when these bays are correctly line marked this will compromise the clearance for trucks turning left from Archer Street.

In order to minimise the impact on nearby residents/occupants of noise associated with reversing signals on trucks, it should be mandatory for all heavy vehicles accessing the site to do so in a forward motion, rather than backing in from Centenary Street. The adequacy of this on-site vehicle storage in the loading bay area is also questioned given the volume of heavy vehicles anticipated.

While the increase from 200 to just over 2000 vehicle per day using Centenary Street is significant, this traffic volume does not change the status of the street to something

other than a local access road. There is also a very limited number of residential properties that have frontage (four properties with mostly side frontage) on the eastern side of Centenary Street.

The location of the proposed exit onto Centenary Street will effectively create a 4-way intersection, in turn creating potential confusion regarding give-way priority. One way of potentially addressing these concerns is to realign the proposed driveway so that it is more perpendicular to Centenary Street. [The amended plans have not adequately addressed this issue.](#)

Council's Traffic Officers are particularly concerned that the orientation of the proposed ground level pedestrian access beneath Building H creates a potential pedestrian hazard. This key pedestrian access point aligns with the entrance to North Adelaide Village Shopping Centre on the opposite side of O'Connell Street, thereby creating a pedestrian desire line within a 'jay walking zone'. The median strip is also narrow in this location given there is a right turn lane from O'Connell Street into Archer Street.

The desirability of attracting pedestrians into the site is acknowledged. Therefore, one way of addressing this concern is to relocate the pedestrian access point so that it is further than 20m from the intersection of O'Connell and Archer Streets. Alternatively, it could be relocated to align with the existing pedestrian crossing at the intersection of O'Connell and Archer Streets.

Overshadowing, Privacy and Wind Impact

While it is acknowledged that development of substantial scale can be anticipated on a catalyst site such as this, the performance of the proposed development in relation to overshadowing, privacy and wind impacts is not well understood based on the material provided.

Crime Prevention and Safety

Despite some positive crime prevention aspects of the proposal, there appears to be a series of recessed areas leading to/from doorways at ground floor level that provide opportunity for concealment and entrapment. Many of these concealment/entrapment locations could be removed by bringing the doors [in alignment with](#) the façades.

Landscaping

Palms are proposed as a key landscape element as part of the proposed development. They are shallow rooted (understood to be important given the basement level parking), and typically water conserving/easily maintained satisfying part of the relevant Development Plan guidelines. However, they are not locally indigenous or particularly endemic to North Adelaide.

1.0 Introduction

1.1. Purpose of this Report

The purpose of this report is to provide an analysis of the proposed redevelopment of the former LeCornu Site, otherwise known as 88 O'Connell Street, North Adelaide.

This report has been prepared by URPS with input from Officers of Adelaide City Council regarding planning, traffic and urban design issues. Recommendations are made for Council's Elected Members to consider when providing comment to the Development Assessment Commission (DAC).

This report is primarily based on the plans (dated November 2014) and associated documentation initially lodged with the Development Assessment Commission). Amended/updated documentation was later provided by the Applicant on 10 April 2015. Comments related to this additional information are provided in blue for ease of reference.

1.2. The Development Assessment Process

Schedule 10 of the *Development Regulations, 2008* lists development that is subject to "Decisions by the Development Assessment Commission". This includes:

4B—City of Adelaide—developments over \$10m

- (1) *Development in the area of The Corporation of the City of Adelaide where the total amount to be applied to any work, when all stages of the development are completed, exceeds \$10 000 000.*

The estimated cost of works for the proposed development is well in excess of \$10,000,000. Therefore, the DAC is the relevant authority for this development application.

Schedule 8 of the *Development Regulations* also lists different forms of development that require "referrals and concurrences". Section 24 of this Schedule states that "Development in the area of the Corporation of the City of Adelaide for which the Development Assessment Commission is the relevant authority under Schedule 10 clause 4B" must be referred to The Government Architect for comment, and DAC must have regard to these comments (note: the Government Architect does not have the power to direct DAC in this matter).

Adelaide City Council is not identified as a referral body in Schedule 8 for this application. However, it is understood that DAC typically refers such applications to Council for comment in relation to technical aspects such as traffic and parking etc.

The proposed development is located within the Main Street (O'Connell) Zone as identified in the Adelaide (City) Development Plan (consolidated 30 October, 2014). The proposed development is neither listed as a complying nor a non-complying form of development in Principles of Development Control 33 and 34 of the Main

Street (O'Connell) Zone respectively. Therefore, it is subject to the on-merit assessment process.

Principle of Development Control 35 in the Main Street (O'Connell) Zone states that:

- 35** For the purposes of public notification in accordance with the procedures and rights established by the Development Act 1993, development is assigned to the specified categories as follows:...
- (b) **Category 2, public notification required.** *Third parties may, at the discretion of the relevant planning authority, appear before the relevant planning authority on the matter. Third parties do not have appeal rights:*
- (i) *all development, other than where development is assigned Category 1.*
 - (ii) *any development assigned as Category 1 where the site of the development is adjacent land to land in the North Adelaide Historic (Conservation) Zone and it exceeds 22 metres in building height south of Tynte Street or 12 metres in building height north of Tynte Street.*
 - (iii) *any development on a catalyst site (a site greater than 1500 square metres, which may include one or more allotment) that exceeds 22 metres in building height south of Tynte Street or 12 metres in building height north of Tynte Street.* (underlining added)

Given that the subject site is a catalyst site of greater than 1500m², it is located south of Tynte Street and the proposed development is more than 22 metres in height, it is subject to the Category 2 notification process in accordance with PDC 35 as quoted above.

1.3. The Subject Site and Locality

The subject site is rectangular in shape and has a frontage to O'Connell Street to the west, Tynte Street to the north, Centenary Street to the east and Archer Street to the south.

The site has a frontage to O'Connell Street of approximately 129 metres and a depth of approximately 58 metres, giving an approximate area of 7,580 square metres. It is generally flat and is vacant of buildings and structures. There are no State or Local heritage places on the site and no significant trees.

A locality, in planning terms, may best be described as the area of expected impact of a proposed development. It is the nearby area where the proposal may be viewed by motorists and pedestrians, and where the proposal has an effect on surrounding development, particularly in relation to overlooking, traffic movements, overshadowing, noise and/or odour.

Development along O'Connell Street is predominantly a mix of one and two storey, with some three storey, buildings of varying age ranging from the late 19th to the late 20th Century, on allotments of varying widths. The buildings are generally built to the front boundary and many incorporate a verandah/canopy over the footpath.

O'Connell Street is a 'strip' shopping precinct where commercial properties have an average depth of either 30 metres or 60 metres. The North Adelaide Historic (Conservation) Zone abuts the commercial precinct, designated as the Main Street (O'Connell) Zone, on the eastern and western sides. The public realm is well

organised with mature street trees, a median strip with traditional lighting poles and an abundance of outdoor seating associated with restaurants. The street trees (many of which are well established), contribute positively to the amenity and complexity of the streetscape and add a sense of depth, or layering, along the street edges.

O'Connell Street is intersected by cross streets of varying widths, reflecting a hierarchy of importance. O'Connell Street is the widest street in the precinct, while Tynte Street is the widest of the cross streets and accommodates the major public buildings in the precinct (library, post office etc). There are a number of Local and State Heritage listed buildings in the precinct, most notably the Oxford and Archer Hotels which are both State Heritage Places. These buildings make a significant contribution to the architectural character of the precinct, reinforced by the historic character of many buildings in the adjacent North Adelaide Historic (Conservation) Zone, particularly along Archer and Tynte Streets.

Land to the east of the subject site within the North Adelaide Historic (Conservation) Zone includes a variety of one and two storey, predominantly residential buildings, many of which date back to the late 19th Century. Many of these older buildings are either State or Local Heritage listed. Some of the buildings are also greater than 2 storey in scale, including the Local Heritage listed St Andrew's Presbyterian Church on the corner of Archer and Centenary Streets. Tynte Street is much wider than Archer Street, with some angled on-street parking (Archer Street has parallel parking). There is a range of two-storey, modern, row dwellings along Watson and Stephens Streets to the east of the subject site.

There are also two 10 storey residential flat buildings located near the corner O'Connell and Ward Streets, and between Brougham Place and Ward Street in the wider locality surrounding the subject site.

Land throughout the locality is relatively flat.

1.4. Description of Current Proposal

Applicant - Makris Group

Land Use	Maximum Floor Space/No. of Units
Office	3,951m ² (Gross Floor Area)
Dwellings	131 (38 x 1 bedroom, 76 x 2 bedroom, 17 x 3 bedroom apartments)
Hotel	140 rooms
Shops/restaurants	3,7092m ² (tenancy mix yet to be determined).

Car Parking

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187 spaces for dwellings (basement levels 2 and 3)

80 spaces for offices (basement level 3)

40 spaces for hotel (basement level 3)

All on-site parking will be accessed from Archer Street, exiting onto Centenary Street.

Building Height

The proposed development varies in height across the subject site from:

- 16 storeys in the north-west corner;
- 9 storeys in the south-west corner (plus plant);
- 7-11 storeys in the south-east corner (plus plant); and
- 5 storeys in the north-east corner.

2.0 Community Engagement by Adelaide City Council

Adelaide City Council has undertaken community engagement in relation to the proposed development. This on line community engagement process was conducted between 23 January and 8 February (17 days), during which time:

- Total of 247 people visited the web site/page established by Council for this proposal;
- Of these people, 50 downloaded the consultation pack; and
- 21 people provided an electronic response to the survey.

Of the 21 people who made a submission:

- 16 were positive (raising some issues for resolution) and 5 were negative; and
- 15 live in the City of Adelaide, and 11 of these live in North Adelaide.

The 16 positive submissions incorporated the following key themes:

- Impressive in terms of variety in height and shape of buildings;
- Good mix of high quality, modern buildings, activities, businesses and engaging outdoor spaces;
- Creates desirable density, rather than continuing urban sprawl;
- The central area will provide residents with very pleasant social spaces;
- It will enhance the atmosphere of North Adelaide, injecting life and bringing new money/business;
- Complementary to other recent development around Adelaide e.g footbridge, SAHMRI, NRAH and Convention Centre;
- A good balance between commercial and community needs; and
- How will the increased demand for public transport be managed (e.g. extension to the tram network) and what is the on-street parking strategy?

The 5 negative submissions listed the following primary issues of concern:

- The height of some buildings (up to 16 storeys) is totally out of character with the suburb of North Adelaide and the surrounding one and two storey buildings, creating a negative impact on the historic character of the area. Heights of 3-4 storeys would be more complementary to the existing area.
- It will create a "higgledy-piggledy mess of old and new... redevelopment of the whole area (presumably O'Connell Street) should be considered".

- O'Connell Street is a very busy road and it will become very congested if the development goes ahead and brings lots of new business.
- Far too tall – way above the previous 2 storey height limit and the previously approved 8 storey redevelopment. Also way above the previous height guidelines devised through community consultation.
- Obtaining approval for increased height and density on the site has increased the value of the land but not actually resulted in development occurring. Penalty rates should be applied for development not proceeding.
- There will be vehicle conflicts between the loading bay truck inlet and retail car parking inlet operating in the same corner of the site (at the intersection of Archer and Cambridge Streets);
- Delivery trucks and rubbish trucks will create noise at night and in the early morning for residents of Archer and Cambridge Streets;
- Community engagement on five previous projects for the site have not had any impact on the assessment outcomes;
- Heritage conservation should be given priority;
- How can 'rat running' through surrounding streets be controlled?
- Is there potential for traffic calming infrastructure in surrounding streets and possible resident access only limitations?
- Can heavy vehicles be prevented from using surrounding streets?
- Can the vehicle entry be on Tynte Street to avoid congestion on Archer Street?

3.0 Land Use Assessment

The Desired Character statement for the Mainstreet (O'Connell) Zone contained in the Adelaide (City) Development Plan includes the following elements:

"The Zone will be enhanced as the main focus for retailing, commercial, entertainment, and community activities, restaurants, cafés and tourist accommodation in North Adelaide and the surrounding suburbs. Development will reinforce the Zone's role providing services to the local community and with a distinctive traditional main street character and amenity. Whilst medium scale development is desirable throughout the Zone, higher built form is envisaged on integrated development sites, including the North Adelaide Village and in the area south of Tynte Street.

Uses that generate a high frequency of pedestrian activity and activate the street such as shops, restaurants and cafés will be located on the ground floor. Active street frontages will be promoted through a high proportion of display windows and frequent pedestrian entrances. The mix of complementary land uses will extend activity into the evening to enhance the vibrancy and safety of the area and provide visual interest after hours, including by having no external shutters. Residential development above ground level is envisaged...

... Catalyst sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate an increase in the residential population of the City, while also activating the public realm and creating a vibrant main street feel. A range of land uses will be provided that add to the range of local employment opportunities and the availability of service and shopping facilities within the main street..." (emphasis added)

The mix of land uses envisaged in this zone are reinforced by Objective 1 and Principles of Development Control 1-3 in the Zone:

Objective 1: A shopping, commercial and entertainment main street supported by medium and high density residential development.

Principles of Development Control

Land Use

1 The following types of development, or combinations thereof, are envisaged in the Zone:

Affordable housing

Aged persons accommodation

Community centre

Consulting room

Dwelling

Educational establishment

Licensed premises

Office

Pre-school

Residential flat building

Restaurant

Retirement village

Shop or group of shops

Supported accommodation

Tourist accommodation. (emphasis added)

- 2 A mix of land uses should exist which provide services to the local community. (emphasis added)
- 3 Outdoor eating and drinking facilities in association with cafés, restaurants and licensed premises are appropriate along O'Connell Street and may also be appropriate elsewhere provided they minimal impact on the high level of residential amenity. (emphasis added)

The restaurants, shops, offices, licensed premises, tourist accommodation (hotel) and residential land uses proposed as part of this development are anticipated in the provisions of the Adelaide (City) Development Plan quoted above.

It is understood that the application does not include a licensed entertainment premises as defined in Schedule 1 of the Adelaide (City) Development Plan as follows:

licensed entertainment premises: *the use of land for premises licensed under liquor licensing legislation where live entertainment is provided, but does not include premises where any entertainment or act is sexually explicit in nature such as nude dancing or lap dancing."*

It is worth noting that future conversion of any of the ground level shops with primary street frontage identified on the plans for "food and beverage" to a licensed entertainment premises, nightclub or bar could be difficult given PDC 4 of the Main Street (O'Connell) Zone which states that:

- 4 *Licensed entertainment premises, nightclubs or bars should be secondary to the primary land use mix and not be located on the ground floor of the primary street frontage to enable daytime activation.*

Summary

The proposed land uses are considered to be acceptable in the Main Street (O'Connell) Zone and on the subject site.

4.0 Retail Assessment

There are some Council-Wide provisions of the Adelaide Development Plan that relate to the retail function of "Main Streets" as follows:

Centres and Main Streets

Objective 77: A Capital City that provides the highest order and greatest range of goods and facilities and serves as the principal focus for the economic, social and political life of metropolitan Adelaide, and the State. (emphasis added)

Objective 78: Main Street Zones along O'Connell, Melbourne, Hutt, Halifax and Sturt Streets:

- (a) developed with a retail, community and commercial function, providing local services for surrounding residential communities, and accommodating a range of visitor facilities and commercial activity, arising from their centrality and high accessibility by walking, public transport, cycling and car.
- (b) developed with an increased component of residential accommodation and with enhanced vitality and character while effectively managing their impact in order to protect the amenity of adjacent residential areas.
- (c) with restricted potential for further expansion or intensification of commercial activity due to car parking demands and the need to protect the amenity of neighbouring residential areas. (emphasis added)

Objective 79: Local community facilities that provide shopping and local facilities to serve day to day needs of the local community. (emphasis added)

Principles of Development Control

271 Development should:

- (a) cater for the existing and future shopping needs of the population and community;
- (b) provide a degree of choice;
- (c) result in the expansion of the total range of retail goods and services presently available to the community;
- (d) result in the maintenance of retail employment in the area;
- (e) be safely and readily accessible to the population they will serve;
- (f) have minimal adverse impact on surrounding residential uses;
- (g) have minimal adverse impact on traffic movement;
- (h) be compatible with adjoining areas in terms of the location of access ways, buffer strips and transitional use areas;
- (i) not demonstrably lead to the physical deterioration of any designated centre; and
- (j) incorporate carefully located advertisements that are in scale with the desired character. Illumination from signs or floodlights should not spill over to adjacent areas. (emphasis added)

The intent of these provisions may be summarised as seeking/anticipating some expansion in retail development, including the range of retail development, for local

residents and visitors, but not to the point where it has an unreasonable impact on surrounding residential amenity.

The Desired Character statement for the Main Street (O'Connell) Zone also establishes the following intent for retail development:

Desired Character

The Zone will be enhanced as the main focus for retailing, commercial, entertainment, and community activities, restaurants, cafés and tourist accommodation in North Adelaide and the surrounding suburbs. Development will reinforce the Zone's role providing services to the local community and with a distinctive traditional main street character and amenity. Whilst medium scale development is desirable throughout the Zone, higher built form is envisaged on integrated development sites, including the North Adelaide Village and in the area south of Tynte Street...

...Uses that generate a high frequency of pedestrian activity and activate the street such as shops, restaurants and cafés will be located on the ground floor...

...Catalyst sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate an increase in the residential population of the City, while also activating the public realm and creating a vibrant main street feel. A range of land uses will be provided that add to the range of local employment opportunities and the availability of service and shopping facilities within the main street... (emphasis added)

The proposed development includes approximately 3,800 square metres of retail floor space at ground floor level within 33 tenancies. It appears that approximately half of this floor space will be used for "food and beverage", while the other half will be used for other types of shops.

In the absence of detailed retail modelling, it is impossible to predict with any certainty the level of impact such additional retail floor space will have on the remainder of the Main Street (O'Connell) Zone, nor other existing centres in the wider region. However, the primacy of the "Capital City" in providing the "highest order and greatest range of goods and facilities" is noted (Objective 77). It is also anticipated that the greater amount of retail facilities will provide a greater range of choice for local residents and visitors, as anticipated by the Development Plan (Objective 78 and PDC 271).

Consideration of whether the amount of retail development proposed has unreasonable amenity impacts on the surrounding locality, particularly in terms of traffic, is provided later in this report.

Summary

It is considered that the retail facilities proposed are suitable for the Main Street (O'Connell) Zone, the subject site and the City as a whole.

5.0 Built Form and Heritage Assessment

5.1. Building Height

Many of the provisions in the Main Street (O'Connell) Zone anticipate development that is similar to the existing one and two storey built form that already exists within the Zone. However, the subject site is a "catalyst site" (i.e. a site greater than 1500m² in area), where a greater intensity of development is anticipated provided that the design detail of the lower levels is complementary to nearby existing development and impacts on residential amenity can be reasonably managed. The Desired Character statement for the Main Street (O'Connell) Zone provides an effective summary of this intent:

Desired Character

The Zone will be enhanced as the main focus for retailing, commercial, entertainment, and community activities, restaurants, cafés and tourist accommodation in North Adelaide and the surrounding suburbs. Development will reinforce the Zone's role providing services to the local community and with a distinctive traditional main street character and amenity. Whilst medium scale development is desirable throughout the Zone, higher built form is envisaged on integrated development sites, including the North Adelaide Village and in the area south of Tynte Street...

...Catalyst sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate an increase in the residential population of the City, while also activating the public realm and creating a vibrant main street feel. A range of land uses will be provided that add to the range of local employment opportunities and the availability of service and shopping facilities within the main street.

Developments on catalyst sites will exemplify quality and contemporary design that is generally greater in intensity than their surroundings. However, development will be designed to carefully manage the interface with sensitive uses in the North Adelaide Historic (Conservation) Zone, particularly with regard to massing, proportions, overshadowing, and traffic and noise related impacts. (emphasis added)

Principle of Development Control 18 in the Main Street (O'Connell) Zone states that:

18 *Except on sites greater than 1500 square metres in area (which may include one or more allotment), development may be built to the following maximum building height:*

- (a) 14 metres – north of Tynte Street; or
- (b) 22 metres – south of Tynte Street. (emphasis added)

Principle of Development Control 7 in the Main Street (O'Connell) Zone also states that:

7 *Development should be in accordance with Concept Plan Figure MS(O)/1.*

Figure MS(O)/1 identifies an "indicative location up to 6 storeys" on the subject site. However, this Figure also shows the large number of existing allotments across the subject site (i.e. there is no assumption, appropriately, in the Development Plan that this will be developed as a catalyst site). At the same time, PDC 18 clearly

anticipates development on catalyst sites being something other than 22 metres in height (or 6 storeys).

In short, there is no definitive height guideline for development on the subject site. At the same time, Principle of Development Control 20 in the Main Street (O'Connell) Zone states that:

- 20** *Development on catalyst sites (sites greater than 1500 square metres, which may include one or more allotment) should be comprised of **medium to high scale residential development that is carefully integrated with non-residential development.** (emphasis added)*

The proposed development varies in height across the subject site from:

- 16 storeys in the north-west corner;
- 9 storeys in the south-west corner (plus plant);
- 7-11 storeys in the south-east corner (plus plant); and
- 5 storeys in the north-east corner.

The Planning Statement that accompanies the application makes the following key statements:

"At the heart of this development proposal is the creation of a new public place or a "Piazza" as a focus for North Adelaide... To achieve this design outcome, a critical mass of development is required..."

...the proposal marks the site as the focus and hub of North Adelaide with a landmark tower which can be seen on approach..."

...O'Connell and Tynte Streets are the widest streets adjoining the site and contain existing commercial development. Therefore, the tallest/most significant building mass is proposed along these frontages..."

Given the scale of development proposed, it is agreed that it will be a landmark and a significant focus for North Adelaide. This design approach/philosophy is not expressly anticipated in the Development Plan, nor is it discouraged.

Therefore, the focus of assessment is directed towards the interface with, and amenity impacts on, existing surrounding development, rather than the height of development and its perceived impact on the character of the locality. Principles of Development Control 21 and 23 in the Main Street (O'Connell) Zone reinforce this assessment focus:

- 21** *Catalyst sites should be developed to manage the interface with the North Adelaide Historic (Conservation) Zone with regard to intensity of use, overshadowing, **massing, building proportions and traffic to minimise impacts on residential amenity.** (emphasis added)*
- 23** *The scale of development on catalyst sites should respond to its context, particularly the nature of adjacent land uses and the interface treatments required to address impacts on sensitive uses. (emphasis added)*

How the proposed development satisfies or doesn't satisfy these provisions in terms of amenity impacts is discussed in greater detail below.

5.2. Podiums and Varandahs

With regard to podiums, the Desired Character statement for the Main Street (O'Connell) Zone states that:

Desired Character

... Development will complement the closely developed historic commercial built form and its visual character by including a strong built form edge to O'Connell Street. Development will acknowledge the low-rise horizontal massing of built form which is established by the continuity of parapets, verandahs and balconies with podium elements on the street frontage and setbacks at higher levels.

Streetscape character is associated with the prominent and richly detailed heritage places such as those on the north-western corner of O'Connell and Tynte streets, and with related groups of late nineteenth and early twentieth century residential and commercial buildings. The podium elements will incorporate vertical proportions and high solid to void ratios in the composition of façades. The ground floors of buildings will abut the footpath and continue the established width, rhythm and pattern of façades to support a variety of tenancies with narrow frontages... (emphasis added)

Principles of Development Control 10 and 12 in the Main Street (O'Connell) Zone also state that:

10 Buildings should:

- (a) complement the streetscape character with regard to scale, massing, siting, composition, architectural detailing, materials and colour.
- (b) be modelled and incorporate design elements such as verandahs and balconies, decoration and ornamentation.
- (c) exhibit a high proportion of solid to void in the composition of façades above verandah or awning level of the podium element.
- (d) incorporate pedestrian shelters along O'Connell Street and other major street frontages.
- (e) maintain or re-establish the continuity of low-scale buildings situated close to or abutting the major streets.
- (f) on corner sites of the major streets reinforce the townscape importance of these sites with appropriately scaled buildings abutting the street frontages. (emphasis added)

12 *The continuity of parapets, verandahs and balconies should emphasise the horizontality of the townscape. Podium elements should maintain the horizontal massing of built form while incorporating vertical proportions in the composition of façades. (emphasis added)*

These provisions clearly anticipate the use of podiums as part of taller development within the Main Street (O'Connell) Zone.

Building H located in the south-west corner of the subject site and building G located in the south-east corner of the subject site both include podiums fronting adjacent streets. Buildings F, A and B at the northern end of the site do not include podiums facing the street.

The two storey podium of Building H is of a scale that "will acknowledge the low-rise horizontal massing of built form which is established", as envisaged in the Desired Character statement. This podium also includes some vertical proportions and a reasonably high solid to void ratio in the façade, also anticipated in the Desired Character statement, as well as PDCs 10 and 12 quoted previously.

The tallest building on the site, Building F, does not include a podium, which diverges from the Development Plan provisions. Greater integration of a podium design elements across the site, particularly for the tallest buildings and along prominent street frontages such as O'Connell Street, would better comply with the intent of the Development Plan.

Verandahs are also anticipated in the Main Street (O'Connell) Zone as follows:

Desired Character

... Development will complement the closely developed historic commercial built form and its visual character by including a strong built form edge to O'Connell Street. Development will acknowledge the low-rise horizontal massing of built form which is established by the continuity of parapets, verandahs and balconies with podium elements on the street frontage and setbacks at higher levels. (emphasis added)

Principles of Development Control

10 Buildings should:

- (a) complement the streetscape character with regard to scale, massing, siting, composition, architectural detailing, materials and colour.
- (b) be modelled and incorporate design elements such as verandahs and balconies, decoration and ornamentation.
- (c) exhibit a high proportion of solid to void in the composition of façades above verandah or awning level of the podium element.
- (d) incorporate pedestrian shelters along O'Connell Street and other major street frontages.
- (e) maintain or re-establish the continuity of low-scale buildings situated close to or abutting the major streets.
- (f) on corner sites of the major streets reinforce the townscape importance of these sites with appropriately scaled buildings abutting the street frontages. (emphasis added)

12 The continuity of parapets, verandahs and balconies should emphasise the horizontality of the townscape. Podium elements should maintain the horizontal massing of built form while incorporating vertical proportions in the composition of façades. (emphasis added)

The proposed development includes a range of verandah elements in different shapes and materials within the site and projecting out over the public realm.

Approximately 90 metres of the 130 metre long O'Connell Street frontage has a verandah/canopy covering the footpath to varying depths. There is also some verandah/canopy coverage of the footpath in Archer Street and small portion of Centenary Street and Tynite Street.

The inclusion of verandah/canopy elements as part of the proposed development is acknowledged. However, the lack of continuity of the verandah/canopy elements as anticipated in the Desired Character statement and PDC 12 of the Main Street (O'Connell) Zone are of concern. Of particular concern is the curvilinear verandah/canopy associated with Building F, which is a significant departure from the form and scale of any other verandahs/canopies in O'Connell Street. As a result, it does not achieve the desired continuity. It also provides less coverage of the footpath than a more traditional verandah/canopy structure.

5.3. Corner Site Development

Council Wide Principle of Development Control 190 and the associated Design Technique is targeted at the development of corner sites as follows:

Corner Sites

190 New development on major corner sites should define and reinforce the townscape importance of these sites with appropriately scaled buildings that:

- (a) establish an architectural form on the corner;
- (b) abut the street frontage; and
- (c) address all street frontages. (emphasis added)

Design Technique (these are ONE WAY of meeting part of the above Principle)

190.1 In relation to Principle 190(a):

- (a) incorporation of corner elements such as pediments, turrets, verandahs, balconies and other articulation and modelling into the design of the building;
- (b) incorporation of prominent entrances and/or windows at the apex;
- (c) increasing roof expression or building height at the corner to emphasise the importance of the street corner;
- (d) rotating the building line to create a chamfered edge;
- (e) projecting corner elements forward; and/or
- (f) in a change of building articulation, material or colour. (emphasis added)

It is considered that the proposed development adequately complies with the intent of this provision on the south-west, south-east and north-east corners of the site. However, it is questioned whether Building F in the north-west adequately complies with this provision. While it establishes an architectural form on the corner and addresses all street frontages, it does not abut the street frontages. It is also questioned whether its corner elements adequately project forward as anticipated in the associated Design Technique. In short, there is concern as to whether Building F, particularly at the lower levels, adequately addresses the corner of O'Connell and Tynte Streets.

The Desired Character statement for the Main Street (O'Connell) Zone also seeks:

Desired Character

Development will complement the closely developed historic commercial built form and its visual character by including a strong built form edge to O'Connell Street. Development will acknowledge the low-rise horizontal massing of built form which is established by the continuity of parapets, verandahs and balconies with podium elements on the street frontage and setbacks at higher levels...

Development on corner sites should include buildings that present a strong built form edge to the secondary street boundary... (emphasis added)

Again, it is questioned whether Building F achieves the desired "strong built form edge" to both O'Connell and Tynte Streets at the lower levels of the building as anticipated by the Zone Desired Character statement.

5.4. Massing of Buildings and Pedestrian Access

It is relatively rare that a site of this size, bounded by four streets, is available for redevelopment. This presents a wider range of opportunities and challenges than might exist on other sites.

It is considered that many of the Development Plan provisions are not targeted at a site of this nature. Rather, they are targeted to sites that are typically smaller, may have one or two street frontages and are immediately adjoined by existing development.

At the same time, the following provisions in the Main Street (O'Connell) Zone provide some guidance for the development of catalyst sites greater than 1500m² in area:

Desired Character

...Catalyst sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate an increase in the residential population of the City, while also activating the public realm and creating a vibrant main street feel. A range of land uses will be provided that add to the range of local employment opportunities and the availability of service and shopping facilities within the main street.

Developments on catalyst sites will exemplify quality and contemporary design that is generally greater in intensity than their surroundings. However, development will be designed to carefully manage the interface with sensitive uses in the North Adelaide Historic (Conservation) Zone, particularly with regard to massing, proportions, overshadowing, and traffic and noise related impacts. (emphasis added)

Catalyst Sites

- 20** *Development on catalyst sites (sites greater than 1500 square metres, which may include one or more allotment) should be comprised of medium to high scale residential development that is carefully integrated with non-residential development. (emphasis added)*
- 21** *Catalyst sites should be developed to manage the interface with the North Adelaide Historic (Conservation) Zone with regard to intensity of use,*

overshadowing, massing, building proportions and traffic to minimise impacts on residential amenity. (emphasis added)

- 22** *Catalyst sites should contribute to the vibrancy of the main street through building designs that:*
- (a) include a mix of land uses that create activity and overlooking of the street, particularly at the ground level and the first floor;*
 - (b) create the appearance of narrow frontages and enhance visual interest;*
 - (c) are vertically massed; and*
 - (d) include above street level fenestration, balconies, parapets, architectural detailing and ornamentation which contribute to the rich visual texture. (emphasis added)*
- 23** *The scale of development on catalyst sites should respond to its context, particularly the nature of adjacent land uses and the interface treatments required to address impacts on sensitive uses. (emphasis added)*
- 24** *Where there is an apparent conflict between the catalyst site principles and Zone or Council Wide objectives and principles (including the quantitative provisions) the catalyst site principles will take precedence. (emphasis added)*

In terms of massing of development across the site and the pedestrian area/links/spaces in between, the Planning Statement accompanying this application indicates that:

"The proposal retains a strong primary street grid pattern, while introducing a finer grain of access into and through the site..."

Tynte and O'Connell Streets are the widest and main commercial streets of the precinct, and therefore the most significant building mass in the development is located on the corner of these streets..."

At the heart of this development proposal is the creation of a new public space or a "Piazza" as a focus for North Adelaide..."

To achieve this design outcome, a critical mass of development is required..."

Permeability of the site particularly from all adjoining streets has been a key consideration, with the use of portals, laneways and open space providing connectivity between the internal spaces and the streets and neighbourhoods which flank the development..."

Council Wide Principle of Development Control states that:

- 170** *Where possible, large sites should incorporate pedestrian links and combine them with publicly accessible open space.*

Fig MS(O)/1 anticipates an east-west pedestrian link running through the centre of the subject site. The proposed development responds to this by providing pedestrian access on the diagonal from north-east to south-west, combined with pedestrian access into the centre of the site from all four surrounding streets.

The design intent to create substantial public access to the site in order to achieve activity and vibrancy is acknowledged. However, the nature of the pedestrian access/routes and their interrelationship with the associated built-form creates a new typology in North Adelaide. It is questioned whether a more simplified, grid-like network of pedestrian links through the site might be more complementary to the grid-like existing character of street, laneways and buildings in North Adelaide.

5.5. Building Materials and Detailing

The following Council Wide Principles of Development Control relate specifically to materials, colours and finishes:

Materials, Colours and Finishes

- 186** The design, external materials, colours and finishes of buildings should have regard to their surrounding townscape context, built form and public environment, consistent with the desired character of the relevant Zone and Policy Area. (emphasis added)
- 187** Development should be finished with materials that are sympathetic to the design and setting of the new building and which incorporate recycled or low embodied energy materials. The form, colour, texture and quality of materials should be of high quality, durable and contribute to the desired character of the locality. Materials, colours and finishes should not necessarily imitate materials and colours of an existing streetscape. (emphasis added)
- 188** Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised. (emphasis added)
- 189** Development should avoid the use of large expanses of highly reflective materials and large areas of monotonous, sheer materials (such as polished granite and curtained wall glazing). (emphasis added)

Principle of Development Control 10 in the Main Street (O'Connell) Zone states that:

- 10** Buildings should:
- (a) complement the streetscape character with regard to scale, massing, siting, composition, architectural detailing, materials and colour... (emphasis added)

In terms of materials and finishes at ground/lower levels, the Planning Statement accompanying this application indicates that:

“Materials and finishes used for the Podium buildings vary depending on the location and use of each building. To Tynte and Centenary streets, much use is made of bluestone... juxtaposed with other, less textured materials such as off-form concrete, aluminium and both clear and fritted glazing. The south end of Centenary Street responds to the brick finishes of the church opposite the site, with more contemporary finishes included to the west along Archer Street.

The O'Connell Street frontage includes extensive glazed shopfronts to the Archer Street corner building and the southern end of the central building, working together to reflect a high-end retail offer. These glazed facades incorporate elements of perforated patterned metal, adding detail and interest to the shopfront zone. The proposed wholefoods market frontage on the centre building reverts to a greater solid to void

design approach with bluestone and punched window shopfronts for regular product display.

A contemporary approach to food and beverage facilities on the O'Connell Street corner, an entry to the O'Connell Apartments building on the corner and retail turning into the internal piazza zone all work to create activity and presence in this hub. A strong and unique building façade to the residential apartments above, connecting strongly to the ground, and a sweeping protective canopy and colonnade give visual strength to this part of the development."

The Planning Statement accompanying this application also provides a detailed description of the other materials proposed for the upper levels of the taller buildings.

The design intent behind the materials selection (i.e. to relate the materials to existing nearby development), is understood and acknowledged. In this regard, it could be said that the proposed development appropriately responds to the Development Plan provisions quoted above. However, there is concern that that vast array of materials proposed is perhaps too varied when associated with the greater mass and more consistent use of materials and architectural detailing at upper levels. In this regard, the proposed development may benefit from more restrained use in the mix of materials and associated architectural detailing.

5.6. Heritage Assessment

The following Council Wide provisions of the Development Plan are relevant to the consideration of the impact of the proposed development on existing Local and State Heritage places in the locality:

Heritage and Conservation

Objective 43: Development that retains the heritage value and setting of a heritage place and its built form contribution to the locality. (emphasis added)

Principles of Development Control

140 Development on land adjacent to a heritage place in non-residential Zones or Policy Areas should incorporate design elements, including where it comprises an innovative contemporary design, that:

- (a) utilise materials, finishes, and other built form qualities that complement the adjacent heritage place; and
- (b) is located no closer to the primary street frontage than the adjacent heritage place. (emphasis added)

Heritage and Conservation – North Adelaide

Development on Land Adjacent to a Heritage Place

162 Development on land adjacent to land containing a Heritage Place should demonstrate design consideration of the relationship with the Heritage Place (without necessarily replicating its historic detailing) by establishing compatible:

- (a) scale, bulk and setbacks;
- (b) proportion and composition of design elements;

- (c) form and visual interest (as determined by play of light and shade, treatments of openings and depths of reveals, roofline and silhouette, colour and texture of materials and details, landscaping and fencing);
 - (d) width of frontage and boundary set-back patterns; and
 - (e) vehicle access and carparking arrangements. (emphasis added)
- 163** Development on land adjacent to a Heritage Place and sited in prominent locations, such as corners or at the termination of vistas where a strong presence is desirable, should have a scale and detail equal to that of the Heritage Place. (emphasis added)
- 165** Development that is visible from the street should match the building levels and storey heights of adjacent Heritage Places. (emphasis added)

Council's Heritage Officer has advised that he concurs with the conclusion of the heritage impact report by Hosking Willis provided with the application. While there will be some impact on the cultural setting to St Andrew's Church viewed from the east and west, the proposed 4 storey building opposite this Church is a carefully considered design response, as is the proposed 4 storey building opposite 93 Tynte Street.

The materials selection and fine detailing of all the proposed buildings is a critical element in the success of the design response to the historic context and broader streetscape. It will be essential that this level of design detail remain through to completion of the development. Any 'dumbing down' of the considered architectural language or materials selected could be detrimental to the final outcome. This needs to be considered carefully against the statements made in the previous section of this report that the proposed development may benefit from more restrained use in the mix of materials and associated architectural detailing.

5.7. Public Art

The following Council Wide provisions of the Development Plan relate specifically to public art in association with new development:

Living Culture

Principle of Development Control

- 1** Development should, where appropriate, integrate public art into the design of new or refurbished building sites in a manner which is integrated with and commensurate in scale with, the new or refurbished buildings. For the purpose of enhancing the public environment, public art should:
 - (a) demonstrate artistic excellence and innovation in design;
 - (b) be made of high quality materials;
 - (c) enhance the setting of new development;
 - (d) be integrated into the design of the building and the surrounding environment;
 - (e) consider any existing public art works; and
 - (f) not hinder sight lines or create entrapment spots. (emphasis added)

Squares and Public Spaces

Objective 59: *A distinctive Adelaide streetscape identity through the use of street furniture, graphics, public art, signs, lighting and landscaping, recognising existing visually significant buildings and trees. (emphasis added)*

219 *Development fronting public spaces should be of a high standard of design and should reinforce the distinctive urban character of the City by: ...*

(b) *enhancing interest, use, safety and a range of activities by ensuring:*

(i) *facades abutting public spaces provide visual interest; and*

(ii) *appropriate elements of public art; ... (emphasis added)*

The proposed development does not include any specific elements of public art. The Planning Statement provided with the Development Application does not address the provision of public art. This is considered to be a shortcoming of the proposal, but one that can be readily addressed.

By way of comparison, Adelaide City Council has a policy of dedicating 1.3% of the cost of capital developments it undertakes to public art. Consideration of 'integrated' public art in features on the exterior of the buildings enhances the prospects of cost effective art inclusion.

Public art can also be used to enhance safety e.g. lighting effects in the car park and other areas (sensor activated lights can be used with exciting effects). The establishment of a 'public art trust' to encourage a 'rolling' use of local artists' pieces throughout the complex over many years (e.g. hanging pictures in commercial buildings) is encouraged. Consideration may also be given to the historical significance of the site in creating the brief for integrated and other art installations e.g. the former Le Cornu building had a renowned curved glass wall.

Summary

There is no definitive height guideline for development on the subject site, but medium to high scale development is anticipated. Given the scale of development proposed, will be a landmark and a significant focus for North Adelaide. Such design approach is not expressly anticipated in the Development Plan, nor is it discouraged. Development of medium to high scale is clearly anticipated on catalyst sites such as this.

The use of podiums are clearly anticipated as part of taller development within the Main Street (O'Connell) Zone. Some of the proposed buildings include podiums that "acknowledge the low-rise horizontal massing of built form which is established", as well as including some vertical proportions and a reasonably high solid to void ratio in the façade. However, the tallest building on the site, Building F, does not include a podium, which is a divergence from the Development Plan provisions. Greater integration of a podium design elements across the site, particularly for the tallest buildings and along prominent street frontages such as O'Connell Street is desired.

The inclusion of verandah/canopy elements as part of the proposed development is acknowledged. However, the lack of continuity of the verandah/canopy elements is of concern, as is the curvilinear verandah/canopy associated with Building F, which is a significant departure from the form and scale of existing verandahs/canopies in O'Connell Street. It also provides less coverage of the public realm than a more traditional verandah/canopy structure.

The proposed development appropriately addresses most of the corners on the subject site. While Building F establishes an architectural form on the north-west corner and addresses all street frontages, it does not abut the street frontages. It is also questioned whether its corner elements adequately project forward and whether the desired "strong built form edge" to both O'Connell and Tynte Streets at the lower levels of this building are achieved.

The design intent to create substantial public access to the site in order to achieve activity and vibrancy is acknowledged. However, the nature of the pedestrian access/routes and their interrelationship with the associated built-form creates a new typology in North Adelaide. It is questioned whether a more simplified, grid-like network of pedestrian links through the site might be more complementary to the grid-like existing character of street, laneways and buildings in North Adelaide.

The design intent behind the materials selection (i.e. to relate the materials to existing nearby development), is understood and acknowledged. However, there is concern that that vast array of materials proposed is perhaps too varied when associated with a the greater mass and more consistent use of materials and architectural detailing at upper levels. In this regard, the proposed development may benefit from more restrained use in the mix of materials and associated architectural detailing. At the same time, the materials selection and fine detailing of all the proposed buildings is a critical element in the success of the design response to the historic context and broader streetscape.

The proposed development does not include any specific elements of public art. However, it is anticipated that this could be readily addressed by the applicant.

6.0 Parking and Traffic Assessment

6.1. On-Site Vehicle Parking

On-site vehicle parking rates for the different land uses proposed are contained in Table Adel/7 of the Adelaide (City) Development Plan. In short, the minimum total on-site vehicle parking associated with the proposed development is 349 spaces, while the maximum on-site parking is 631 spaces. The proposed development includes 441 spaces – more than the minimum and less than the maximum guideline. The parking associated with each land use (dwellings, shops, offices and hotel) are all in excess of the minimum guidelines. Therefore, the on-site car parking numbers proposed satisfy the Adelaide (City) Development Plan guidelines.

6.2. On-Site Bicycle Parking

On-site bicycle parking rates for the different land uses proposed are contained in Table Adel/6 of the Adelaide (City) Development Plan. In short, the minimum total on-site bicycle parking associated with the proposed development is 185 spaces. The proposed development includes 150 bicycle parking spaces in basement level 1, with access via the retail lifts providing the most direct access (these lifts can accommodate 2 bicycles at a time). Further bicycle storage will be available in the residential storage lockers located on various levels of the basement. Space for 24 bicycles to be locked to bicycle rails for visitors and staff will be provided at ground floor level. Therefore, the number of bicycle parking spaces proposed satisfy the Development Plan guidelines.

Resident and visitor bicycle parking appears to be provided in basement levels 2 and 3. It is unclear how visitors would access these secure spaces. If the retail lifts are to be used by cyclists for access to the ground level, these lifts need to be operational at all hours (the applicant's traffic and parking consultant has advised that workers and residents would be given security cards for such purposes). Clarification is also sought as to whether the bicycle parking is intended within general-purpose storage lockers or if it will be provided as dedicated bicycle parking. The offering of bicycle parking that can be accommodated within a storage locker may discourage bicycle ownership in favour of increased storage space. It is noted that 10 "unsecure" bicycle parking spaces are provided in basement level 1. Being situated in a basement level car park, bicycles parked on these rails are at a high risk of theft.

6.3. On-Site Parking Layout

The three proposed parking spaces in Basement 1 located towards the southern end of the site close to the "retail carpark exit" annotation require patrons to navigate through the carpark without knowing whether these spaces are free. If they are already occupied, then the driver must exit the site and undertake a lap of the block to re-enter the car park. Therefore, it is recommended that these spaces be designated for staff use. The Applicant has advised as part of the amended

documentation that this will be the case. Furthermore, safe pedestrian access should also be provided around the blind corner to the west of these spaces adjacent to the "service lift for hotel" annotation.

6.4. On-Street Parking

The proposed development will require changes to parking controls. Formal consultation is necessary with Council's On-Street Parking Coordinators for this to occur. It should be noted that Council is not obligated to remove/alter on-street parking. In this instance, it is anticipated that objections are likely to be received in response to the proposed changes to parking on Archer Street, which would likely result in a report being submitted to Council's Elected Members for consideration/determination. It is also noted that 10 vehicles are anticipated to load on-street on a daily basis but their availability cannot be guaranteed.

6.5. Loading Dock Layout

The design of the Loading Dock should comply with AS 2890.2. The turn path diagram for a Heavy Rigid Vehicle (i.e. 12.5 metres long) provided in Figure 6.2 of the Transport Impact Assessment shows the turn paths overhanging/ mounting the kerb/footpaths in Centenary Street and extending into the existing on-street parking space for people with disabilities. This creates potential safety concerns for pedestrians, but also risk to damage of kerbing/footpaths and street trees.

In this regard, the applicant's traffic and parking consultant has stated that, given most vehicles expected to enter the loading facility will be Medium Rigid Vehicles (8.8 metres long) or less in size, the likelihood of conflict between a heavy vehicle and a pedestrian on the kerb ramp will be negligible. Furthermore, the applicant's consultant also understands that larger refuse vehicles are currently required to enter Centenary Street.

The waste management report accompanying the application indicates that 60-80 waste truck movements per week are anticipated. The Applicant's traffic consultant has advised that there will be a total of 3 trucks per hour on average (20-30 trucks per day) for loading associated with the proposed shops and offices. Many of the smaller shops will likely use on-street loading on Archer Street and O'Connell Street via courier vans and small trucks. Therefore, the loading dock in Centenary Street is expected to service 20 vehicles per day (40 movements), with the remaining 10 smaller vehicles (20 trips) being serviced on-street.

In order to minimise the impact on nearby residents/occupants of noise associated with reversing signals on trucks, it should be mandatory for all heavy vehicles accessing the site to do so in a forward motion, rather than backing in from Centenary Street. In this context, the space for manoeuvring heavy vehicles within the loading dock is questioned – can this be enlarged/lengthened? It also appears that a maximum of 3 heavy vehicles can stand within the loading bay at one time – the adequacy of this on-site vehicle storage is questioned given the volume of heavy vehicles anticipated.

As part of the amended plans provided by the Applicant, it has also been confirmed that loading will only occur within the following specified noise sensitive hours:

- Monday – Saturday: 7am-10pm
- Sunday and Public Holidays: 9am-10pm

The Applicant's traffic consultant has also advised that the loading facility on Centenary Street is now expected to service 15 vehicles (30 trips) per day, with the remaining 10 vehicles (20 trips) being serviced on-street. The waste collection truck movements has been revised to a maximum of 20 vehicles per week (not 60 to 80 per week).

The north-west corner radii of Archer Street and Centenary Street has been modified to a 6m radius, suitable for vehicles up to a 10m Refuse Vehicle undertaking a left turn. The Applicant's traffic consultant has highlighted that the disability parking bays on Centenary Street have not been line marked correctly. Council's traffic officers have advised that the bays should be marked to a width that corresponds with the face of the existing kerb extension and this will be corrected by Council. This will continue to compromise the clearance for trucks turning left from Archer Street.

6.6. Traffic Impact Assessment

A one way (ingress only) vehicle access to the car parking areas is proposed via Archer Street, with a second one way (egress only) vehicle access point proposed on Centenary Street.

Centenary Street is a one-way road with vehicle flows travelling south to north. It is configured with one-lane, approximately 3.0 metre wide carriageway set within a road reserve of approximately 13.6 metres. Indented parallel parking bays are provided along the eastern side of the carriageway and are subject to 1 hour parking restrictions as well as 2 hour event parking restrictions. No stopping parking controls are located on the western side of Centenary Street for the whole length.

Centenary Street provides access to two short cul-de-sac streets, Watson Street and Stephens Street. Centenary Street is estimated to carry less than 200 vehicles per day at present and subject to the default urban speed limit of 50 km/h.

The proposed development will result in just over 2000 vehicle movements to and from the site per day. While this is a significant increase in the number of vehicles using Centenary Street, this traffic volume does not change the status of the street to something other than a local access road. There are also a very limited number of residential properties that have frontage (four properties with mostly side frontage) on the eastern side of Centenary Street.

6.7. Vehicle Access

A one way exit point is proposed onto Centenary Avenue opposite Watson Street. The applicant's traffic consultant states that this:

"...proposed access point will be located in a prohibited location based on Australian Standard 2890.1:2004. While this is a technical issue, it is considered that the proposed access point will operate satisfactorily given the low volume of traffic to and from Watson Street, the one-way nature of Centenary Street, and good sight distance at the locations to Watson Street and Centenary Street".

The applicant's traffic consultant goes on to state that:

"The access point is proposed in this location due to the complex arrangement of ramps with the development basements, and also to remove an access point from Tynte Street (as was previously proposed and approved in previous consents)".

Adelaide City Council's traffic and parking officers have advised that the location of the proposed exit onto Centenary Street will effectively create a 4-way intersection, in turn creating potential confusion regarding give-way priority.

Under Australian Road Rules vehicles exiting private driveways need to give way to road traffic (including vehicles from Watson and Centenary Streets) and pedestrians. The angle of approach of the proposed vehicle exit creates difficult sight distance conditions when looking right. This may, in turn, result in drivers exiting the site not paying sufficient attention to pedestrians crossing the exit ramp, particularly given that there is lobby to Building B immediately adjoining the exit ramp.

Combined with the small number of vehicles using Centenary and Watson Streets, this is likely to create a situation where regular users of the proposed exit will not adequately look for approaching vehicles and pedestrians.

One way of potentially addressing these concerns is to realign the proposed driveway so that it is more perpendicular to Centenary Street.

As part of the amended plans provided by the Applicant, the vehicular entry to Centenary Street from the subject site has been narrowed achieving an angle of 70 degrees to address concerns about driver priority/confusion. However, Council's traffic officers remain concerned about regular users of the proposed exit not adequately look for approaching vehicles and pedestrians heading north along Centenary Street.

Council traffic officers have also advised that all vehicle crossovers should include continuous footpath treatments.

6.8. Pedestrian Access To and Across O'Connell Street

Adelaide City Council's traffic and parking officers have advised that the orientation of the proposed pedestrian access beneath Building H creates a potential pedestrian hazard. This key pedestrian access point aligns with the entrance to North Adelaide Village Shopping Centre on the opposite side of O'Connell Street, thereby creating a pedestrian desire line within a 'jay walking zone' (i.e. within 20m of the intersection of O'Connell and Archer Streets). The median strip is also narrow in this location given there is a right turn lane from O'Connell Street into Archer

Street. There was a pedestrian fatality at this location in September 2011. This locality is also identified as a "secondary pedestrian area" on Map Adel/1 (Overlay 2) in the Adelaide Development Plan.

The desirability of attracting pedestrians into the site is acknowledged. Therefore, one way of addressing this concern is to relocate the pedestrian access point so that it is further than 20m from the intersection of O'Connell and Archer Streets (i.e. move it further north). Alternatively, it could be relocated to align with the existing pedestrian crossing at the intersection of O'Connell and Archer Streets (i.e. move it further south).

As part of the amended documentation, the Applicant's traffic consultant has advised that "Crash data over the previous 5 years confirms the pedestrian fatality was the only pedestrian related incident on the O'Connell Street midblock... based on available reports, the incident occurred approximately 10 metres north of the Archer Street pedestrian crossing, which lies outside the pedestrian desire line between the proposed development and North Adelaide Village". Council traffic officers understand that this fatality occurred further than 10m from the intersection and therefore, have ongoing concerns regarding the proposed pedestrian access beneath Building H creating a potential pedestrian hazard in combination with O'Connell Street.

Summary

Both the on-site vehicle parking associated with each land use (dwellings, shops, offices and hotel), and the bicycle parking are all in excess of the minimum guidelines and less than the maximum Development Plan guidelines.

Resident and visitor bicycle parking appears to be provided in basement levels 2 and 3, but it is unclear how visitors would access these secure spaces. If the retail lifts are to be used by cyclists for access to the ground level, these lifts need to be operational at all hours. Clarification is also sought as to whether the bicycle parking is intended within general-purpose storage lockers or if it will be provided as dedicated bicycle parking. The offering of bicycle parking accommodated within a storage locker may discourage bicycle ownership in favour of increased storage space. The 10 "unsecure" bicycle parking spaces are provided in basement level 1 would be at a high risk of theft.

The three proposed parking spaces in Basement 1 located towards the southern end of the site close to the "retail carpark exit" annotation require patrons to navigate through the carpark without knowing whether these spaces are free. The Applicant has agreed that these spaces be designated for staff use. Safe pedestrian access should also be provided around the blind corner to the west of these spaces adjacent to the "service lift for hotel" annotation should be provided.

The Applicant's traffic consultant has highlighted that the disability parking bays on Centenary Street have not been line marked correctly. Council's traffic officers have advised that when these bays are correctly line marked this will compromise the clearance for trucks turning left from Archer Street.

Formal consultation is necessary with Council's On-Street Parking Coordinators for changes to on-street parking restrictions as anticipated by the Applicant. In this instance, it is anticipated that objections are likely to be received in response to the proposed changes to parking on Archer Street, which would likely result in a report being submitted to Council's Elected Members for consideration/ determination. It is also noted that 10 vehicles are anticipated to load on-street on a daily basis but their availability cannot be guaranteed.

In order to minimise the impact on nearby residents/occupants of noise associated with reversing signals on trucks, it should be mandatory for all heavy vehicles accessing the site to do so in a forward motion, rather than backing in from Centenary Street. The adequacy of this on-site vehicle storage in the loading bay area is also questioned given the volume of heavy vehicles anticipated.

While the increase from 200 to just over 2000 vehicle per day using Centenary Street is significant, this traffic volume does not change the status of the street to something other than a local access road. There is also a very limited number of residential properties that have frontage (four properties with mostly side frontage) on the eastern side of Centenary Street.

The location of the proposed exit onto Centenary Street will effectively create a 4-way intersection, in turn creating confusion regarding give-way priority. One way of potentially addressing these concerns is to realign the proposed driveway so that it is more perpendicular to Centenary Street. [The amended plans have not adequately addressed this issue.](#)

The orientation of the proposed ground level pedestrian access beneath Building H creates a potential pedestrian hazard. This key pedestrian access point aligns with the entrance to North Adelaide Village Shopping Centre on the opposite side of O'Connell Street, thereby creating a pedestrian desire line within a 'jay walking zone'. The median strip is also narrow in this location given there is a right turn lane from O'Connell Street into Archer Street.

The desirability of attracting pedestrians into the site is acknowledged. Therefore, one way of addressing this concern is to relocate the pedestrian access point so that it is further than 20m from the intersection of O'Connell and Archer Streets. Alternatively, it could be relocated to align with the existing pedestrian crossing at the intersection of O'Connell and Archer Streets.

7.0 Overshadowing, Privacy and Wind Impact Assessment

7.1. Overshadowing

The Adelaide (City) Development Plan contains the following provisions directly relating to overshadowing impact:

Micro-climate and Sunlight

Objective 33: Buildings which are designed and sited to be energy efficient and to minimise detrimental micro-climatic and solar access impacts on land or other buildings including. (emphasis added)

Principles of Development Control

- 119** Development should be designed and sited to minimise micro-climatic and solar access impact on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow. (emphasis added)
- 120** Development should be designed and sited to ensure an adequate level of daylight, minimise overshadowing of buildings, and public and private outdoor spaces, particularly during the lunch time hours. (emphasis added)
- 173** Development in a non-residential Zone that is adjacent to land in a Residential Zone or the North Adelaide Historic (Conservation) Zone should minimise overshadowing on sensitive uses by ensuring:
- (a) north-facing windows to habitable rooms of existing dwellings in a Residential Zone or the North Adelaide Historic (Conservation) Zone receive at least 3 hours of direct sunlight over a portion of their surface between 9.00am and 3.00pm on 21 June;
 - (b) ground level open space of existing residential buildings in a Residential Zone or the North Adelaide Historic (Conservation) Zone receive direct sunlight for a minimum of 2 hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space;
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres). (emphasis added)

Main Street (O'Connell) Zone

...Developments on catalyst sites will exemplify quality and contemporary design that is generally greater in intensity than their surroundings. However, development will be designed to carefully manage the interface with sensitive uses in the North Adelaide Historic (Conservation) Zone, particularly with regard to massing, proportions, overshadowing, and traffic and noise related impacts. (emphasis added)

Principle of Development Control

- 21** Catalyst sites should be developed to manage the interface with the North Adelaide Historic (Conservation) Zone with regard to intensity of use, overshadowing, massing, building proportions and traffic to minimise impacts on residential amenity. (emphasis added)

As part of the Planning Statement accompanying the Development Application, a series of shadow diagrams have been provided during the summer and winter solstice. These shadow diagrams indicate that during the middle of summer, the proposed development will result some overshadowing of properties on the western side of O'Connell Street at 9:00am, and no overshadowing of adjoining properties at noon and 3:00pm. Of course, there will be greater shadow cast in mid-winter with the majority of shadow falling on nearby properties at 9:00am and 3:00pm.

Given the small scale of the shadow diagrams provided with the application, it is difficult to determine the performance of the proposed development against some of the detailed elements of the provisions quoted above. More detailed plans/information is required in this regard.

As part of the amended documentation, the Applicant's planning advisor has stated that "additional scaled overshadow diagrams are being furnished to the Development Assessment Commission" which will "demonstrate the adjoining sensitive land uses achieve access to sunlight in excess of the recommended criteria".

7.2. Privacy

It is considered that privacy impacts for existing adjoining residents will be greatest along the Centenary Street frontage. It is unclear from the proposal plans precisely how privacy impact will be ameliorated, given that there are multi-storey apartments which have balconies that have an easterly orientation towards the adjoining residential areas. More detailed plans/information is required in this regard.

At the same time, it is anticipated that the potential for overlooking could be addressed through a combination of design techniques such as privacy screens on the balustrading and planter boxes at the edge of the balconies restricting access.

As part of the amended documentation, the Applicant's planning advisor has stated that:

"The subject land is located at the interface between two different zones where some conflict is likely to occur. A number of court cases have contemplated this and found that dwellings at the interface with other zones, cannot expect the same level of amenity as dwellings in the heart of a residential zone.

Notwithstanding this, the proposed development is sensitively designed to minimise impacts on the adjoining Zone. The majority of residential dwellings are located some distance from the zone interface. Where the proposed buildings are located adjacent to Centenary Street at the interface within the adjoining zone, the dwellings have been designed to discourage casual overlooking. The proposed development achieves a balance between overlooking and interior amenity of the east facing apartments".

Once again, more specifics regarding design techniques such as privacy screens on the balustrading and planter boxes at the edge of the balconies restricting access and potential for overlooking from the proposed dwellings is considered necessary.

7.3. Wind

Council Wide Principle of Development Control 125 states that:

125 Development that is over 21 metres in building height and is to be built at or on the street frontage should minimise wind tunnel effect. (emphasis added)

Design Techniques (these are ONE WAY of meeting the above Principle)

125.1 Methods to reduce the potential for a wind tunnel effect may include:

- (a) a podium built at the base of a tall tower and aligned with the street to deflect wind away from the street;
- (b) substantial verandahs around a building to deflect downward travelling wind flows; and/or
- (c) placing one building windward of another building. (emphasis added)

The Development Application documentation includes a "Desktop Wind Assessment Report". That report concludes that:

Most of the ground level would be close to or within the criterion for acceptability for walking, standing or sitting providing the following guidelines are adhered to:

- *A combination of perforated screens, louvers and balconies are deployed over the entire elevation of the main tower to absorb wind energy and to thus reduce downwash velocities at the plaza level;*
- *Wide canopies are deployed along the north, west and southern perimeters of the main building;*
- *Carefully planned obstructions at the south western entrance shall be designed to prevent wind-tunnelling effect;*
- *Porous wind screens and/or a row of trees to the entrance of main walkways between buildings should be considered to reduce tunnelling effect.*

It is unclear whether the development as proposed includes all of these design elements. This should be confirmed prior to any determination of the application.

As part of the amended documentation, the applicant has advised that the recommendations of the previous wind report have been adopted. However, it is desirable that the applicant's wind consultant confirm that this has occurred to their satisfaction. If this can occur, there should be no need to adopt the Applicant's request wind modelling forms the basis of a reserved matter attached to the approval.

Summary

While it is acknowledged that development of substantial scale can be anticipated on a catalyst site such as this, the performance of the proposed development in relation to overshadowing, privacy and wind impacts is not well understood based on the material provided and more detailed plans/information is required.

8.0 Crime Prevention and Safety Assessment

The Adelaide (City) Development Plan contains the following provisions directly relating to crime prevention and safety:

Crime Prevention Through Urban Design

Objective 24: A safe and secure, crime resistant environment that:

- (a) ensures that land uses are integrated and designed to facilitate natural surveillance;
- (b) promotes building and site security; and
- (c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting. (emphasis added)

Principles of Development Control

82 Development should promote the safety and security of the community in the public realm and within development. Development should:

- (a) promote natural surveillance of the public realm, including open space, car parks, pedestrian routes, service lanes, public transport stops and residential areas, through the design and location of physical features, electrical and mechanical devices, activities and people to maximise visibility by:
 - (i) orientating windows, doors and building entrances towards the street, open spaces, car parks, pedestrian routes and public transport stops;
 - (ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;
 - (iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;
 - (iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;
 - (v) creating a complementary mix of day and night-time activities, such as residential, commercial, recreational and community uses, that extend the duration and level of intensity of public activity;
 - (vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;
 - (vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and
 - (viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff eg by surveillance of lift and toilet areas within car parks.
- (b) provide access control by facilitating communication, escape and path finding within development through legible design by:
 - (i) incorporating clear directional devices;
 - (ii) avoiding opportunities for concealment near well travelled routes;
 - (iii) closing off or locking areas during off-peak hours, such as stairwells, to concentrate access/exit points to a particular route;
 - (iv) use of devices such as stainless steel mirrors where a passage has a bend;
 - (v) locating main entrances and exits at the front of a site and in view of a street;

- (vi) *providing open space and pedestrian routes which are clearly defined and have clear and direct sightlines for the users; and*
 - (vii) *locating elevators and stairwells where they can be viewed by a maximum number of people, near the edge of buildings where there is a glass wall at the entrance.*
 - (c) *promote territoriality or sense of ownership through physical features that express ownership and control over the environment and provide a clear delineation of public and private space by:*
 - (i) *limiting the number of dwellings on each floor level to 10 dwellings;*
 - (ii) *clear delineation of boundaries marking public, private and semi-private space, such as by paving, lighting, walls and planting;*
 - (iii) *dividing large development sites into territorial zones to create a sense of ownership of common space by smaller groups of dwellings; and*
 - (iv) *locating main entrances and exits at the front of a site and in view of a street.*
 - (d) *provide awareness through design of what is around and what is ahead so that legitimate users and observers can make an accurate assessment of the safety of a locality and site and plan their behaviour accordingly by:*
 - (i) *avoiding blind sharp corners, pillars, tall solid fences and a sudden change in grade of pathways, stairs or corridors so that movement can be predicted;*
 - (ii) *using devices such as convex security mirrors or reflective surfaces where lines of sight are impeded;*
 - (iii) *ensuring barriers along pathways such as landscaping, fencing and walls are permeable;*
 - (iv) *planting shrubs that have a mature height less than one metre and trees with a canopy that begins at two metres;*
 - (v) *adequate and consistent lighting of open spaces, building entrances, parking and pedestrian areas to avoid the creation of shadowed areas; &*
 - (vi) *use of robust and durable design features to discourage vandalism. (emphasis added)*
- 83** *Residential development should be designed to overlook streets, public and communal open space to allow casual surveillance. (emphasis added)*
- 84** *To maximise security and safety, buildings should be designed to minimise access between roofs, balconies and windows of adjacent buildings. (emphasis added)*
- 85** *Security features should be incorporated within the design of shop fronts to complement the design of the frontage and allow window shopping out of hours. If security grilles are provided, these should:*
 - (a) *be transparent and illuminated to complement the appearance of the frontage;*
 - (b) *provide for window shopping; and*
 - (c) *allow for the spill of light from the shop front onto the street.*

Solid shutters with less than 75 percent permeability are not acceptable. (emphasis added)
- 86** *Public toilets should be designed and located to:*
 - (a) *promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery which obstructs passive surveillance;*

- (b) *limit opportunities for vandalism through the use of vandal proof lighting on the public toilet buildings and nearby;*
- (c) *avoid features which facilitate loitering, such as seating or telephones immediately adjacent the structure; and*
- (d) *maximise surveillance through location near public transport links, pedestrian and cyclist networks. (emphasis added)*

The Planning Statement accompanying this development application makes the following points with regard to crime prevention and safety:

- *The entire site and buildings will have 24 hour per day/seven day per week security systems and monitoring.*
- *All public areas will be well lit to enable facial recognition.*
- *All residential apartments, hotel rooms, office space, and retail and restaurant spaces have external views. The retail and restaurant spaces particularly provide opportunities for active and passive surveillance to the public realm and piazza.*
- *The building design eliminates isolated external nooks and opportunities for hiding.*
- *All entry points to the building will be clearly identified by the architecture, lighting and signage.*
- *The piazza has a number of entrance/exit points and ensures that this public space does not create an area of entrapment.*
- *Clear paths of travel to and from all entrances are provided to ensure that way finding is simple.*
- *Generous pedestrian laneways have been provided along all street frontages and are directly accessible from the public realm.*
- *The proposed development provides six pedestrian entrance/exit points. The piazza will remain open throughout the entire day.*
- *The landscaping plan within this location ensures that plants provide ground cover or have a high understorey to ensure that lines of sight are not impeded.*
- *Vehicular routes will be clearly delineated and distinguished from pedestrian pathways/ zones through the use of distinctive paving, lighting, surface textures and kerbs.*

Despite these positive crime prevention aspects of the proposal, there appears to be a series of recessed areas leading to/from doorways at ground floor level that provide opportunity for concealment and entrapment. These include:

- The doorway to the north of the bike rack in Building F;
- The doorway to the north of the doorway to the residential lobby in Building F;
- The doorways along the western elevation of Building G between retail tenancies; and
- The doorway between the food and beverage tenancies in Building B along the western elevation of Building G between retail tenancies;

Many of these concealment/entrapment locations could be removed by bringing the doors [in alignment with the](#) façades.

9.0 Landscaping

The Adelaide (City) Development Plan contains the following provisions directly relating to landscaping:

Landscaping

Objective 55: Water conserving landscaping that enhances the local landscape character and creates a pleasant, safe and attractive living environment. (emphasis added)

Principles of Development Control

206 Landscaping should:

- (a) be selected and designed for water conservation;
- (b) form an integral part of the design of development; and
- (c) be used to foster human scale, define spaces, reinforce paths and edges, screen utility areas and enhance the visual amenity of the area. (emphasis added)

207 Landscaping should incorporate local indigenous species suited to the site and development, provided such landscaping is consistent with the desired character of the locality and any heritage place. (emphasis added)

208 Landscaping should be provided to all areas of communal space, driveways and shared car parking areas. (emphasis added)

Main Street (O'Connell) Zone

Desired Character

...Formal avenue plantings of street trees and attractive paving and street furniture will continue to enhance the sense of place and amenity... (emphasis added)

The Planning Statement accompanying this development application makes the following points with regard to landscaping:

...The internal public spaces, which comprise more than 35% of the total site area, are found in laneways, external corners, entry zones and the large landscaped Piazza. This includes both paved areas and extensive grassed, landscaped zones with shade trees and decorative planting interspersed with public seating. A dining edge flanks the Piazza to the east, with weather protected restaurant and café dining...

...A number of communal landscaped open spaces are provided at the various roof levels...

...The proposed development incorporates landscaped open space at the ground level, within the piazza and at a number areas at the various building rooftops. These spaces will enhance the overall appearance of the subject land and provide additional residential amenity...

...Landscaped spaces provide visual relief to the intense urban form...

...The landscaping plan within this location ensures that plants provide ground cover or have a high understorey to ensure that lines of sight are not impeded...

The detailed Landscape Plans provided in Appendix 03 incorporate the following "design philosophy" and "design principles":

The philosophy for the landscape design of 88 O'Connell Street seeks to create a landscape that allows for flexibility of uses and activation of the space by residents and visitors alike. The essence of this is borne out of facilitating community engagement with the landscape in both the public and private realms, as well as seeking to merge the visual boundaries between the two.

The landscape design seeks to engage and enhance the essence of the surrounding areas through the incorporation of site appropriate plantings of trees, shrubs, groundcovers and climbers. Garden beds in raised planters (on structure) will be provided at the interface of the public and private realms, as well as to the perimeter of the building where appropriate for screening purposes. By defining the boundaries through the use of the landscape elements, we create flexibility through the scale of the elements, offering choice as to how these spaces can be used such as:

- *Play areas;*
- *Lawn areas;*
- *Fencing /screening between public and private spaces;*
- *Canopy structures;*
- *Communal BBQ areas;*

The following design principles have been adopted to guide the landscape concept for the development:

- *Protect and enhance view lines to and from the streets, as well as to surrounding features;*
- *Extend the contemporary architectural design themes into the landscape in a bold, elegant and simple arrangement;*
- *Possible integration of art and sculptures into the public landscape setting in a variety of ways;*
- *Provide exciting spaces for a variety of activities and resident interests.*

The incorporation of basement level parking associated with the proposed development is acknowledged as a significant positive element of the proposed development from an urban design perspective when compared to at-grade or above-grade parking. At the same time, it is anticipated that this creates some limitations as to soil depth which, in turn, limits the ability for the planting of deep rooted trees.

Palms are proposed as a key landscape element as part of the proposed development. While they are shallow rooted and typically water conserving/easily maintained satisfying part of the relevant Development Plan guidelines, they are not locally indigenous or particularly endemic to North Adelaide (acknowledging that there are different palms used in the Park Lands at the corner of Main North Road and Robe Terrace).