



# Thebarton Streetscapes Concept Design Report

Prepared for the City of West Torrens  
April 2015



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above: site context map showing streetscape concept project site area (yellow) within the broader Thebarton Precinct, north of West Thebarton Road/Phillip St

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# Context & Analysis

## 1.0 project scope & objectives

The Thebarton Streetscapes Design Concept project represents a significant investment by Council into the Precinct to deliver an improved street framework that recognises the changing dynamic of the Inner-West of Adelaide.

The project's objectives, defined below, demonstrate the potential of this project to be a catalyst for the precinct and set a new benchmark for streetscape design within Thebarton and the Council region in general.

- Deliver approved strategic actions identified in the Master Plan for the Precinct (*Thebarton Technology Hub Master Plan, BioSA/ City of West Torrens/ JPE 2013*)
- Improve the amenity and access of each street for pedestrians and cyclists, while recognising requirements for vehicular movement and parking in the precinct, and the potential for future redevelopment and changed land use within the precinct.
- Identify opportunities for WSUD, such as the establishment of rain gardens, working in conjunction with the existing stormwater infrastructure that extends along the length of Stirling and Holland Street(s).
- Identify opportunities for increased tree planting, and/or staged replacement of existing street trees where necessary.
- Identify ways to celebrate/recognise the significant heritage buildings in this site area through landscape/urban treatments
- Identify locations for wayfinding signage
- Identify links to side streets/ other pedestrian connections.
- Consider the broader cycling network plan and the role of Holland Street in reinforcing this cycle infrastructure.
- Integrate opportunities for street activation and community activities

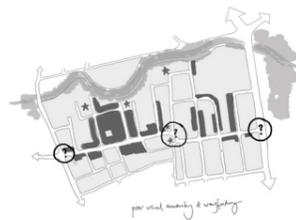


## 2.0 key precinct issues

## 3.0 urban design strategies



Difficult pedestrian access & movement



Poor visual amenity & wayfinding



A vehicle focused environment



### Green Streets & Spaces

The 'greening' of streets and spaces throughout the Hub will improve the amenity of the area, making it an attractive place to work and visit, and reinforcing the Hub's connection to the River Torrens Linear Park, Bonython Park and Kings Reserve.

Green infrastructure such as increased street tree planting, understorey planting, and water sensitive urban design (WSUD) will redefine the precinct's perceived image as an industrial 'no-go zone', while increasing habitat, and encouraging recreation as an extension to the linear park trail.

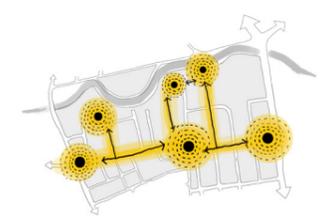
(sourced from the Thebarton Technology Hub Master Plan)



### Links & Connections

The reinforcement of links and connections throughout the Hub will encourage more people to walk or cycle, increasing the visual activation and passive surveillance of the Hub's streets and open spaces.

Improvements to infrastructure and amenity along key routes, such as street trees, seating, continuous footpaths/cycle lanes and safe and accessible crossing points will help to promote a culture of walking and cycling.



### A Shared Identity

By capitalising on the prominent and historically significant built form at the Hub's major roadway entrances, the Hub's identity will be strongly presented to the broader community, interstate and international visitors.

Through the use of consistent design language, signage and planting, internal gateways within the Hub and at key institutions will further reinforce the Hub's identity.



## green streets and spaces

### Key Actions

1. Increased tree planting and landscape along West Thebarton Road/ Phillips Street to create a 'green corridor' (at the expense of some on street car parking)
2. **Increased tree planting and landscaping along Holland St to create a 'green corridor'**
3. Increased tree planting and landscaping along Ann Nelson Drive to create a 'green corridor'
4. Increased street tree planting along other side streets where possible
5. Increased planting to road verges in the precinct
6. Creation of 'green walls' (vertical landscape) along fences/walls to increase visual amenity.
7. Creation of a new park area adjacent to the Olive Tree café, achieved by the closure of Dew St at Phillip St, with reconfiguration of car parking.
8. **Improvements to the pocket park next to the old Church Hall at Phillips St/ West Thebarton Road**
9. Explore short-medium term activation of the BioSA site fronting West Thebarton Road, potentially via landscaping/ street furniture/ public art/ pocket park
10. Improved landscaping and maintenance along the river edge
11. Potential long term conversion of Thebarton Incubator surrounds to community open space

### Legend

- |                                |                                   |
|--------------------------------|-----------------------------------|
| Existing tree planting         | Landscape Gateway                 |
| Proposed tree planting         | 'Greenway' Connection             |
| Existing Open Space            | Access to open space to reinforce |
| Improved open space            | WSUD Opportunity                  |
| Vertical landscape opportunity |                                   |

## links and connections

### Key Actions

1. Improvements to bicycle paths and connections
2. Upgrades to the quality of the footpath along West Thebarton Road/Phillips St
3. Improvements to footpaths in side streets in the precinct
4. **Improved connections to the Linear Park Trail**
5. Continuation of the linear park trail to South Road
6. **Restored or new bridge crossing from Holland St across the River Torrens**
7. Future additional pedestrian/cycle bridge connection linking the precinct to Holden Street Arts Precinct and Hindmarsh Stadium
8. **Development of Holland street pedestrian/cycle link**
9. **Create improved East-West pedestrian link through back of site, joining to Anderson St.**
10. Closure of Dew St at Phillips St/West Thebarton Rd, to create a safer footpath connection and usable park area.
11. Provision of improved signage at key pedestrian and cycle crossing locations, to alert drivers
12. Paving at the entrance to side streets, to promote a 'pedestrian' environment and calm traffic
13. Allow 2 way traffic along Reid street to improve vehicle access around the University Campus
14. Establish a free bike hire service (with multiple pickup/ return points) to allow ease of movement throughout the Hub, and to other destinations (eg RAH/ SAHMRI)
15. Provide increased off street car parking capacity for local business at the end of Murray Street, utilising BioSA land.

### Legend

- |   |                                       |
|---|---------------------------------------|
| Shared use trail (pedestrian/cycle)     | Bus stop/ Tram stop                   |
| Main pedestrian route/ Streetscape      | Cafe/ dining/ retail destinations     |
| Secondary pedestrian route/ Streetscape | Community/ entertainment destinations |
| Cycle connection                        | Open space/ park                      |
| Proposed bicycle hub                    | Proposed new/ upgraded bridge link    |
| 200M Walking radius                     |                                       |



*“Actions identified for priority delivery within the next 5 years include, first and foremost, the upgrade of the pedestrian and cyclist bridge connection linking Holland Street to the north side of the River Torrens, including entertainment, cafe, restaurant and retail destinations along Port Road”*

Extract from Thebarton Technology Hub Master Plan Action Plan

## a shared identity

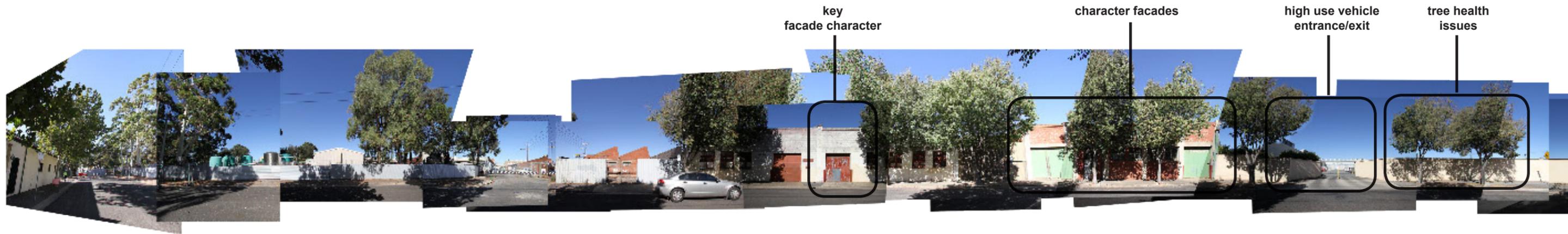
### Key Actions

1. Explore ways to improve the identity and presence of the precinct at the main entrances (Port Road, South Road and the Holland Street Tramway Bridge)
2. Improve signage at each street entrance to identify destinations and key businesses.
3. Open views to significant heritage buildings in the precinct
4. Develop ‘end points’ to views along streets to the river edge to create a sense of arrival, using landscape/ tree planting/ public art
5. Encourage more active building/street interface (enable views between street and building activities) to increase the sense of vibrancy and activity in the precinct.
6. Explore ways to integrate public art into the streetscape, linear park and open spaces

### Legend

- |  |   |  |                                       |
|--|---|--|---------------------------------------|
|  | Precinct Gateway                              |  | Significant built form character      |
|  | Internal Precinct Gateway                     |  | Bus stop/ Tram stop                   |
|  | Future Gateway                                |  | Cafe/ dining/ retail destinations     |
|  | Sightline or significant view                 |  | Community/ entertainment destinations |
|  | ‘End Point’ of view                           |  | State heritage item*                  |
|  | Visually active frontage (current areas)      |  | Local heritage item*                  |
|  | Visually active frontage (key proposed areas) |  |                                       |

# 4.0 streetscape photographic assessment



Eastern Streetscape



Western Streetscape

## Holland Street

### key issues

- industrial/ comercial use at end of street including heavy vehicle movement and driveway crossovers



Paving and kerb damage, Holland Street



Future power line clash, Holland Street



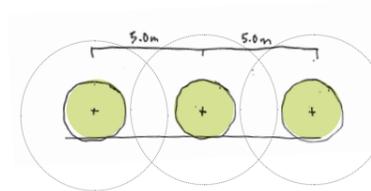
key opportunities

- expression of high character facades
- Street tree rejuvenation including size increase to existing pits or new planting with Water Sensitive Urban Design (WSUD)

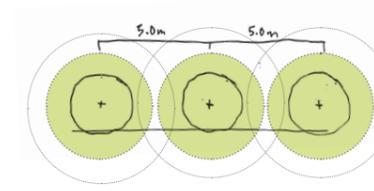


Planning for Tree Growth Over Time

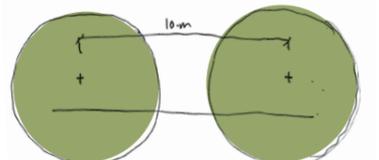
**0 years:** Initial street tree planting spaced at 5m centres (based on medium to large mature species)



**10 years:** Tree canopies start to touch as specimens mature, limiting further growth



**15-20 years:** Middle tree removed to enable mature growth of remaining specimens to occur at 10m centres



healthy tree species  
to remain

warehouse access,  
provisions



Southern Streetscape



Northern Streetscape

## Winwood Street

### key issues

- unclear and cluttered footpaths on both sides
- minimal tree amenity/shade
- poor road condition
- minimal building interface opportunities (no pedestrian exits or entrances)

### key opportunities

- development Winwood Street character to visually connect Holland street bridge with the uni precinct
- improved tree planting and WSUD
- define street profile as a shared use pedestrian/cycle and vehicular zone

lack of tree planting and shade

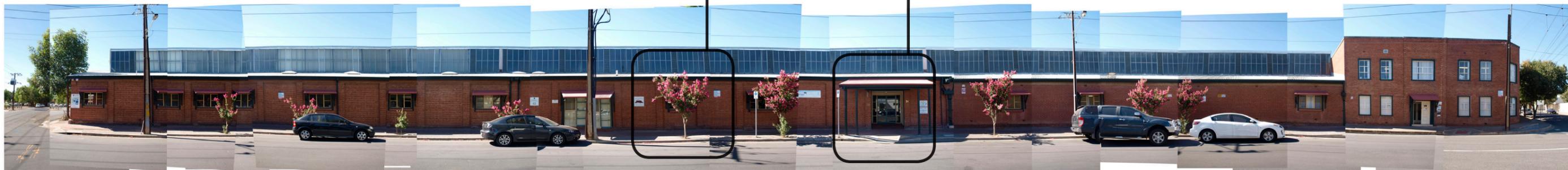
jacarandas - limited lifespan remaining



Southern Streetscape

crepe myrtle minimal amenity (shade)

frequent public/visitor access to services



Northern Streetscape

# Anderson Street

## key issues

- inconsistent footpath along south side of street

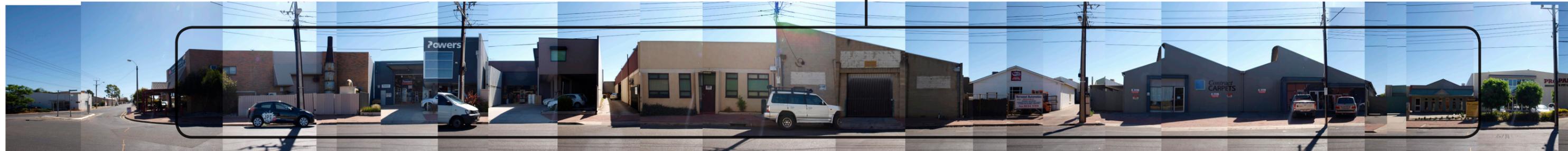
## key opportunities

- new tree planting along south edge with WSUD



East Streetscape

lack of tree planting  
and shade to  
western edge



Western Streetscape

## Stirling Street



historic Fauldings Building

#### key issues

- lack of tree planting and shade to western streetscape

#### opportunities

- embrace the red brick character and connect visually to Holland and Windwood Street
- Improve tree planting to Western edge
- Improve pedestrian amenity and uni 'Gate way' character

# 5.0 street tree assessment summary



Thebarton Streetscape  
Concept Design Project  
Street Tree Evaluation, May 2014

The following evaluation of street trees within the Thebarton precinct was undertaken by JPE, together with City of West Torrens. The objective of this evaluation was to review the character and condition of existing trees, to inform future streetscape planning.

## Stirling Street

Queensland Box currently features as the predominant street tree, applied consistently along the length of the eastern streetscape until the junction of Reid and Stirling streets, whereby tree species appear to have been planted without an overarching strategy. The existing mature Queensland Box specimens along this eastern streetscape, while planted into a narrow verge, are generally healthy and highly contributory to the street character. While the absence of overhead power has enabled strong canopy form to develop, the canopy balance of several specimens has been limited by the proximity of built form (walls). No visible damage to buildings was noted at the time of inspection.

Tree planting is absent along much of the western streetscape, with exception to the streetscape north of Anderson Street, which features Queensland Box of varying character and small size generally. Several mature Peppercorn specimens are also present along the edge of the University car park, and assist with the screening of this area and adjacent service areas. The root activity of Queensland Box trees adjacent the Alaska Towers (local heritage) building is noted as causing building damage.

The following schedule of street trees provides a general evaluation of each specific tree, inclusive of species type, comments about its condition, and a broad review of its form (character) and health. This report does not constitute an arborist assessment.

## Holland Street

Mediterranean Hackberry (Celtis) have been used as the main street tree, with several exceptions at the northern end of the street (north of Winwood Street intersection) which features London Plane trees, and at the intersection with Anderson street (east), which features Queensland Box.

Regarding the Queensland Box (5 specimens), the current health of these trees and the absence of other Queensland Box specimens in this streetscape presents a strong case for the replacement of these trees on Holland Street with Celtis species.

In general, the Celtis Species appears to be an appropriate choice, with the majority of specimens noted to be in good health, despite the poor tree pit design and extent of hard paving.

The canopy structure of the Celtis, with branches that become gradually lighter in structure, means that they respond well to pruning and can subsequently return to strong character and form. For this reason, there is justification for the retention of these tree plantings in the short-medium term, though the requirement for pruning under the power lines along the western edge (3 yearly) needs to be considered.

A brief summary of the landscape (tree) character and key species of each streetscape is provided below.

## Anderson Street

The northern side of Anderson Street features consistent planting of young Crepe Myrtle specimens. The low mature height of this species is appropriate given the powerlines above, however the shade provision and amenity value of this selection is limited based on their current spacing (10-15m typical) and likely mature height.

The southern side of the street features a row of Jacaranda specimens which are highly contributory to the street character, due in part to the absence of tree planting along the south-eastern portion of the street. The condition of these trees has been compromised due to extensive pruning over time.

A single large Fraxinus (Ash) tree features at the western extent of the street, offering high landscape value to the streetscape.

Tree schedule legend:

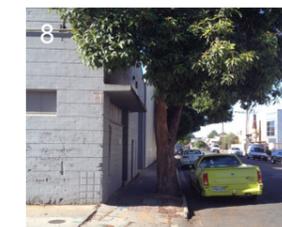
- Good
- Average
- Poor

## Winwood Street

The overall landscape character of Winwood street is inconsistent, with no dominant tree species. Rows of Native Frangipani and Pyrus make up the southern streetscape. While the Pyrus appear to be in good condition, the Native Frangipani specimens have been less successful in this street condition.

The northern side of the street includes a number of palms, some of which are located in the footpath zone. While seemingly out of place within the streetscape, their selection is likely due to the prevalence of Palm trees within the University campus open space.

A large Corymbia specimen and an adjacent Peppercorn tree feature at the SE corner of the car park, and provide screening value to the building and telephone tower behind.



### Image Reference

1. inappropriate tree pit design and paving damage, Holland Street
2. Consistent street character created by Celtis species, Holland Street
3. Paving damage, Holland Street
4. Jacarandas on Anderson Street
5. 'Green' street character along the east side of Stirling Street
6. Pyrus trees at the SE end of Winwood Street.
7. Plane trees at the northern end of Holland Street
8. Queensland Box planting adjacent buildings in Stirling Street (east)

Predominant Street Trees (Existing)



# 6.0 precinct activity map



- large vehicle crossover
- high vehicle number, low frequency crossover
- low vehicle number, low frequency crossover
- cafe/ food
- community activity

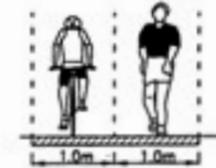
# 7.0 streetscape precedents

# 8.0 shared trail standards

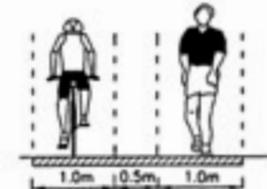


1. Bank Street, Adelaide
2. Leigh Street, Adelaide
3. New Road, Brighton UK
4. Bowden Development, Adelaide
5. Second Street, David Baker + Partners Architects (USA)
6. 'Copenhagen' Style separated bikeway

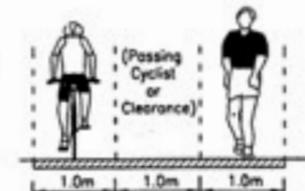
**2.0m** Local Access  
 • Constrained conditions  
 • 'Tidal flow'



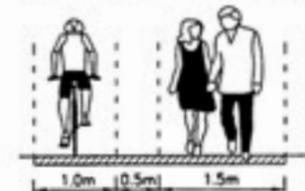
**2.5m** Commuting and local access  
 • Regular use  
 • 20km/h



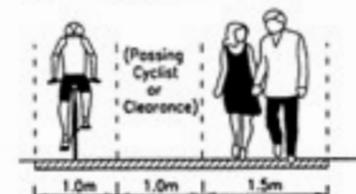
**3.0m** Commuting  
 • Frequent and concurrent use in both directions  
 • 30km/h



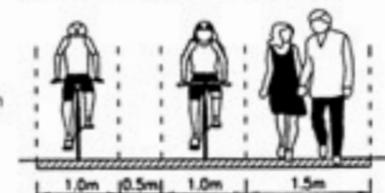
**3.0m** Recreation  
 • Regular use  
 • 20km/h



**3.5m** Commuting and Recreation (concurrent)  
 • Frequent and concurrent use in both directions  
 • 30km/h



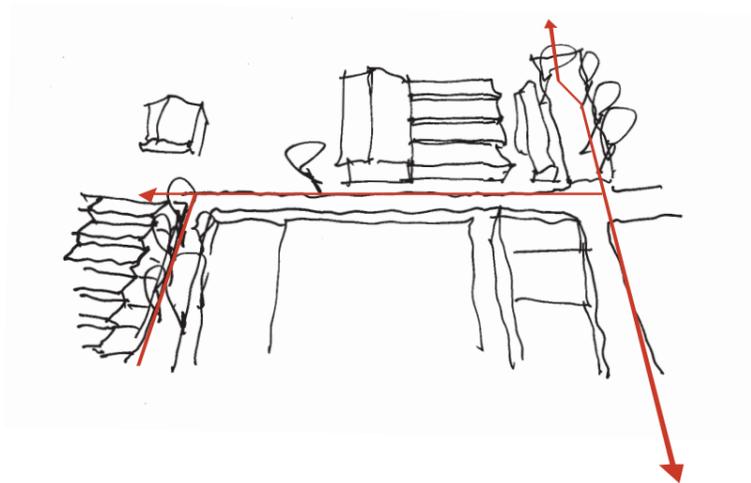
**4.0m** Major recreational path  
 • 20km/h  
 • Heavy and concurrent use in both directions



source: Austroads (1999)

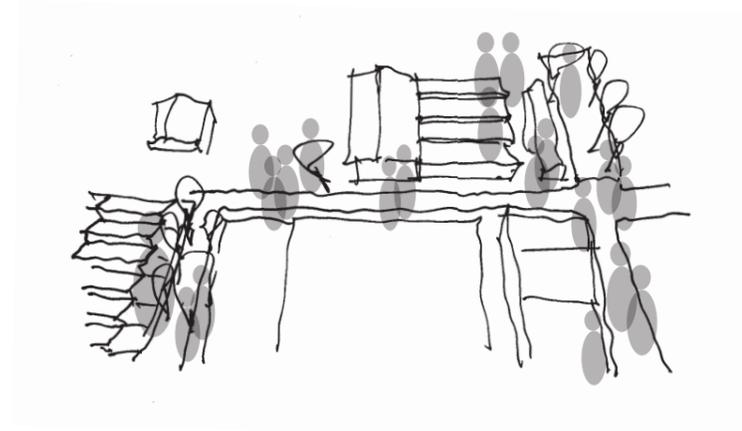
# Key Design Principles & Character

## 9.0 key design principles



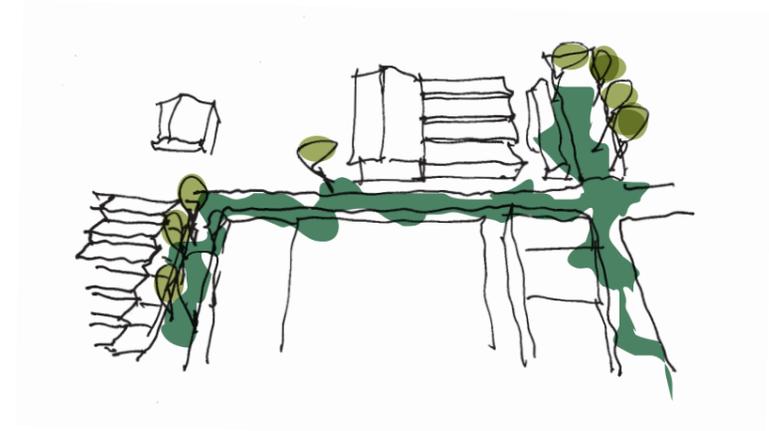
### The Thin Red Line

A linear band of red bricks within the pavement acts as a linking and wayfinding element between the streets and places within the precinct. This material has been selected based on its prevalent use in industrial warehouses and buildings throughout Thebarton.



### People First

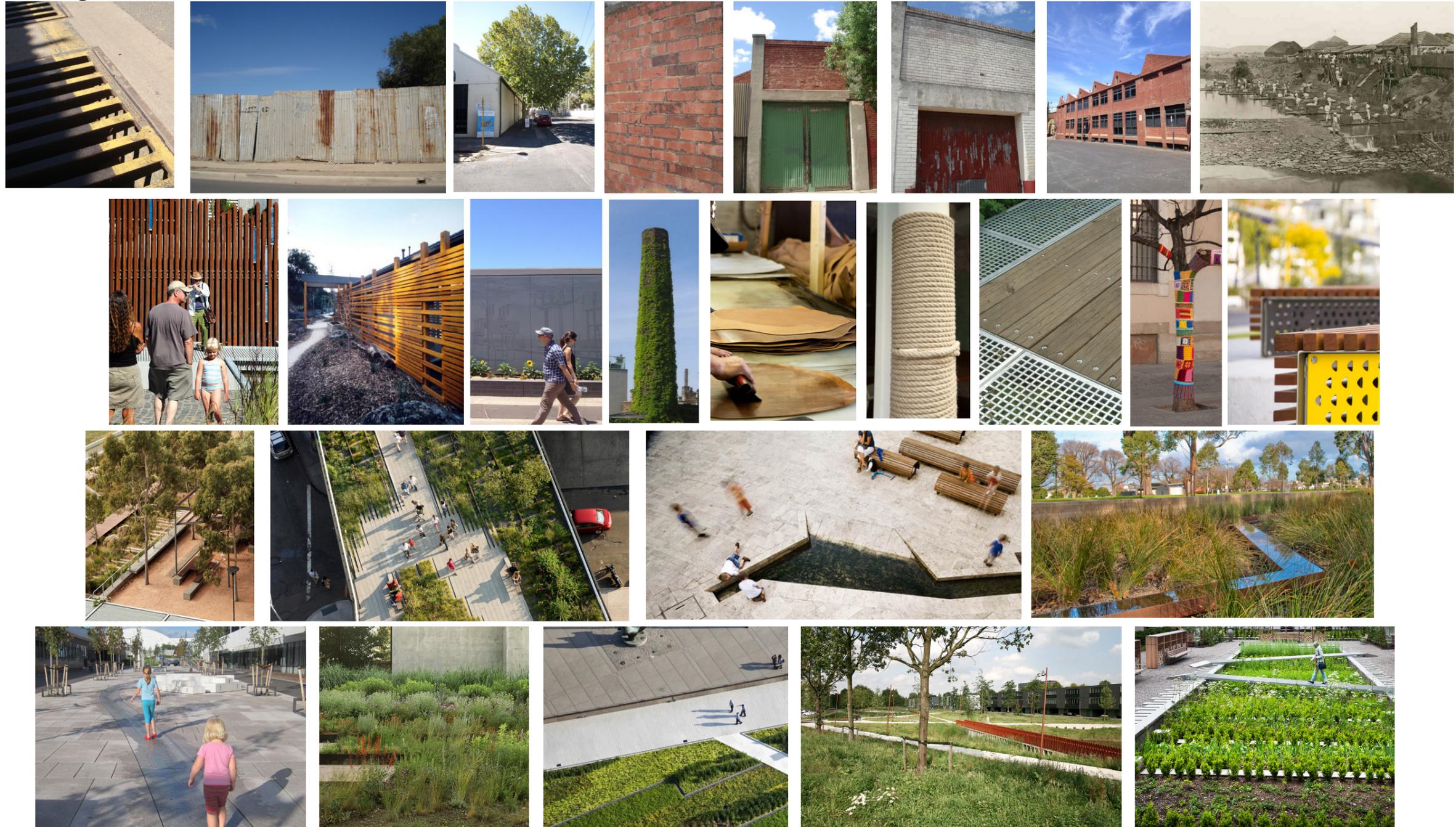
Providing a streetscape for safer pedestrian and bicycle movement equates to a more inclusive streetscape environment, no longer dominated by vehicles.



### Natural Systems

The integration of WSUD within a streetscape scheme provides a subtle link to the neighbouring river, whilst also responsibly treating stormwater catchment. WSUD will be a key driver of the streetscape arrangement.

## Existing Character



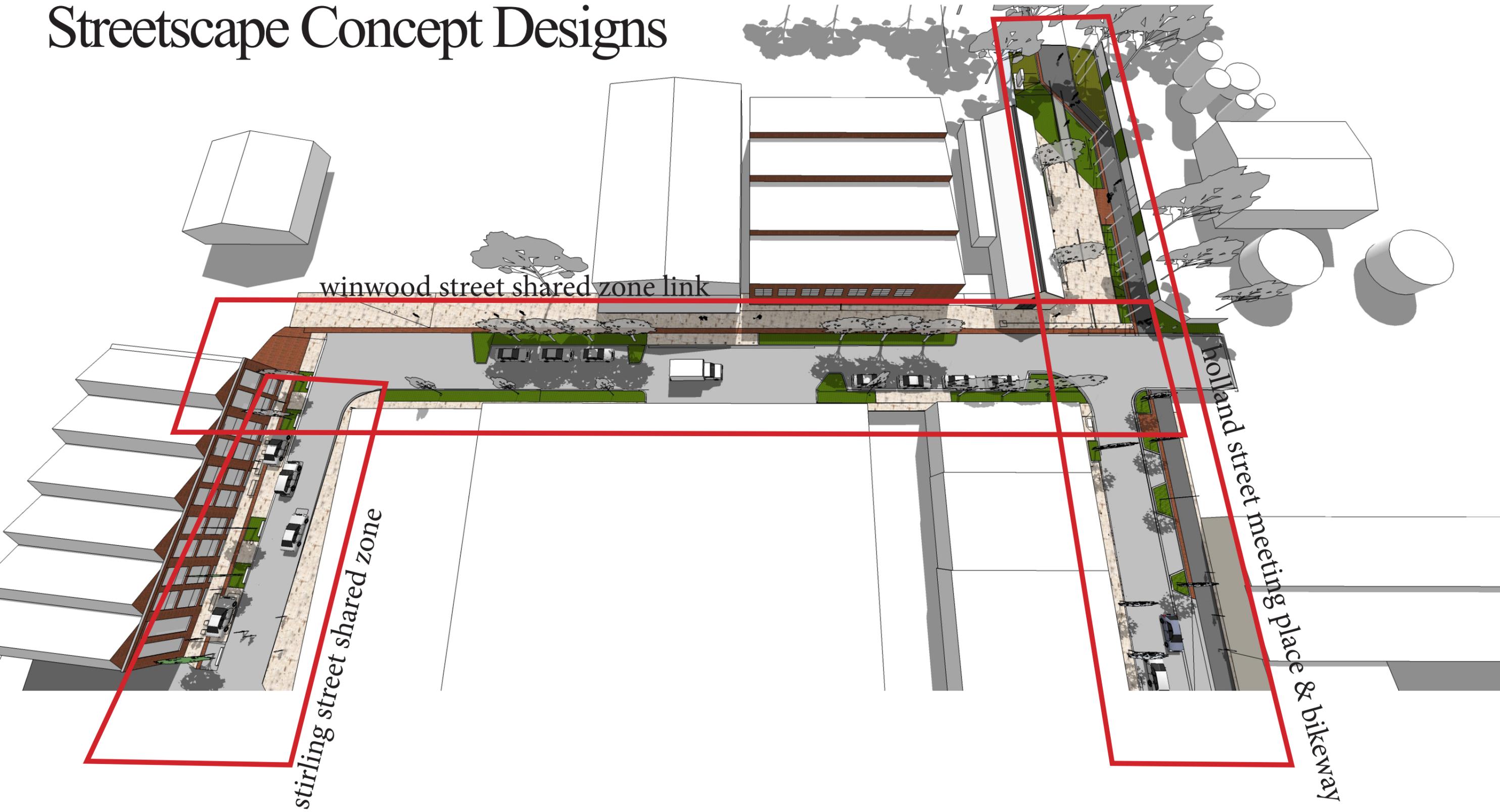
# 10.0 design character

**celebrating industrial history and character** (fellmongery, tannery, eucalyptus distillery, rope manufacture, brick making)

**water sensitive urban design initiatives** (water capture and reuse, connection to river torrens linear park)

**place-making and community engagement** (flexibility of spatial use and programming, consideration of changing land use & zoning, public art and community expression)

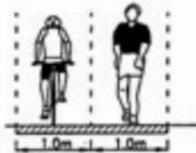
# Streetscape Concept Designs



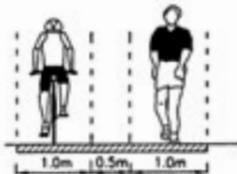
# 11.0 Holland Street bikeway

The bikeway to Holland street is the beginning of a bikeway link to connect the Holland Street bridge, northern Thebarton, to predominately West Thebarton Road/Phillip Street, connecting bike commuters to an east-west link into the CBD. The following depicts a typical cross section showing 2.5m bitumen cycle track beside WSUD tree pits.

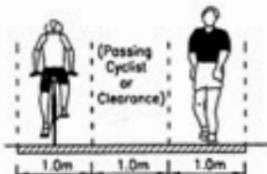
**2.0m** Local Access  
 • Constrained conditions  
 • 'Tidal flow'



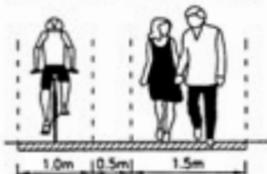
**2.5m** Commuting and local access  
 • Regular use  
 • 20km/h



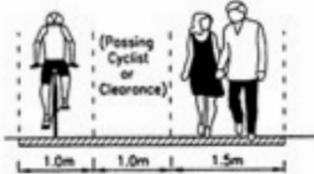
**3.0m** Commuting  
 • Frequent and concurrent use in both directions  
 • 30km/h



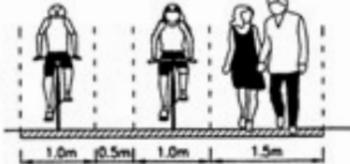
**3.0m** Recreation  
 • Regular use  
 • 20km/h



**3.5m** Commuting and Recreation (concurrent)  
 • Frequent and concurrent use in both directions  
 • 30km/h



**4.0m** Major recreational path  
 • 20km/h  
 • Heavy and concurrent use in both directions

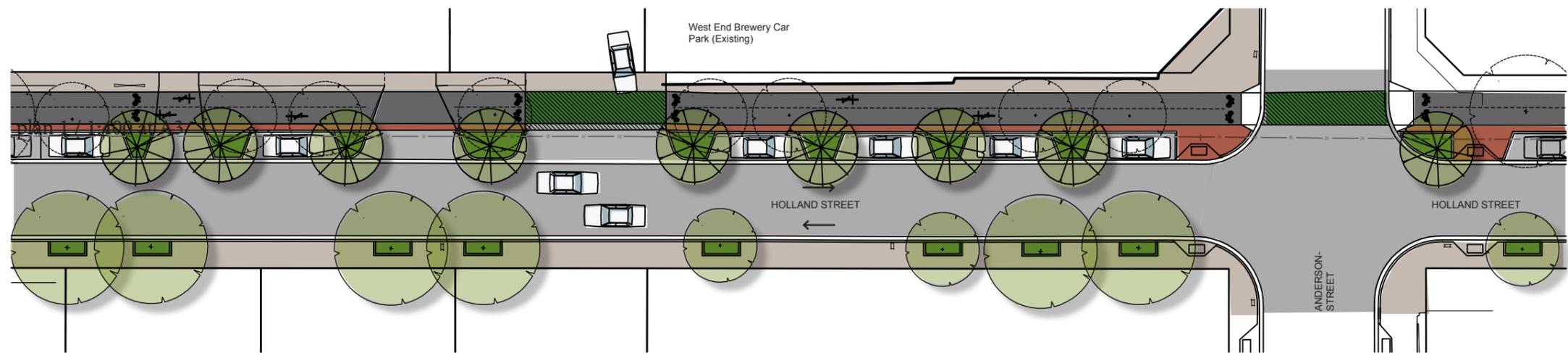
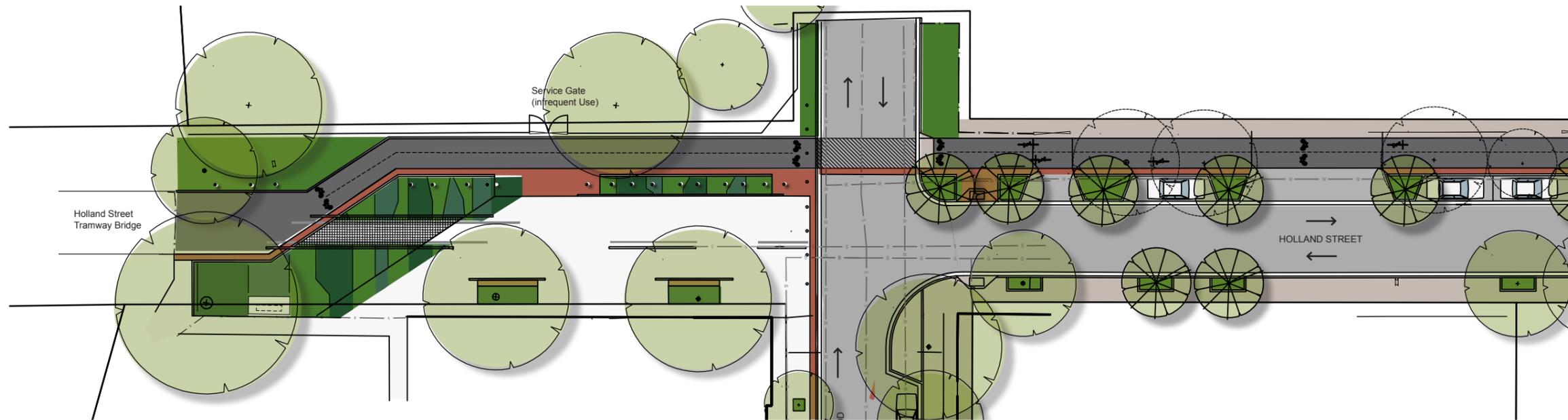


source: Austroads (1999)



Holland Street Bikeway  
 Proposed Typical Street Profile

1. western footpath: paving upgrade and improvements to tree pits/landscape extent. Upstand kerb condition retained.
2. 6.2m carriageway
3. 2.1m parking zone with roll over kerb or WSUD tree pit with upstand kerb
4. 0.5m transition (door swing) zone in contrasting material (red brick)
5. 2.5m bitumen cycle and pedestrian path
6. eastern footpath to building edge (width varies according to built form setback)

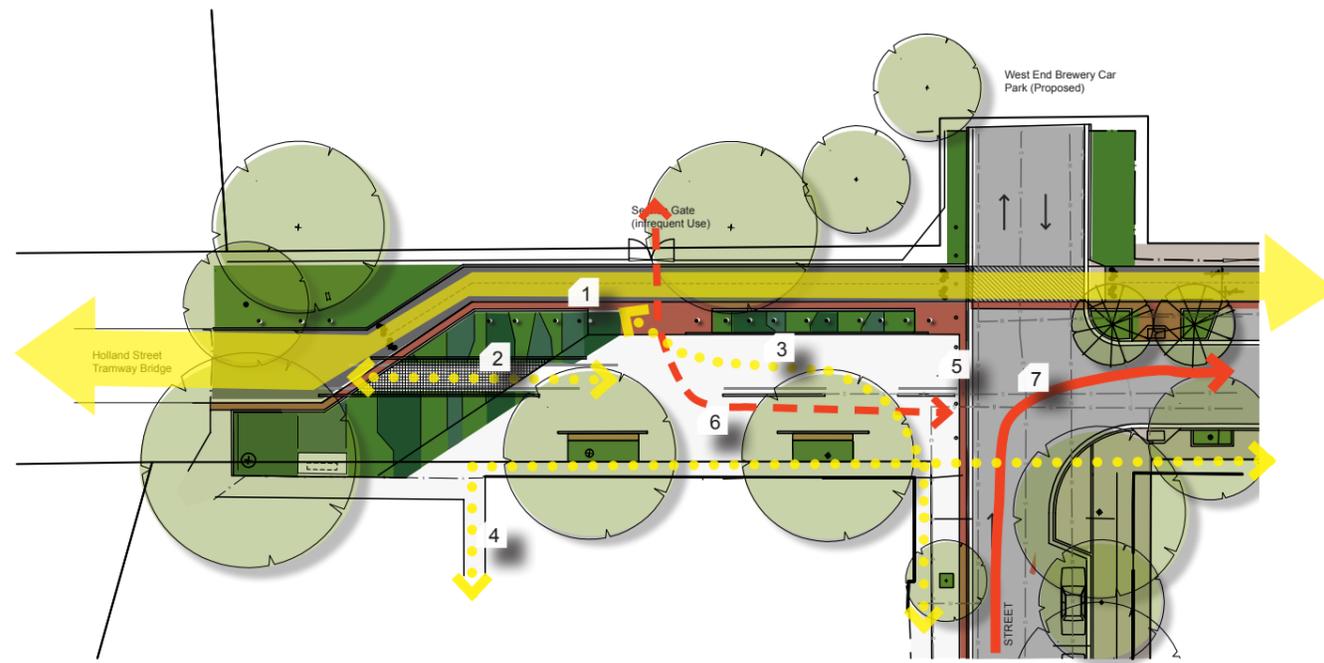


# 12.0 The 'Meeting Place' at Holland Street

This paved, urban gallery where Holland Street meets the river, gives precedence to the pedestrian as well as bringing in the natural qualities of the river into an urban setting. Vertical elements become sculptural beacons in the landscape, drawing people to this shared plaza, suitable for food trucks, small events and community gathering.

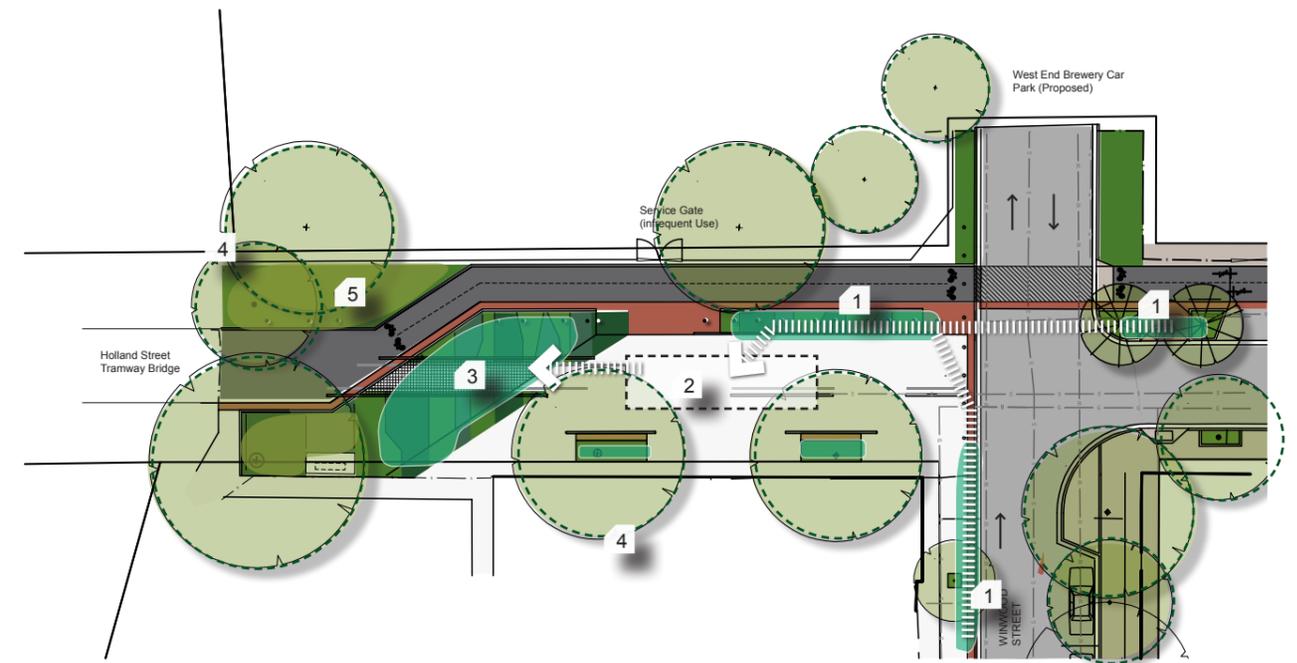


urban gallery for community expression (art trail)  
vertical wayfinding sculptural elements  
WSUD demonstration gardens + tram rail walkway experience



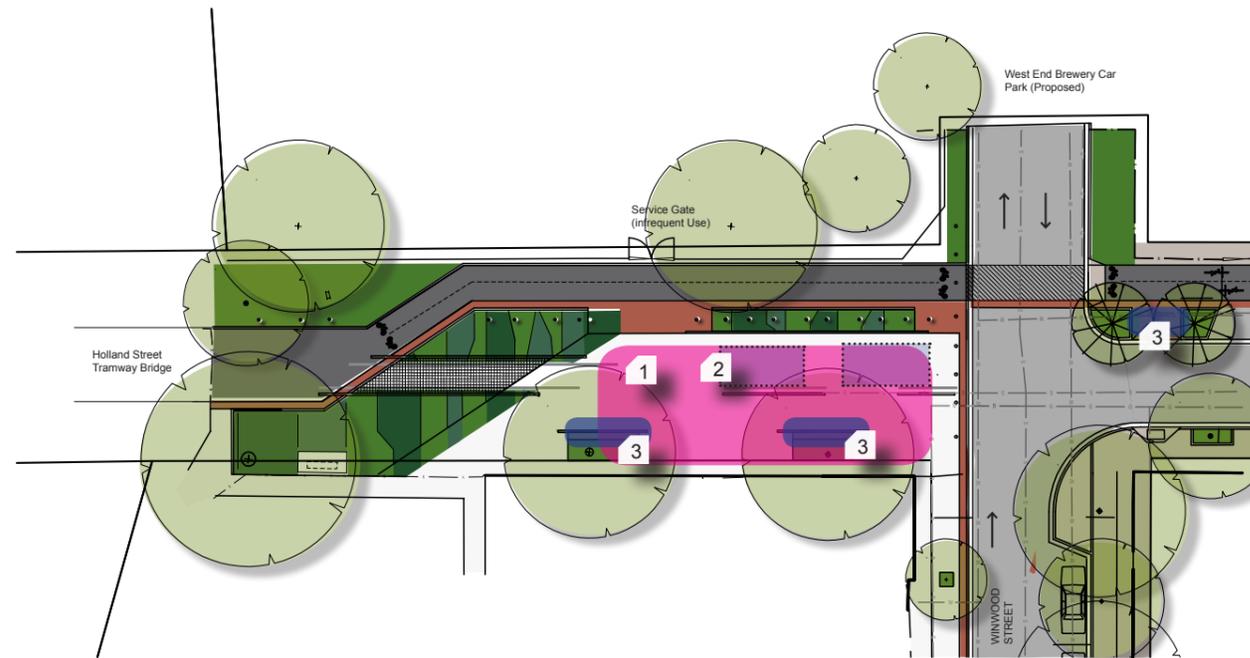
**Access & Movement**

1. Cycle & Pedestrian trail (2.5m width)
2. Swale crossing pedestrian link
3. Plaza link between trail and Winwood St
4. Footpath link to University Gym
5. Flush/ spoon drain transition with bollards to increase ease of cycle and vehicle access to plaza area
6. Occasional large vehicle access to brewery storage area
7. Turning zone for larger vehicles from Winwood Street



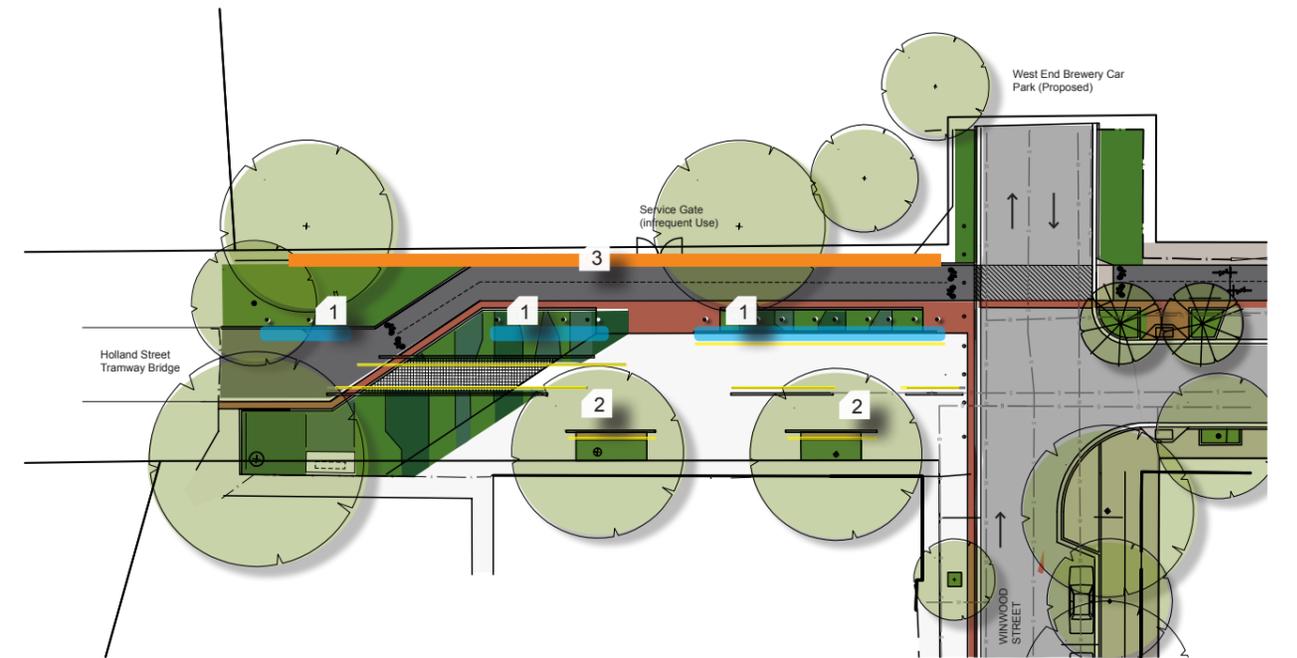
**Landscape Systems**

1. Water run-off from paved/ road surfaces is captured in an interconnected system of landscape beds, and filtered by vegetation
2. Filtered run-off is directed to underground water tank within plaza
3. Any overflow water from the storage facility is directed into a landscape swale
4. Existing trees retained
5. Revegetation to River Torrens edge



**Spatial Planning**

1. Flexible plaza space for events and gathering separated from bikeway
2. Zone for food trucks/ markets
3. Fixed seating positions for daily use



**Community Interaction & Engagement**

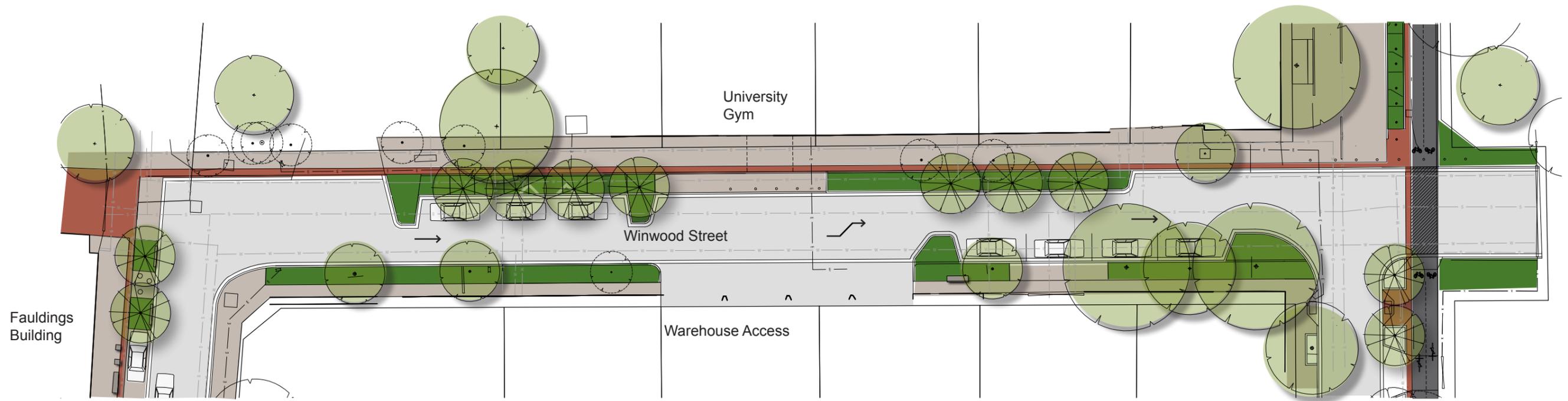
1. Sculptural posts to reflect industrial past and future community aspirations. (community art opportunity). Nighttime uplighting of posts to create visible vertical element at all hours.
2. Tramline steel profile with inset LED strip lighting for animation of the space at night
3. Urban Gallery edge

# 13.0 Winwood Street

Winwood Street is proposed as a one way street, providing parking opportunities which incorporate WSUD principles as well as generous pedestrian footpath to the northern road edge connecting to the Holland Street 'Meeting Place'.



integrated street character  
the red brick line- wayfinding element



WSUD and water capture  
kerb-less shared use street design  
improved street amenity

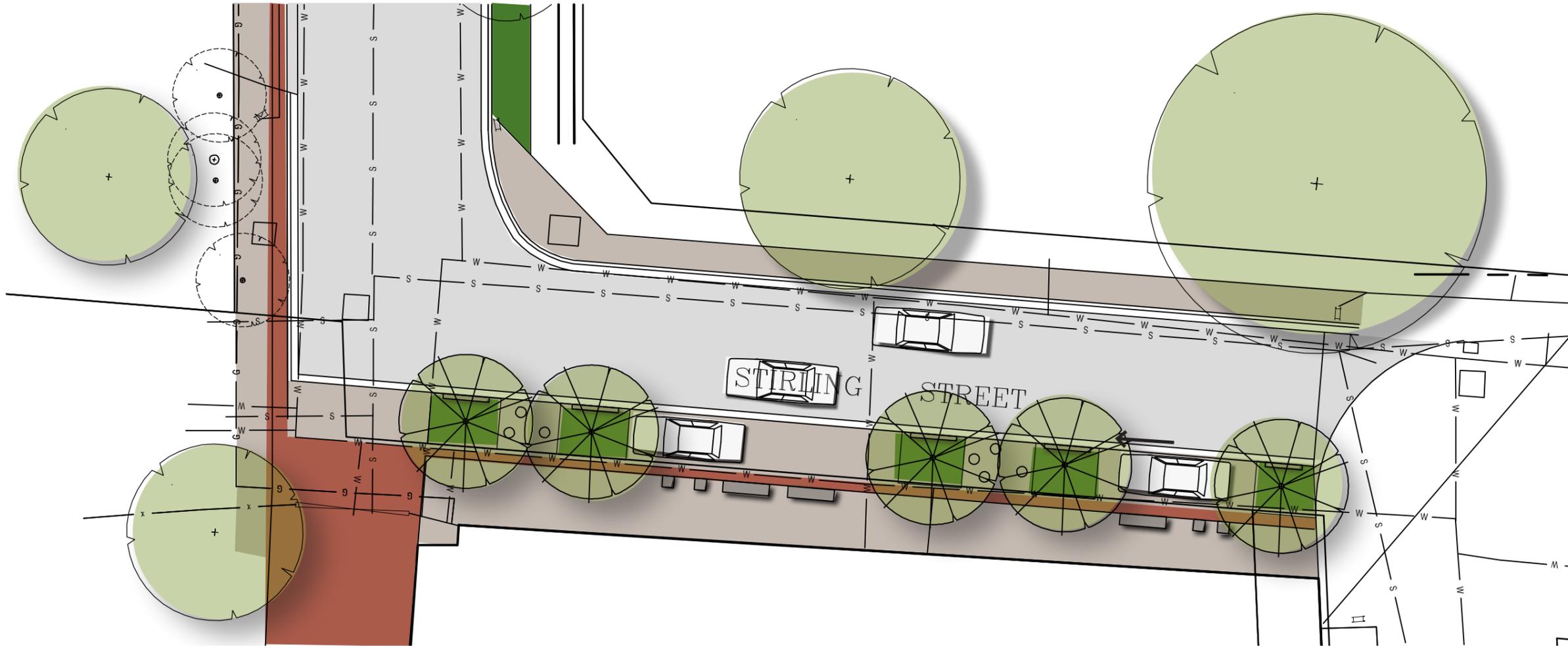


# 14.0 Stirling Street

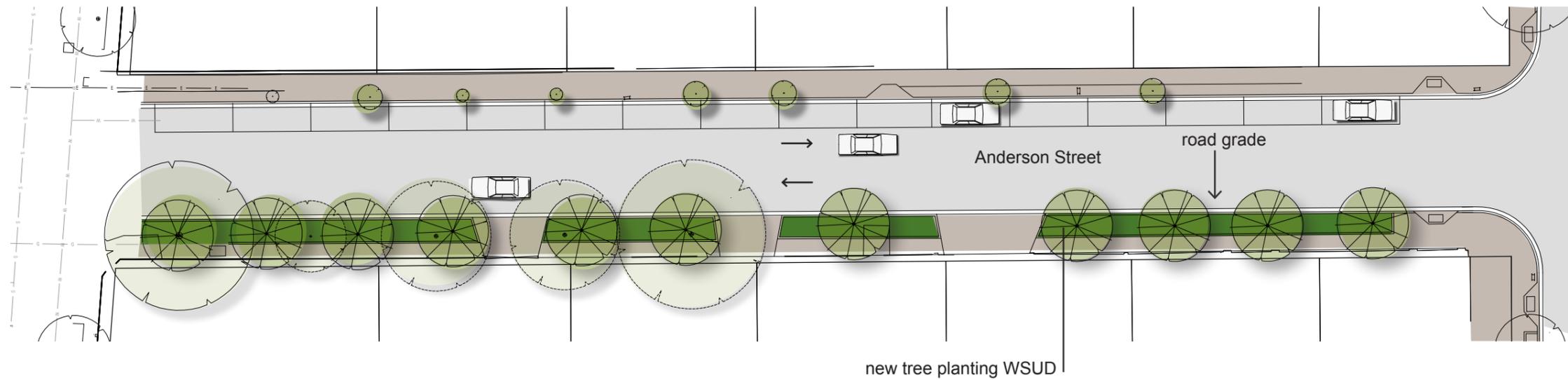
The incorporation of a shared use space will provide a stronger sense of arrival to the University Precinct. Seating elements are incorporated to the university edge, embracing and engaging with the historic Fauldings Building.



celebration of architectural heritage  
kerb-less shared use space- pedestrian priority  
arrival to university precinct



# 15.0 Anderson Street







# Appendices

- A. Summary of Stakeholder Workshop Outcomes
- B. Street Tree Assessment Report

# Appendix A: Summary of Stakeholder Consultation Outcomes

## stakeholder workshop 1 (April 2014)

Attending Organisations: City of West Torrens, University of Adelaide, JPE Design Studio. Apologies from Bio Innovation SA and Lion (West End Brewery)

- Explore 2-way and 1-way vehicular options for Holland and Winwood Streets, while considering the long term flexibility/ land use and vehicular movement
- Explore improved connections/ amenity and safety from Holland Street to University Facilities including the Gym and Cafe, via Winwood Street and the car park behind the gym.
- Convert the end of Holland Street (North of the Winwood St intersection) into a shared use zone for community use and WSUD, while maintaining access to the brewery service yard.
- Explore potential for a shared use zone adjacent the Fauldings Building.
- Investigate opportunities with Bike SA
- Confirm vehicular movements to/from brewery carparks (4 shifts daily)
- Undertake further assessment of existing trees with Council's horticulturalist
- Consider existing conditions, including service access to Reid Street, visitor parking requirements along Anderson Street/Stirling Street, and impact of street tree root systems on building infrastructure

## bike SA meeting (June 2014)

Attending Organisations: Bike SA, JPE Design Studio

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## stakeholder workshop 2 (July 2014)

Attending Organisations: City of West Torrens, University of Adelaide, Bio Innovation SA, JPE Design Studio. Apologies from Lion (West End Brewery)

- Ensure that the design maintains strong links/references back to the Master Plan for the broader precinct.
- Review design concept of the Meeting Place at Holland Street, with consideration to an increase in the area of hard (Plaza) space for functions, and access to/from the tramway bridge. While recognising security requirements, explore opportunities for better connection (amenity and function) between the plaza space and the University carpark, to facilitate potential use of this car park during events, and pedestrian/cycle flow between these two spaces. (eg, removable/retractable fencing)
- Diversity of seating (including benches with backs/ arms) to be included in the design specification of the precinct generally.
- Review the intersection of Holland/ Winwood Street with consideration to SRV turning paths.
- Ensure tree selection provides summer shade for pedestrians along each streetscape (esp. Holland Street)
- Explore opportunities for lighting and wayfinding throughout the precinct

## University of Adelaide meeting (July 2014)

Attending Organisations: University of Adelaide, JPE Design Studio.

- Strong support for the shared use approach within the University Precinct
- Ensure flexibility of road function along Winwood Street and the top end of Stirling Street, in light of future development potential within the north section of the University Campus (ie. car park and building areas north of Winwood Street). Preference for 2 way traffic, with 'shared use' profile.

# Appendix B: Street Tree Assessment Report

The following evaluation of street trees within the Thebarton precinct was undertaken by JPE, together with City of West Torrens. The objective of this evaluation was to review the character and condition of existing trees, to inform future streetscape planning.

The following schedule of street trees provides a general evaluation of each specific tree, inclusive of species type, comments about its condition, and a broad review of its form (character) and health. This report does not constitute an arborist assessment.

A brief summary of the landscape (tree) character and key species of each streetscape is provided below.

- Tree schedule legend:
- ✓ Good
  - Average
  - ✗ Poor

### Stirling Street

Queensland Box currently features as the predominant street tree, applied consistently along the length of the eastern streetscape until the junction of Reid and Stirling streets, whereby tree species appear to have been planted without an overarching strategy. The existing mature Queensland Box specimens along this eastern streetscape, while planted into a narrow verge, are generally healthy and highly contributory to the street character. While the absence of overhead power has enabled strong canopy form to develop, the canopy balance of several specimens has been limited by the proximity of built form (walls). No visible damage to buildings was noted at the time of inspection.

Tree planting is absent along much of the western streetscape, with exception to the streetscape north of Anderson Street, which features Queensland Box of varying character and small size generally. Several mature Peppercorn specimens are also present along the edge of the University car park, and assist with the screening of this area and adjacent service areas. The root activity of Queensland Box trees adjacent the Alaska Towers (local heritage) building is noted as causing building damage.

### Holland Street

Mediterranean Hackberry (Celtis) have been used as the main street tree, with several exceptions at the northern end of the street (north of Winwood Street intersection) which features London Plane trees, and at the intersection with Anderson street (east), which features Queensland Box.

Regarding the Queensland Box (5 specimens), the current health of these trees and the absence of other Queensland Box specimens in this streetscape presents a strong case for the replacement of these trees on Holland Street with Celtis species.

In general, the Celtis Species appears to be an appropriate choice, with the majority of specimens noted to be in good health, despite the poor tree pit design and extent of hard paving.

The canopy structure of the Celtis, with branches that become gradually lighter in structure, means that they respond well to pruning and can subsequently return to strong character and form. For this reason, there is justification for the retention of these tree plantings in the short-medium term, though the requirement for pruning under the power lines along the western edge (3 yearly) needs to be considered.

### Anderson Street

The northern side of Anderson Street features consistent planting of young Crepe Myrtle specimens. The low mature height of this species is appropriate given the powerlines above, however the shade provision and amenity value of this selection is limited based on their current spacing (10-15m typical) and likely mature height.

The southern side of the street features a row of Jacaranda specimens which are highly contributory to the street character, due in part to the absence of tree planting along the south-eastern portion of the street. The condition of these trees has been compromised due to extensive pruning over time.

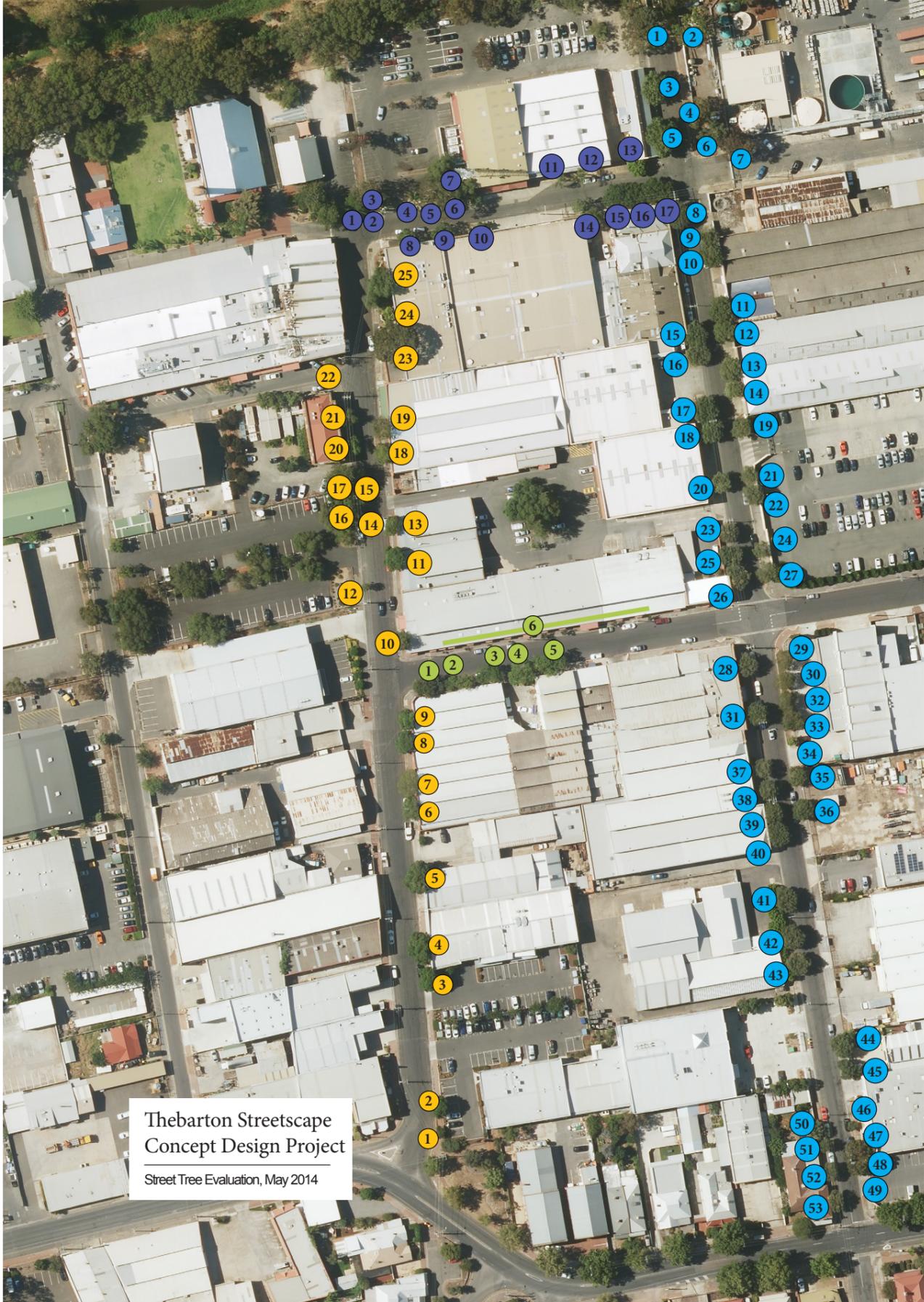
A single large Fraxinus (Ash) tree features at the western extent of the street, offering high landscape value to the streetscape.

### Winwood Street

The overall landscape character of Winwood street is inconsistent, with no dominant tree species. Rows of Native Frangipani and Pyrus make up the southern streetscape. While the Pyrus appear to be in good condition, the Native Frangipani specimens have been less successful in this street condition.

The northern side of the street includes a number of palms, some of which are located in the footpath zone. While seemingly out of place within the streetscape, their selection is likely due to the prevalence of Palm trees within the University campus open space.

A large Corymbia specimen and an adjacent Peppercorn tree feature at the SE corner of the car park, and provide screening value to the building and telephone tower behind.



- Image Reference
1. inappropriate tree pit design and paving damage, Holland Street
  2. Consistent street character created by Celtis species, Holland Street
  3. Paving damage, Holland Street
  4. Jacarandas on Anderson Street
  5. 'Green' street character along the east side of Stirling Street
  6. Pyrus trees at the SE end of Winwood Street.
  7. Plane trees at the northern end of Holland Street
  8. Queensland Box planting adjacent buildings in Stirling Street (east)

Stirling Street				
	Species	Condition		Council Comments
		health	form	
1	Lophostemon confertus Queensland Box	✓	✓	Planted in narrow verge width
2	Lophostemon confertus Queensland Box	✓	✓	Planted in narrow verge width
3	Lophostemon confertus Queensland Box	✓	✓	Planted in narrow verge width
4	Lophostemon confertus Queensland Box	✓	✓	Planted in narrow verge width. Balanced canopy growth not possible due to proximity of building.
5	Lophostemon confertus Queensland Box	✓	✓	Planted in narrow verge width
6	Lophostemon confertus Queensland Box	✓	-	balanced canopy growth not possible due to proximity of building. narrow verge.
7	Lophostemon confertus Queensland Box	✓	-	balanced canopy growth not possible due to proximity of building. narrow verge.
8	Lophostemon confertus Queensland Box	✓	-	balanced canopy growth not possible due to proximity of building. narrow verge.
9	Lophostemon confertus Queensland Box	✓	-	balanced canopy growth not possible due to proximity of building. narrow verge.
10	Lophostemon confertus Queensland Box	✓	-	balanced canopy growth not possible due to proximity of building. narrow verge.
11	Lophostemon confertus Queensland Box	✓	-	balanced canopy growth not possible due to proximity of building. narrow verge.
12	Lophostemon confertus Queensland Box	✓	✓	Planted in narrow verge. Future powerlines clash.
13	Lophostemon confertus Queensland Box	✓	-	balanced canopy growth not possible due to proximity of building. narrow verge.
14	Lophostemon confertus Queensland Box	-	✗	stunted growth. Obstructed by Peppercorn
15	Lophostemon confertus Queensland Box	-	✗	stunted growth. Obstructed by Peppercorn
16	Schinus molle Peppercorn tree	✓	✓	Typical species within University car park. Screening value to car park
17	Schinus molle Peppercorn tree	✓	✓	Typical species within University car park. Screening value to car park
18	Lophostemon confertus Queensland Box	✓	✓	Narrow verge, paving damage
19	Lophostemon confertus Queensland Box	-	✓	Narrow verge, paving damage. Crown die back.
20	Lophostemon confertus Queensland Box	-	✗	Poorly pruned under powerlines. Causing building damage
21	Lophostemon confertus Queensland Box	-	✗	Poorly pruned under powerlines.
22	Hynemosporum flavum Native Frangipani	-	-	Average character. Some crown die-back.
23	Corymbia citriodora Lemon Scented Gum	✓	✓	Potential removal flagged by University
24	Callistemon species Bottlebrush	-	✗	Low character.
25	Schinus molle Peppercorn tree	✓	-	Very close to building, but no visible structural damage being caused. Screening value.

Winwood Street				
	Species	Condition		Council Comments
		health	form	
1	Palm species	✓	✓	located in footpath area
2	Date Palm	✓	✓	
3	Palm species	✓	✓	located in footpath area. Could be relocated.
4	Palm species	✓	✓	located in footpath area. Could be relocated.
5	Palm species	✓	✓	located in footpath area. Could be relocated.
6	Corymbia citriodora Lemon scented gum	✓	-	Leaning habit. Pruning of limbs overhanging HV power lines required. Screening value to tower
7	Schinus molle Peppercorn tree	✓	-	screening value to building/ tower. Some pruning required where branches rub/clash with tree 6
8	Hynemosporum flavum Native Frangipani	✓	✓	clash with LV powerlines
9	Hynemosporum flavum Native Frangipani	✓	-	clash with LV powerlines
10	Hynemosporum flavum Native Frangipani	✗	✗	unstable root structure/soil at base, strong leaning habit. Suggest removal.
11	Palm species	✓	✓	isolated, limited contribution to street character.
12	Palm species	✓	✓	isolated, limited contribution to street character.
13	Fraxinus excelsior Golden Ash	✓	✓	Good specimen, but poorly located. Canopy/form not suitable for streetscape
14	Hynemosporum flavum Native Frangipani	✓	✓	
15	Pyrus calleryana 'Bradford'	✓	✓	minor powerline clash
16	Pyrus calleryana 'Bradford'	✓	✓	minor powerline clash
17	Pyrus calleryana 'Bradford'	✓	✓	minor powerline clash

Anderson Street				
	Species	Condition		Council Comments
		health	form	
1	Fraxinus species	-	-	High contribution to street character, despite extensive pruning over its lifespan.
2	Jacaranda mimosifolia	✗	-	A strong group of character trees within the streetscape, but are at the end of their lifespan and have been deformed over the years through extensive pruning. Replacement recommended to achieve long term legacy, potentially with same species.
3	Jacaranda mimosifolia	✗	-	
4	Jacaranda mimosifolia	✗	-	
5	Jacaranda mimosifolia	✗	-	
6	Lagerstroemia species Crepe myrtle	✓	✓	note: 8 specimens total. consistent health/form. low height tree will not clash with powerlines above.

Holland Street				
	Species	Condition		Council Comments
		health	form	
1	<i>Corymbia citriodora</i> Lemon scented gum	✓	✓	young specimen
2	Eucalyptus species	✓	✓	Within brewery site. Potential limb shear risk. Some pruning recommended.
3	<i>Platanus x acerifolia</i> London Plane	✓	✓	minimum building impact visible. root pruning and barrier to building edge highly recommended
4	Mahogany gum <i>Eucalyptus botryoides</i>	✓	✓	Within Brewery land. character tree.
5	<i>Platanus x acerifolia</i> London Plane	✓	✓	root damage to building/path. root pruning and barrier to building edge highly recommended
6	Eucalyptus species	✓	—	Within Brewery land. reasonable character
7	Eucalyptus species (Ironbark)	✓	✓	Within Brewery land. reasonable character
8	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
9	<i>Celtis australis</i> Mediterranean Hackberry	✗	✗	poor condition. extensive crown die-back.
10	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	root damage to concrete insitu paving
11	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	root damage to concrete insitu paving
12	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	root damage to concrete insitu paving
13	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	root damage to concrete insitu paving
14	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
15	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
16	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
17	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
18	<i>Celtis australis</i> Mediterranean Hackberry	—	✓	split branch (truck damage) to be removed
19	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
20	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
21	<i>Celtis australis</i> Mediterranean Hackberry	—	—	average condition. crown die-back and extensive fruiting due to stress. adjacent large ETSA pit.
22	<i>Celtis australis</i> Mediterranean Hackberry	—	—	average condition. crown die-back and extensive fruiting due to stress.
23	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
24	<i>Celtis australis</i> Mediterranean Hackberry	—	—	average condition. crown die-back
25	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
26	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
27	<i>Celtis australis</i> Mediterranean Hackberry	—	—	extensive die-back in crown, but would likely return to full health if conditions improved

Holland Street				
	Species	Condition		Council Comments
		health	form	
28	<i>Celtis australis</i> Mediterranean Hackberry	—	✓	some crown die back.
29	<i>Lophostemon confertus</i> Queensland Box	✗	—	Could be replaced with Celtis to reinforce street character
30	<i>Lophostemon confertus</i> Queensland Box	—	—	Could be replaced with Celtis to reinforce street character
31	<i>Celtis australis</i> Mediterranean Hackberry	—	—	Could be replaced with Celtis to reinforce street character
32	<i>Lophostemon confertus</i> Queensland Box	—	—	Could be replaced with Celtis to reinforce street character
33	<i>Lophostemon confertus</i> Queensland Box	—	—	Could be replaced with Celtis to reinforce street character
34	<i>Lophostemon confertus</i> Queensland Box	✓	—	Could be replaced with Celtis to reinforce street character
35	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
36	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
37	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
38	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	paving impacted by root growth at base
39	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
40	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
41	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
42	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
43	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	paving impacted by root growth at base
44	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
45	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
46	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
47	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	Young specimen, planted to replace Blue Gum.
48	<i>Eucalyptus leucoxylon</i> South Australian Blue Gum	✓	✓	High character tree. Very mature, towards mid to end of streetscape life.
49	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	Young specimen, planted to replace Blue Gum.
50	Callistemon species	✓	✓	In-consistent with main street tree character (Celtis)
51	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
52	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	
53	<i>Celtis australis</i> Mediterranean Hackberry	✓	✓	