Council Assessment Panel
Agenda & Reports

16 March 2026

Our Vision

A City which values its heritage, cultural diversity, sense of place and natural environment.

A progressive City which is prosperous, sustainable and socially cohesive, with a strong community spirit.

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials /cityofnpsp @cityofnpsp

City of Norwood Payneham & St Peters

11 March 2026

To all Members of the Council Assessment Panel:

- Mr Stephen Smith (Presiding Member)
- Mr Julian Rutt
- Cr Sandy Wilkinson
- Mr Paul Mickan (Deputy Member)
- Mr Mark Adcock
- Mr Ross Bateup
- Cr Kester Moorhouse (Deputy Member)

NOTICE OF MEETING

I wish to advise that pursuant to Clause 1.5 of the Meeting Procedures, the next Ordinary Meeting of the Norwood Payneham & St Peters Council Assessment Panel, will be held in the Council Chambers, Norwood Town Hall, 175 The Parade, Norwood, on:

Monday 16 March 2026, commencing at 6.30pm.

Please advise Daniella Hadgis on 8366 4508 or email dhadgis@npsp.sa.gov.au if you are unable to attend this meeting or will be late.

Yours faithfully

Geoff Parsons
ASSESSMENT MANAGER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials /cityofnpsp @cityofnpsp

City of Norwood Payneham & St Peters

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VENUE	Council Chambers, Norwood Town Hall
HOUR	6.30PM
PRESENT	
Panel Members	Mr Stephen Smith Mr Mark Adcock Mr Ross Bateup Mr Julian Rutt Cr Sandy Wilkinson
Staff	Geoff Parsons – Assessment Manager Kieran Fairbrother - Senior Urban Planner Ned Feary - Senior Urban Planner Mark Thomson – Consultant Planner
APOLOGIES	
ABSENT	

1. COMMENCEMENT AND WELCOME

2. APOLOGIES

3. CONFIRMATION OF THE MINUTES OF THE MEETING OF THE COUNCIL ASSESSMENT PANEL HELD ON 16 FEBRUARY 2026

4. DECLARATION OF INTERESTS

5. DEVELOPMENT APPLICATIONS – PDI ACT

5.1 DEVELOPMENT NUMBER ID 22007430 – ERAS PROPERTY HOLDINGS GROUP – 52 THE PARADE NORWOOD SA 5067

DEVELOPMENT NO.:	22007430
APPLICANT:	ERAS Property Holdings Pty Ltd ACN 159 104 686
ADDRESS:	52 THE PARADE NORWOOD SA 5067
NATURE OF DEVELOPMENT:	Four-storey, mixed-use building comprising offices, shop and 20 dwellings in the form of a residential flat building
ZONING INFORMATION:	**Zones:** • Suburban Business **Overlays:** • Airport Building Heights (Regulated) • Hazards (Flooding - General) • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes **Technical Numeric Variations (TNVs):** • Maximum Building Height (Levels) (Maximum building height is 3 levels)
LODGEMENT DATE:	12 Oct 2022
RELEVANT AUTHORITY:	Assessment panel at City of Norwood, Payneham and St. Peters
PLANNING & DESIGN CODE VERSION:	12 October 2022
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Mark Thomson, Consultant Planner
REFERRALS STATUTORY:	Commissioner of Highways, Environment Protection Authority
REFERRALS NON-STATUTORY:	Gayle Buckby & Matthew Cole

CONTENTS:

APPENDIX 1:	**Relevant P&D Code Policies**	**ATTACHMENT 5:**	**Zoning Map**
ATTACHMENT 1:	**Application Documents**	**ATTACHMENT 6:**	**Representation Map**
ATTACHMENT 2:	**Representations**		
ATTACHMENT 3:	**Response to Representations**		
ATTACHMENT 4:	**Subject Land Map**		

DETAILED DESCRIPTION OF PROPOSAL:

The proposal involves the construction of a four-storey mixed-use building, with a basement carpark.

The ground floor is for commercial use, including two retail tenancies and an office tenancy, together with at-grade car parking at the rear. Levels 1, 2 and 3 are residential. Levels 1 and 2 each contain eight apartments, comprising a mix of two-bedroom apartments and three-bedroom apartments. Level 3 contains four three-bedroom apartments. In total, the proposal includes twenty (20) apartments, comprising eight (8) two-bedroom apartments and twelve (12) three-bedroom apartments.

The at-grade car parking at the rear of the site includes sixteen spaces; all of which are proposed to be for the commercial uses at ground floor. The basement is predominantly for residential parking, although three staff spaces are also proposed. There are 43 spaces proposed in addition to the staff spaces.

The building has a three-level face brick 'podium' with the fourth level to be finished in powdercoated metal cladding The ground level is proposed to be set back 600 from The Parade frontage, while levels 1, 2 and 3 are proposed to be set back 2.4m. Balconies at levels 1 and 2 extend out to The Parade boundary, while balconies at level 3 are set back approximately 250mm.

BACKGROUND:

The application was lodged on 12 October 2022, for a five-storey, mixed-use building comprising consulting room, offices, shop and 20 dwellings in the form of a residential flat building.

Public notification occurred between 27 Oct 2022 and16 Nov 2022. Eight (8) representations were received, all of which were opposed to the application. At the same time, the Assessment Manager's delegate also expressed concerns with the applicant, particularly in relation to the height of the proposal.

In July 2025, amended plans were received from the Applicant, with the building having been reduced in height from five-storey to four-storey, amongst other incidental changes.

Regulation 38(5) of the Planning, Development and Infrastructure (General) Regulations states that if at least 1 year has passed since the date on which public notice was given, the relevant authority must not give a planning consent unless a new round of public notification is undertaken. Accordingly, public notification of the amended application occurred between 29 Aug 2025 and 18 Sept 2025.

Five (5) representations were received, including 2 opposed and 3 expressing support (2 of which had some concerns). On 4 February 2026, the applicant provided a response to the representations and advised that they wish for the application be determined at the next available meeting of the Council Assessment Panel (CAP).

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 52 THE PARADE NORWOOD SA 5067
Title ref.: CT 5129/158 **Plan Parcel:** D143 AL22 **Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Shape:	Irregular, with the rear being narrower than the front
Frontage width:	45.42m to The Parade
Area:	1978m^2
Topography:	Crossfall of approximately 900mm from east to west.

Existing structures:	The land is currently vacant, having previously been occupied by a motor repair station. Buildings remaining on site comprise a workshop building at the rear and service bays and sales office with entry canopy towards the front of the site.
Existing vegetation:	The site is entirely hard paved with no vegetation.

Locality

The locality is considered to extend along The Parade approximately 150m east and west of the subject land, including all properties with a frontage to The Parade, as well as some properties on Edsall Street and Sydenham Road.

The locality is characterised by one (1) and two (2) level buildings. The northern side of The Parade is located within the Suburban Main Street Zone and contains a range of retail, office and consulting room uses, with most buildings abutting The Parade frontage. The southern side of The Parade is very similar with respect to land use and building type and siting, although the majority of properties in the locality are located within the Suburban Business Zone.

Adjoining the subject land to the west on the corner of Sydenham Road, is a two storey bulky building containing a goods outlet at ground level and dwelling at first floor level. Further west on the opposite side of Sydenham Road is the Colonist Hotel, a Local Heritage Place.

Adjoining the subject land to the east is a group of single storey shops, mostly comprising bulky goods outlets.

The rear boundary of the subject land is the boundary of the Established Neighbourhood Zone. There are four residential properties which adjoin the rear of the subject land, including three (3) with a Boskenna Avenue address and one (1) with a Sydenham Road address.

Figure 1. Locality of the Subject Land

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  New housing
  Demolition
  Office
  Consulting room: Code Assessed - Performance Assessed
  Shop: Code Assessed - Performance Assessed
  Residential flat building: Code Assessed - Performance Assessed
  Demolition: Code Assessed - Performance Assessed
  Office: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed

- **REASON**
  P&D Code – the proposal exceeds the three (3) level maximum building height TNV

PUBLIC NOTIFICATION

- **REASON**
  the proposal exceeds the three (3) level maximum building height TNV

- **LIST OF REPRESENTATIONS**

First Name	Surname	Address	Position	Wishes to be heard?
Alexander	Good		Support	No
Luke and Hilary	Cree		Oppose	Yes
Paul	Theofanous		Support with concerns	No
Amanda	Price-McGregor		Oppose	Yes
Lorraine	Gerace		Support with concerns	No
Carmine	Di Cesare		Oppose	Yes

- **SUMMARY**

Mr Theofanous is seeking reassurances in relation to construction impacts, such as encroachment and contamination. He is also concerned about the possibility of overlooking from the fourth floor balcony into the courtyard of the upper-level dwelling adjoining the subject land to the west.

Ms Price-McGregor represents Luke and Hillary Cree who reside directly behind the subject land. Their concerns relate to:

- building height, bulk, massing and intensity;
- site contamination;
- land use;
- overshadowing;

- overlooking; and
- noise impacts

Ms Gerace is concerned with the proposed building height.

Mr Di Cesare's concerns relate to:

- building height;
- impact on future development;
- impact on nearby residential zones, including overshadowing, overlooking, noise, lighting and visual impacts;
- impact on streetscape due to scale and site coverage;
- precedence;
- retention of besser block wall;
- increased on-street parking demand;
- increased traffic on The Parade contributing to congestion;

AGENCY REFERRALS

- Commissioner of Highways
- Environment Protection Authority

Further details of the Agency responses are provided in the Assessment section below.

INTERNAL REFERRALS

- Manager, Traffic and Integrated Transport
- City Arborist

Further details of the Referral responses are provided in the Assessment section below.

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

Question of Seriously at Variance

The proposed development comprises a four-storey mixed use building including shops, an office and twenty (20) dwellings. It is located in the Suburban Business Zone. Development of this nature is not seriously at variance with the Planning and Design Code for the following reasons.

- Shops, offices and dwellings are all listed as anticipated land uses in the Zone in DPF 1.1; and
- Although buildings in the Zone a generally to be low-rise, PO 3.1 does contemplate 'taller buildings' in certain circumstances.

The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

Land Use and Density

The Suburban Business Zone is, as the name suggests, predominantly oriented towards various business uses, with complimentary and subordinate medium-density residential development. In addition to shop, office and consulting room businesses, the Zone is also intended to accommodate uses such as light industry, motor repair stations, retail fuel outlets and warehouses.

DO 1 states:

"*A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses*."

PO 1.1 states:

"Shops, office, consulting room, low-impact industry and other non-residential uses are supported by a variety of compact, medium density housing and accommodation types."

With respect to non-residential uses in the Zone, PO 1.2 provides guidance on scale, stating:

"Retail, business and commercial development is of a scale that provides a local convenience service without undermining the vibrancy and function of zones primarily intended to accommodate such development."

DPF 1.2 provides a quantitative standard of 500m^2 gross leasable floor area for shops, offices and consulting rooms in the Zone. As with all Designated Performance Features, this is intended only to represent a standard outcome for the Zone and is not necessarily the only way of achieving PO 1.2.

The proposed shop tenancies have a combined gross leasable floor area of 340m^2 and the office tenancy has a gross leasable floor area of 274m^2. These non-residential use components of the proposal are considered to be consistent with PO 1.2 insofar as they are of a scale that provides a local convenience service without undermining the function of other zones in the area such as the Suburban Main Street Zone and Urban Corridor (Main Street) Zone.

With regard to the residential component of the development, PO 1.3 provides further guidance:

"Compact, medium density residential development does not prejudice the operation of non-residential activity within the zone."

This stated desire to not prejudice the operation of non-residential activity within the Zone most likely relates to uses such as light industry, motor repair stations, retail fuel outlets and warehouses.

There are no such land uses in proximity to the subject land, nor does there appear to be an emerging demand for such uses within the locality. As such, the proposal is considered to be consistent with the second part of PO 1.3 (i.e. it will not prejudice the operation of non-residential activity within the zone).

However, the first part of PO 1.3 refers to compact, medium density residential development. Similarly, PO 1.1 and DO 1 both refer to medium density housing.

The terms 'medium density residential development' and 'medium density housing' are not defined by the Code, however the terms 'medium net residential density' and 'high net residential density' are.

The document *Understanding Residential Densities: A Pictorial Handbook of Adelaide Examples*, explains the difference between net density and gross density. It states that net density refers to the number of dwellings per hectare on land devoted solely to residential development. While it includes private driveways and private open space, it does not include public roads and areas of public open space. It states that gross density means the density of a given area, including infrastructure such as public roads, public open space and in some instances non-residential development such as schools and shops. Figure 3 below is an excerpt from the document.

Figure 2. Excerpt from Understanding Residential Densities: A Pictorial Handbook of Adelaide Examples

	Approx Gross Density	Approx Net Density
VERY LOW DENSITY	Less than 11 dw/ha	Less than 17 dw/ha
LOW DENSITY	11-22 dw/ha	17-33 dw/ha
MEDIUM DENSITY	23-45 dw/ha	34-67 dw/ha
HIGH DENSITY	Greater than 45 dw/ha	Greater than 67 dw/ha

Medium net residential density is defined by the Code as 35 to 70 dwelling units per hectare, while high net residential density is defined as greater than 70 dwelling units per hectare. These figures closely align with the figures for net density in the document.

The most sensible way to interpret the terms 'medium density residential development' and medium density housing' used in the Suburban Business Zone policies, is considered to be as net density, rather than gross density. This is because it would be illogical for the policy to only perform a role in relation to development involving the creation of public roads and open space.

The net density of the proposed development is 101 dwelling units per hectare. The proposed residential density is therefore considered to be inconsistent with the housing density sought within the Suburban Business Zone.

Building Height, Design & Appearance

PO 3.1 of the Suburban Business Zone states:

Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality.

PO 2.1 states:

Building scale and design complement surrounding built form, streetscapes and local character.

These policies are to be interpreted in the context of DO 2 which states:

A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.

PO 3.1 cites the reason for limiting taller buildings to the centre of the zone away from adjoining neighbourhood-type zones as "*to positively contribute to the built form character of a locality*". Therefore, this policy is concerned only with streetscape character, and not amenity impacts. There are separate policies (PO 3.2 and 3.3) which deal with amenity impacts. Therefore, what PO 3.1 is trying to ensure, is that buildings located alongside or opposite a neighbourhood type zone, are low-rise, so as to provide a transition in scale in the streetscape.

That being the case, and also having regard to DO 2, the subject land is not a site that needs to be low-rise, because in a streetscape character sense, it doesn't interface with a neighbourhood-type zone and is in a well serviced and accessible location.

Having established that the proposed building does not need to be low rise, the question then becomes, how high can it be. According to PO 3.1, it needs to positively contribute to the built form character of the locality, while PO 2.1 states that it needs to complement surrounding built form, streetscapes and character.

According to DPF 3.1, the 'standard outcome' to achieve this on a site that doesn't need to be low rise, is to be no greater than 3 levels.

PO's 12.1 and 12.3 of the Design in Urban Areas module, which apply specifically to buildings higher than 2 levels, provide further guidance, stating that the way to positively contribute to the character of the local area is to respond to local context; and the way to reduce visual mass is by breaking up building elevations into distinct elements.

Drawing No. A3.20 of the application documents is most useful in considering the extent to which the proposal satisfies the above performance outcomes of the Code. The buildings shown in the drawing east and west of the subject land are demonstrative of the general scale of buildings along both sides of The Parade within the locality.

Having regard to the scale and form of existing buildings within the locality, it is considered that:

- the scale of the proposed building does not complement surrounding built form, streetscapes and local character, contrary to PO 2.1 of the Suburban Business Zone;
- the proposed building does not positively contribute to the built form character of the locality, contrary to PO 3.1 of the Suburban Business Zone;
- the proposed building does not positively contribute to the character of the local area by responding to local context, contrary to PO 12.1 of the Design in Urban Areas module; and
- the building is not designed to reduce visual mass by breaking up building elevations into distinct elements, contrary to PO 12.3 of the Design in Urban Areas module.

Figure 3. Streetscape as depicted in Drawing No. A3.20

Some attempt has been made to reduce the scale of the building, by using a different material for the fourth level, and setting the fourth level back from the side boundaries. That said, the fourth level has the same setback from The Parade as the two levels below it. As a result, the building appears to have a three level 'podium' treatment, with the fourth level remaining prominent, albeit in a different material to provide some relief to the overall scale.

Whilst the lower three levels of the proposal are broken up into four elements by dividing brick columns, this is not considered sufficient to achieve a reduction in visual mass as sought by PO 12.3.

In a locality characterised by one and two storey buildings, it is considered that a building on the subject land should present with a two level 'podium' treatment, be broken down horizontally into distinct elements in a more meaningful way and have any levels above the first two levels more meaningfully recessed so as not to dominate the streetscape.

Putting aside the sheer scale of the proposal, there are design elements which are considered to complement surrounding built form, streetscapes and local character. Specifically, the face brick external walls (which are understood to be traditional laid brick as opposed to a veneer applied to tilt-up concrete), which include projecting blade elements to the façade, are considered to respond positively to materiality in the locality. In addition, consistent with a number of Performance Outcomes from the medium and high-rise section of the Design in Urban Areas module:

- The glazing at ground level provides connectivity with the pedestrian environment
- Plant and equipment areas are sited away from public view.

The proposal is also consistent with the front and side setback policies of the Suburban Business Zone. In particular, PO 3.4 and 3.6 respectively state:

"*Buildings are set back from primary street boundaries to contribute to a consistent streetscape*."

"Buildings are set back from side boundaries to maintain adequate separation and ventilation"

Of relevance to the circumstances of the subject land, DPF 3.4 specifies a minimum street setback of at least the average setback of existing buildings on abutting sites. As both existing buildings on

abutting sites abut The Parade, the proposed street setback of 600mm is appropriate.

DPF 3.6 enables buildings to either have no setback from side boundaries, or be set back at least 900mm. The proposal is therefore also appropriate with respect to side setbacks.

Residential Interface

PO's 3.2 and 3.3 of the Suburban Business Zone deal with visual and overshadowing impacts of development on residential development within a neighbourhood-type zone. They respectively state:

Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.

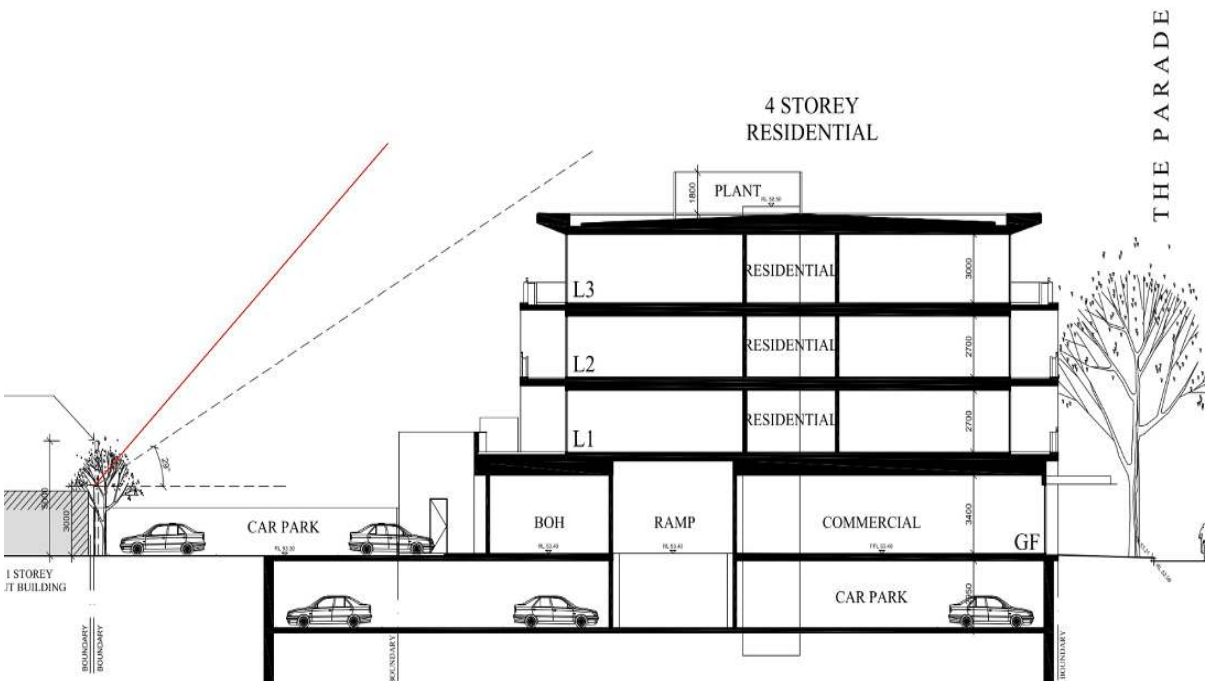
The associated DPF's provide quantitative standards based around building envelopes.

In the case of visual impact considerations, DPF 3.2 seeks buildings to be constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone.

In the case of overshadowing impact considerations DPF 3.3 seeks buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone to be constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary.

Figure 4 below shows the 30 degree plane (noted as 29 degrees however is in fact 30 degrees) and 45 degree plane commencing at a height of 3m above ground level at the rear boundary of the subject land.

Figure 4. 30 degree (dotted) and 45 degree (red) Building Envelopes



With respect to overshadowing, the fact that the proposal is outside of the 30 degree building envelope is considered sufficient to also achieve PO 3.3.

This building envelope establishes a clear standard which is directly related to the amount of overshadowing that will occur as a result of a building in the Suburban Business Zone, located directly north of a dwelling site in a neighbourhood-type zone. Although the Code also provides quantitative standards for overshadowing at the General Development Policies level, the rules of

interpretation state that Zone level policies will prevail over General Development Policies to the extent of inconsistency.

The proposal is outside of the 30 degree building envelope and therefore, any resulting overshadowing is at a level contemplated by the Code.

With respect to visual impact, although in the case of the subject land, the 45 degree visual impact envelope is made redundant by the 30 degree overshadowing envelope, it remains relevant for the purposes of assessing visual impact. At the same time, the policy context in which buildings should generally be low rise and a where a maximum height TNV of 3 levels applies, is also relevant when considering PO 3.2. That said, the proposed building is located well outside of the 45 degree visual impact envelope. A three (3) level building located at the edge of the 45 degree building envelope (in a scenario where the boundary was not a south boundary so that overshadowing was not a consideration) would likely have a greater visual impact than the proposed four (4) level building.

Therefore, the proposal is considered acceptable and consistent with PO 3.2 from the perspective of the visual impact of the proposal on residential properties to the south of the subject land.

Overlooking

Performance Outcome 16.1 of the Design in Urban Areas module states:

"Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as:

a) Appropriate site layout and building orientation
b) Off-setting the location of balconies and windows of habitable rooms or area with those of other buildings so that views are oblique rather than direct line of sight

c) Building setbacks from boundaries that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
d) Screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity."

The first thing to note is that this Performance Outcome seeks the mitigation of "direct overlooking", which is a term defined in the Planning & Design Code as being:

"In relation to direct overlooking from a deck, balcony or terrace, is limited to an area that falls within a horizontal distance of 15 metres measured from any point of the overlooking deck, balcony or terrace."

All adjacent residential properties to the south are located at least 15 metres away, this would not constitute direct overlooking.

The dwelling at first floor level of the building adjoining the subject land to the west has a courtyard facing the direction of the subject land. Proposed measures to mitigate overlooking impacts to this courtyard include:

- 1.5m high privacy screens for Level 1 apartments 102 and 103;
- 1.5m high obscure glass windows for Level 2 apartments 202 and 203
- Integrated outdoor kitchens to raise line of sight for Level 3 apartments 301 and 302

These proposed mitigation measures are considered acceptable and consistent with PO 16.1.

Private Open Space

Performance Outcome 27.1 of the Design in Urban Areas module states:

"Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants."

Table 1 of the Design in Urban Areas module outlines the expected areas and minimum dimensions for private open space areas. The table below describes each dwelling's performance against these criteria.

Apartment #	# of bedrooms	Code Area Guideline	Total Private Open Space Proposed	Code Min. Dimension Guideline	Minimum Dimension Proposed
101, 108	2	11m^2	42-43m^2	2.4m	4.4m
104, 105	2	11m^2	21m^2	2.4m	2.4m
103, 106, 107	3	15m^2	24m^2	2.6m	2.4m
102	3	15m^2	92m^2	2.6m	8.1m
201, 204, 205, 208	2	11m^2	15m^2	2.4m	2.4m
202, 203, 206, 207	3	15m^2	16-17m^2	2.6m	2.4m
301, 304	3	15m^2	67m^2	2.6m	3.6m
302, 303	3	15m^2	76m^2	2.6m	5.4m

All balcony areas exceed the minimum areas of the Code, sometimes substantially, although some minimum dimensions are slightly below the guidelines of Table 1. Nonetheless, with the additional area, there is sufficient space to accommodate outdoor seating on the respective balconies.

As such, each dwelling is provided with suitable sized areas of usable private open space to meet the needs of occupants per Performance Outcomes 27.1 and 28.3.

Traffic Impact, Access and Parking

Performance Outcome 1.1 of the Urban Transport Routes Overlay states:

"Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads."

Performance Outcome 3.1 of the Transport, Access and Parking module states:

"Safe and convenient access minimises impact or interruption on the operation of public roads."

Performance Outcome 2.1 of the Urban Transport Routes Overlay states:

"Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements."

Performance Outcome 3.3 of the Transport, Access and Parking module states:

"Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use."

Performance Outcome 3.8 of the Transport, Access and Parking module states:

"Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated."

The Council's Manager, Traffic and Integrated Transport reviewed the original application which involved two separate driveway access points and provided the following comments:

- *All access is suitably off of The Parade which minimises the potential adverse impact of additional traffic to the local streets;*
- *The existing driveway crossovers are being utilised and the separate entry and exit is convenient for manoeuvring;*

  however, the existing crossovers were designed to cater for petrol tankers accessing a service station and so are excessively wide for this development. Each crossover could be reduced to approximately 3.0 metres wide which would improve pedestrian amenity along The Parade. Within the site, this space could be used for additional landscaping and dedicated pedestrian walkway into/out of the building.
- *Bike parking is provided for short-term visitors at the front and for long-term employees/residents in the basement. Consideration could be given to ensuring that the basement bike parking is within an enclosure for security.*
- *The dimensions within the car park are not given but by scaling, I have the following concerns:*
  - *The radii of the curved ramp appears too small. Refer AS2890.1 for minimum radii. (i.e inside radius minimum is 4.0m);*
  - *The ramp lane widths appear too narrow at the curve – refer AS2890.1 (i.e. inside width 3.9m wide);*
  - *Some of the car parks that are located next to vertical structures do not appear to have the additional 300mm clearance.*
- *For a development of this size, a report from a Traffic Engineer should be provided to confirm that the design of the car park complies with the relevant Australian Standards and Guidelines*.

With the amended application having only one driveway access/egress point, the concern raised with respect to minimising disruption to the footpath for improved pedestrian amenity.

The amended application also responds to the concern regarding bicycle parking, with a secure bike

store now proposed at ground floor level.

A report from a Traffic Engineer, Cirqa, has been provided, confirming that the amended car park design and access ramp to the basement complies with the requirements of Australian/New Zealand Standard for Parking Facilities Part 1: Off -street car parking (AS/NZS 2890.1:2004) and Parking Facilities Part 6: Off-street parking for people with disabilities (AS/NZS 2890.6:2022).

Cirqa have also confirmed that on-site private waste collection is proposed, with a 10m rigid vehicle able to enter and exit the site in a forward direction, subject to a part-time parking restriction for two parking spaces within the rear parking area.

With respect to car parking supply, the Code specifies the following rates for the proposed development:

- Two-bedroom dwelling with a residential flat building – 1 space per dwelling
- Three-bedroom dwelling with a residential flat building – 2 spaces per dwelling;
- Residential visitor parking – 0.33 spaces per dwelling
- Non-residential land use – 3 spaces per 100m^2 gross leasable floor area

Applying these rates, the proposal generates a demand for 58 car parking spaces. With 64 spaces proposed, the proposal includes sufficient car parking in accordance with the specified rates.

The Commissioner of Highways has raised no objection to the proposal, and has directed that the following conditions be imposed in the event that Planning Consent is grated:

1. *Access to the development shall be gained as shown on Enzo Caroscio Architecture, Project No. 24012, Ground Floor Plan, Revision A1 dated 27 June 2025 with traffic movements consistent with the CIRQA Traffic and Parking Report, Project No. 25257,*

Version 1 dated 7 July 2025. The access shall be suitably flared to allow convenient left in/left out movements.

2. *All vehicles shall enter and exit the site in a forward direction, and the car park shall include line marking and signage to reinforce traffic movements to/from The Parade.*

3. *Bus stop 6 on The Parade shall be relocated as per the DIT Master Specifications or to the satisfaction of DIT/PTSA. All costs associated with the relocation shall be borne by the applicant.*

4. *Prior to construction within the site, a Traffic Management Plan (TMP), shall be prepared to the satisfaction of the Commissioner of Highways. The TMP shall address matters including, but not limited to the following:*

    a. *A Traffic Management Plan (TMP) for each phase of construction of the development (including service installation/relocation), including any road and access changes and any proposed upgrades and/or closures. The TMP shall also show all traffic devices to be utilised (including variable message signs) and any proposed traffic restrictions.*

    b. *Modifications to existing public transport, pedestrian and cycling facilities.*

    c. *Managing impacts to infrastructure within the road reserve.*

    All access and traffic movements shall be in accordance with this plan.

5. *All redundant crossovers shall be closed and reinstated with Council standard kerb and gutter with all costs borne by the applicant prior to occupation of the building.*

6. *Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.*

7. *All off-street vehicle parking and manoeuvring areas shall be designed in accordance with AS/NZS 2890.1:2004, AS/NZS 2890.6:2022 and AS 2890.2:2018. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.*

8. *Stormwater run-off shall be collected on-site and discharged without impacting the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.*

Street Trees

The Council's City Arborist reviewed the application in relation to the potential impact to street trees. The City Arborist advised that he is confident the development could proceed without resulting in an adverse effect to the health of the two Council street trees directly in front of this allotment, if the following conditions can be stringently adhered to.

1. *A physical tree protection barrier is to be established inline with the recommendations made in AS 4970-2009 Protection of trees on development sites, for this type of tree protection.*

2. *The protection barrier would incorporate the maximum area possible whilst allowing construction (this may require footpath closed signage), this would require liaising with the Council's City Arborist to determine the size of the area to be fenced off.*

3. *Any changes or access/egress to the protection zone would be in conjunction with the City Arborist.*

4. *Any pruning required to allow for the development of the site would be done in conjunction with the City Arborist.*

Soft Landscaping

Performance Outcome 3.1 of the Design in Urban Areas module states:

"*Soft landscaping and tree planting are incorporated to:*

a) Minimise heat absorption and reflection
b) Maximise shade and shelter
c) Maximise stormwater infiltration
d) *Enhance the appearance of land and streetscapes.*"

The development includes soft landscaping at the perimeter of the rear car parking area, including a 1m wide landscaping strip along the rear boundary, containing eight Pik Blueberry Ash trees (mature height 6m). This is consistent with Performance Outcome 13.4 of the Design in Urban Areas module which states:

"Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height."

Performance Outcomes 13.1-13.3 of the Design in Urban Areas module states:

"Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings."

"Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings."

"Deep soil zones with access to natural light are provided to assist in maintaining vegetation health."

There are two associated Designated Performance Features:

"Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired."

"Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

- *Site area > 1500m^2, 7% site area, minimum dimension 6m, 1 large or medium tree in a deep soil zone of at least 60m^2"*

With the basement carpark, deep soil zones are more limited, particularly in terms of their minimum dimensions. The only deep planting zone nominated is the 1m wide strip at the rear of the site, amounting to 30m^2, or 1.5% of the site area.

Given that the established character of the locality is of buildings abutting The Parade, and considering that there is currently no soft landscaping on the subject land, the extent of ground level landscaping proposed is considered acceptable.

Additional landscaping is proposed via built-in planter boxes for the residential balconies.

On balance, the proposed development is someway short of the Code's expectations on soft landscaping due to the lack of deep soil zones. However, the DPFs in this case would be almost impossible to achieve on this site, particularly noting the basement carpark. This being the case, the landscaping that is proposed is considered to reasonably achieve the intent behind the Code's policies while still providing an appropriate development outcome.

Contamination

The application was referred to the EPA for advice on site contamination. In summary, the EPA has advised:

- sufficient information has been provided which reasonably demonstrates the site can be made suitable for the proposed use, subject to a statement of site suitability;
- the interim audit advice has been found to be generally complying with relevant legislative and guideline framework for the site contamination audit system in South Australia;
- by undertaking and completing a site contamination audit, and preparing a site contamination audit report, a site contamination auditor will be able to confirm the suitability of the site for the proposed land use in a Statement of Site Suitability.

Accordingly, the EPA has raised no objection to the proposal, and has directed that the following conditions be imposed in the event that Planning Consent is grated:

1. *Remediation works must be undertaken in accordance with the Site Remediation Plan 52 The Parade Norwood South Australia prepared by TMK Consulting Engineers and dated 28 March 2024 and must be overseen by a suitably qualified and experienced site contamination consultant.*

2. *A certificate of occupancy must not be granted in relation to a building on the relevant site until a statement of site suitability (in the form described by Practice Direction 14: Site Contamination Assessment 2021) is issued certifying that the required remediation has been undertaken and the land is suitable for the proposed use.*

3. *For the purposes of the above condition and regulation 3(6) of the Planning, Development and Infrastructure (General) Regulations 2017, the statement of site suitability must be issued by a site contamination auditor informed by a completed site contamination audit report prepared in accordance with Part 10A of the Environment Protection Act 1993.*

CONCLUSION

The Suburban Business Zone is first and foremost a business precinct, with residential development intended to be subordinate to employment uses. As opposed to the Urban Corridor Zone east of Osmond Terrace, which is intended to accommodate high density apartments, residential development within the Suburban Business Zone (like the adjacent Suburban Main Street Zone) should generally comprise medium-density housing, ranging up to 70 dwelling units per hectare.

The proposed development appropriately includes commercial uses at ground level and dwellings above, however the high-density form of the residential component of the development is not envisaged in the Suburban Business Zone.

The proposed building appropriately abuts The Parade at ground level, providing street level activation and improved pedestrian amenity by providing one vehicular access/egress point in lieu of the two existing driveways.

The Suburban Business Zone is intended to primarily comprise low rise (one and two storey) buildings, with some opportunity for taller buildings in appropriate locations. The height (levels) TNV for the subject land is 3 levels. PO 2.1 of the Zone seeks for new buildings to complement the scale of surrounding built form, streetscapes and local character.

Despite some attempts to integrate with the character of the locality, particularly through the choice of materials, the proposed building is in stark contrast with the sale of buildings in the locality, to the extent that it is not complementary to the existing streetscape and local character.

A reduction in the number of dwellings would enable the scale of the building to be reduced, which would not only improve the compatibility of the building with the streetscape and local character, it would also reduce the residential density, consistent with the desire for medium density housing in the zone.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

2. Development Application Number 22007430, by ERAS Property Holdings Pty Ltd ACN 159 104 686 is refused Planning Consent for the following reasons:

REASONS

1. The scale of the proposed building does not complement surrounding built form, streetscapes and local character, contrary to PO 2.1 of the Suburban Business Zone;

2. The proposed building does not positively contribute to the built form character of the locality, contrary to PO 3.1 of the Suburban Business Zone;

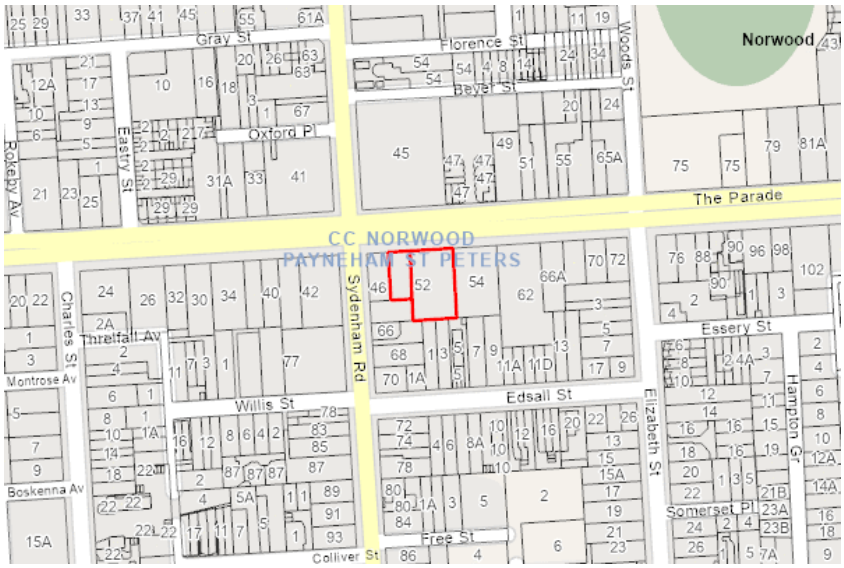
3. The proposed building does not positively contribute to the character of the local area by responding to local context, contrary to PO 12.1 of the Design in Urban Areas module; and

4. The building is not sufficiently designed to reduce visual mass by breaking up building elevations into distinct elements, contrary to PO 12.3 of the Design in Urban Areas module.
5. The residential component of the proposal is too intensive, resulting in high-density housing, whereas the Suburban Business Zone seeks medium-density housing.

Address: **52 THE PARADE NORWOOD SA 5067**

Click to view a detailed interactive SAILIS in SAILIS

To view a detailed interactive property map in SAPPA click on the map below



Property Zoning Details

Local Variation (TNV)

Maximum Building Height (Levels) *(Maximum building height is 3 levels)*

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*

Hazards (Flooding - General)

Prescribed Wells Area

Regulated and Significant Tree

Traffic Generating Development

Urban Transport Routes

Zone

Suburban Business

Selected Development(s)

Residential flat building

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Residential flat building - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

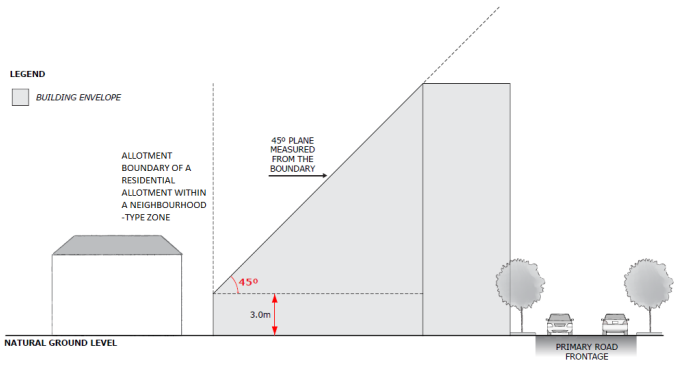
Suburban Business Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses.
DO 2	A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Shops, office, consulting room, low-impact industry and other non-residential uses are supported by a variety of compact, medium density housing and accommodation types.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Consulting room (b) Dwelling (c) Institutional facility (d) Light industry (e) Motor repair station (f) Office (g) Residential flat building (h) Retail fuel outlet (i) Service trade premises (j) Shop (k) Store (l) Warehouse
PO 1.3 Compact, medium density residential development does not prejudice the operation of non-residential activity within the zone.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Building scale and design complement surrounding built form, streetscapes and local character.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones is primarily intended to accommodate sensitive receivers.	DTS/DPF 2.2 None are applicable.
Building height and setbacks	
PO 3.1 Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the	DTS/DPF 3.1 Building height (excluding garages, carports and outbuildings) is no greater than:

built form character of a locality.	(a) the following: **Maximum Building Height (Levels)** Maximum building height is 3 levels (b) in all other cases (ie there is a blank field for both values): (i) 2 building levels or 9m where the development is located adjoining a different zone that primarily envisages residential development (ii) 3 building levels or 12m in all other cases. In relation to DTS/DPF 3.1, in instances where: (c) more than one value is returned in the same field: (i) for the purpose of DTS/DPF 3.1(a), refer to the Maximum Building Height (Metres) Technical and Numeric Variation layer or Maximum Building Height (Levels) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) only one value is returned for DTS/DPF 3.1(a), (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
PO 3.2 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.2 Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary, or where this boundary is the primary street boundary) 
PO 3.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 3.3 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram

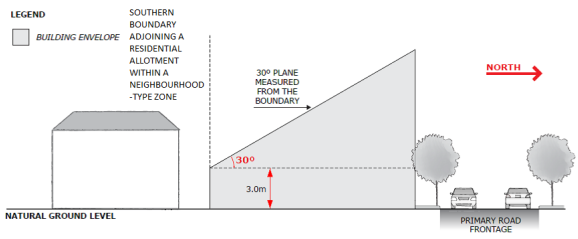
	
PO 3.4 Buildings are set back from primary street boundaries to contribute to a consistent streetscape.	DTS/DPF 3.4 The building line of a building is set back from the primary street frontage: (a) the average of any existing buildings on either of the adjoining sites having frontage to the same street or (b) not less than 6m where no building exists on an adjoining site.
PO 3.5 Buildings are set back from secondary street boundaries (other than rear laneways) to contribute to a consistent streetscape.	DTS/DPF 3.5 Building walls are set back from the secondary street frontage: (a) the average of any existing buildings on adjoining sites having frontage to the same street or (b) not less than 900mm where no building exists on an adjoining site.
PO 3.6 Buildings are set back from side boundaries to maintain adequate separation and ventilation.	DTS/DPF 3.6 Other than walls located on a side boundary, building walls are set back at least 900mm from side boundaries.
PO 3.7 Buildings are set back from rear boundaries to minimise adverse impacts on adjoining land uses.	DTS/DPF 3.7 Building walls are set back from the rear boundary at least 3m.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element

of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is **not** adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) ancillary accommodation (d) building work on railway land (e) carport (f) community facility (g) dwelling (h) fence (i) outbuilding (j) private bushfire shelter (k) residential flat building (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) student accommodation (o) swimming pool or spa pool (p) verandah (q) water tank.	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 3.2 2. Suburban Business Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 1.2 2. Suburban Business Zone DTS/DPF 3.2 3. Suburban Business Zone DTS/DPF 3.3.
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) replacement building (d) temporary accommodation in an area affected by bushfire. (e) tree damaging activity.	None specified.

6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development
None specified.

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets

out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the *Airport Building Heights (Regulated) Overlay* (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the *Airport Building Heights (Regulated) Overlay.*	The airport-operator company for the relevant airport within the meaning of the *Airports Act 1996* of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the *Airports Act 1996* of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference

None	None	None	None

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development:

	(a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m^2 or more (c) retail development with a gross floor area of 2,000m^2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (e) industry with a gross floor area of 20,000m^2 or more (f) educational facilities with a capacity of 250 students or more.	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Urban Transport Routes Overlay

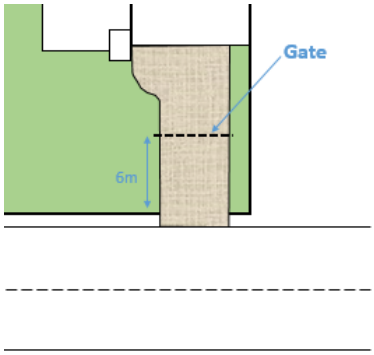
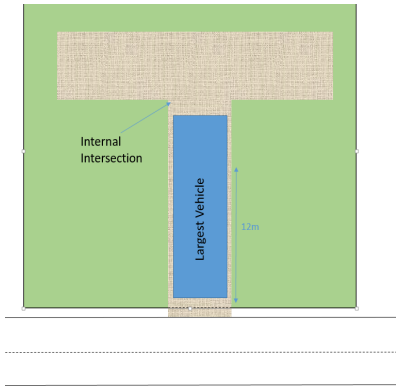
Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings: (i) (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) (c) where the development will result in 7 or more dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access: A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
Access - On-Site Queuing	
PO 2.1 Sufficient accessible on-site queuing adjacent	DTS/DPF 2.1 An access point in accordance with one of the following:

to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.	(a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:  (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length no greater than 6.4m (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram: 
Access - (Location Spacing) - Existing Access Point	
PO 3.1 Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings

(b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access

(c) is not located on a Controlled Access Road and development constitutes:

- (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa
- (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment
- (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area
- (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area
- (v) an office or consulting room with a <500m² gross leasable floor area.

Access – Location (Spacing) – New Access Points

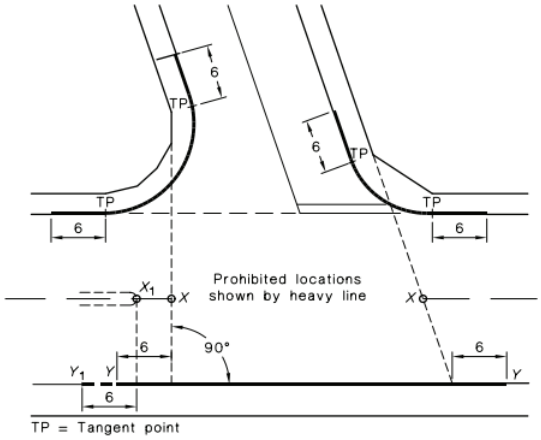
PO 4.1

New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.

DTS/DPF 4.1

A new access point satisfies (a), (b) or (c):

(a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:



NOTE:
The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y_1.

(b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access:

- (i) is not located on a Controlled Access Road
- (ii) is not located on a section of road affected by double barrier lines
- (iii) will be on a road with a speed environment of 70km/h or less
- (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)
- (v) located minimum of 6m from a median opening or pedestrian crossing

(c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h	No spacing	20m

or less	requirement	
60 km/h	30m	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

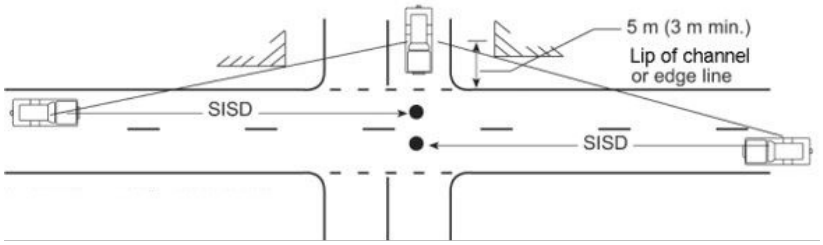
Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

DTS/DPF 5.1

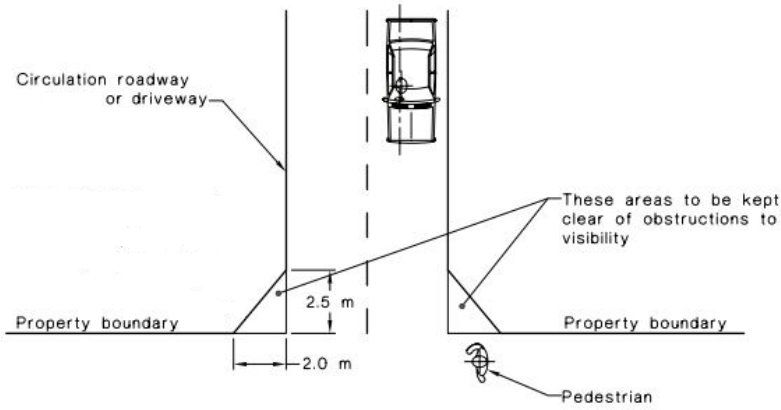
An access point satisfies (a) or (b):

(a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

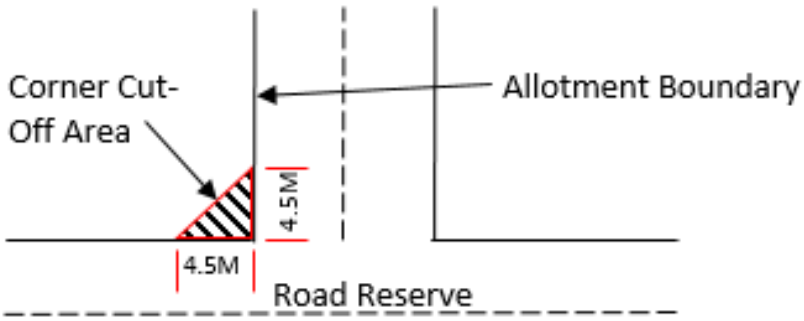
Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



(b) pedestrian sightlines in accordance with the following diagram:



Access – Mud and Debris

PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	DTS/DPF 6.1 Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).
Access - Stormwater	
PO 7.1 Access points are designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.
Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 Buildings or structures are not located on, above or below the road reserve.
Public Road Junctions	
PO 9.1 New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure

(General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996* (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	

	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.

Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
On-site Waste Treatment Systems	

PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.

PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste	DTS/DPF 11.5 None are applicable.

recovery as appropriate.	
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.

PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.
Landscaping	
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones
<300 m^2	10 m^2	1.5m	1 small tree / 10 m^2
300-1500 m^2	7% site area	3m	1 medium tree / 30 m^2
>1500 m^2	7% site area	6m	1 large or medium tree / 60 m^2

Tree size and site area definitions	
Small tree	4-6m mature height and 2-4m canopy spread
Medium tree	6-12m mature height and 4-8m canopy spread
Large tree	12m mature height and >8m canopy spread
Site area	The total area for development site, not average area per dwelling

PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.

retained or established to assist in screening new buildings of 3 or more building levels in height.	
Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium 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 over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.
All residential development	
Front elevations and passive surveillance	
PO 17.1 Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from

	a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 17.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 17.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and Amenity	
PO 18.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 18.1 A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.
PO 18.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 18.2 None are applicable.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation,

	with a maximum of 80% of the building elevation in a single material or finish.
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
Private Open Space	
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** — **Minimum percentage of site** <150 — 10% 150-200 — 15% >200-450 — 20% >450 — 25% (b) at least 30% of any land between the primary street boundary and the primary building line.
Car parking, access and manoeuvrability	
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space

	(ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 23.2 Uncovered car parking space are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 23.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b): (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: (a) the gradient from the place of access on the boundary of

	the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1 Buildings satisfy (a) or (b): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
PO 26.1 Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1 Buildings: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.

PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.
PO 28.6	DTS/DPF 28.6

Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	None are applicable.
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.
Dwelling Configuration	
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least $50m^2$ (c) 2 bedroom dwelling / apartment with a floor area of at least $65m^2$ (d) 3+ bedroom dwelling / apartment with a floor area of at least $80m^2$, and any dwelling over 3 bedrooms provides an additional $15m^2$ for every additional bedroom.
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.
Common Areas	
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.
Group Dwellings, Residential Flat Buildings and Battle axe Development	
Amenity	
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table:

Number of bedrooms	**Minimum internal floor area**
Studio	$35m^2$
1 bedroom	$50m^2$
2 bedroom	$65m^2$

	3+ bedrooms	$80m^2$ and any dwelling over 3 bedrooms provides an additional $15m^2$ for every additional bedroom

PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3 None are applicable.
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number)

	(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4 Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 33.4 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 35.1	DTS/DPF 35.1

Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		Total private open space area: (a) Site area <301m2: 24m2 located behind the building line. (b) Site area ≥ 301m2: 60m2 located behind the building line. Minimum directly accessible from a living room: 16m2 / with a minimum dimension 3m.
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m^2, which may be uses as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m^2 / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m^2 / minimum dimension 1.8m
	One bedroom dwelling	8m^2 / minimum dimension 2.1m
	Two bedroom dwelling	11m^2 / minimum dimension 2.4m
	Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Supply	
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria /

	Designated Performance Feature
Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.

Site Contamination

Assessment Provisions (AP)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d):

	(a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is:

	(a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Corner Cut-Offs	
PO 10.1	DTS/DPF 10.1

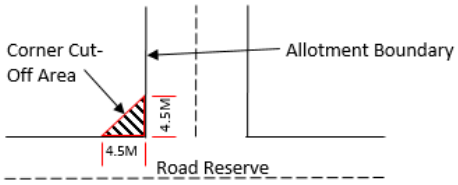
Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.

Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.

Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m^2 of total floor area.
Community facility	10 spaces per 100m^2 of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.

	For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the

	parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

(a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)

or

(b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate **Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.**		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone

			Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling -	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone

	1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.		Urban Neighbourhood Zone

Table 2 - Criteria:
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

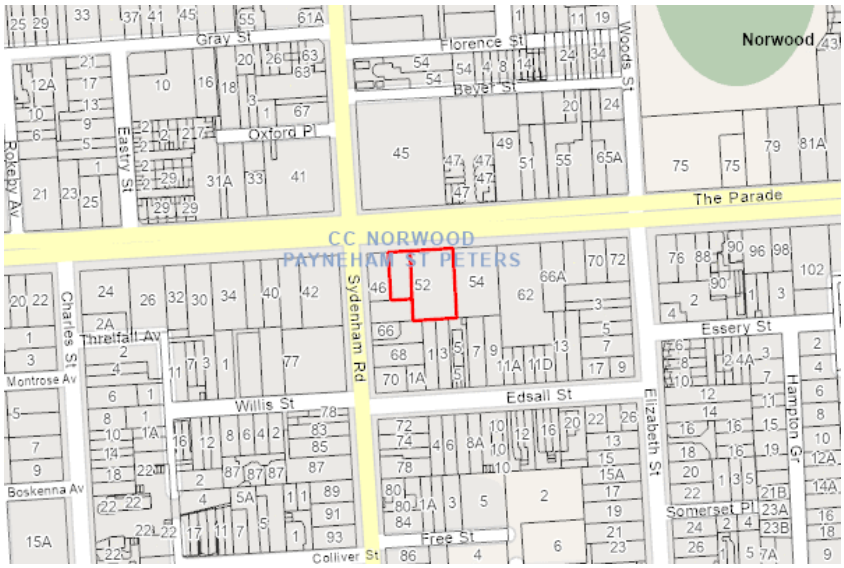
Criteria	Exceptions
The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following: (a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) is within 400 metres of a bus interchange(1) (c) is within 400 metres of an O-Bahn interchange(1) (d) is within 400 metres of a passenger rail station(1) (e) is within 400 metres of a passenger tram station(1) (f) is within 400 metres of the Adelaide Parklands.	(a) All zones in the City of Adelaide (b) Strategic Innovation Zone in the following locations: (i) City of Burnside (ii) City of Marion (iii) City of Mitcham (c) Urban Corridor (Boulevard) Zone (d) Urban Corridor (Business) Zone (e) Urban Corridor (Living) Zone (f) Urban Corridor (Main Street) Zone (g) Urban Neighbourhood Zone

[NOTE(S): (1)Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Address: **52 THE PARADE NORWOOD SA 5067**

Click to view a detailed interactive SAILIS in SAILIS

To view a detailed interactive property map in SAPPA click on the map below



Property Zoning Details

Local Variation (TNV)

Maximum Building Height (Levels) *(Maximum building height is 3 levels)*

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*

Hazards (Flooding - General)

Prescribed Wells Area

Regulated and Significant Tree

Traffic Generating Development

Urban Transport Routes

Zone

Suburban Business

Selected Development(s)

Shop

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Shop - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

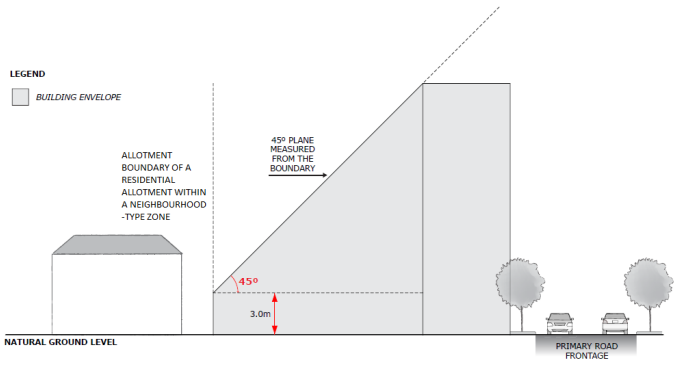
Suburban Business Zone

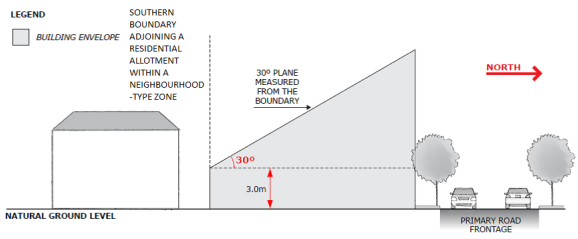
Assessment Provisions (AP)

Desired Outcome	
DO 1	A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses.
DO 2	A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Shops, office, consulting room, low-impact industry and other non-residential uses are supported by a variety of compact, medium density housing and accommodation types.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Consulting room (b) Dwelling (c) Institutional facility (d) Light industry (e) Motor repair station (f) Office (g) Residential flat building (h) Retail fuel outlet (i) Service trade premises (j) Shop (k) Store (l) Warehouse
Built Form and Character	
PO 2.1 Building scale and design complement surrounding built form, streetscapes and local character.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones is primarily intended to accommodate sensitive receivers.	DTS/DPF 2.2 None are applicable.
Building height and setbacks	
PO 3.1 Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality.	DTS/DPF 3.1 Building height (excluding garages, carports and outbuildings) is no greater than: (a) the following: **Maximum Building Height (Levels)** Maximum building height is 3 levels

	(b) in all other cases (ie there is a blank field for both values): (i) 2 building levels or 9m where the development is located adjoining a different zone that primarily envisages residential development (ii) 3 building levels or 12m in all other cases. In relation to DTS/DPF 3.1, in instances where: (c) more than one value is returned in the same field: (i) for the purpose of DTS/DPF 3.1(a), refer to the Maximum Building Height (Metres) Technical and Numeric Variation layer or Maximum Building Height (Levels) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) only one value is returned for DTS/DPF 3.1(a), (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
PO 3.2 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.2 Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary, or where this boundary is the primary street boundary) 
PO 3.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 3.3 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram

	
PO 3.4 Buildings are set back from primary street boundaries to contribute to a consistent streetscape.	DTS/DPF 3.4 The building line of a building is set back from the primary street frontage: (a) the average of any existing buildings on either of the adjoining sites having frontage to the same street or (b) not less than 6m where no building exists on an adjoining site.
PO 3.5 Buildings are set back from secondary street boundaries (other than rear laneways) to contribute to a consistent streetscape.	DTS/DPF 3.5 Building walls are set back from the secondary street frontage: (a) the average of any existing buildings on adjoining sites having frontage to the same street or (b) not less than 900mm where no building exists on an adjoining site.
PO 3.6 Buildings are set back from side boundaries to maintain adequate separation and ventilation.	DTS/DPF 3.6 Other than walls located on a side boundary, building walls are set back at least 900mm from side boundaries.
PO 3.7 Buildings are set back from rear boundaries to minimise adverse impacts on adjoining land uses.	DTS/DPF 3.7 Building walls are set back from the rear boundary at least 3m.
PO 3.8 Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 3.8 None are applicable.
Concept Plans	
PO 6.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 6.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 6.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the

	proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is **not** adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) ancillary accommodation (d) building work on railway land (e) carport (f) community facility (g) dwelling (h) fence (i) outbuilding (j) private bushfire shelter (k) residential flat building (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) student accommodation (o) swimming pool or spa pool	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 3.2 2. Suburban Business Zone DTS/DPF 3.3.

(p) verandah (q) water tank.	
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 1.2 2. Suburban Business Zone DTS/DPF 3.2 3. Suburban Business Zone DTS/DPF 3.3.
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) replacement building (d) temporary accommodation in an area affected by bushfire. (e) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development
None specified.

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance

	Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the *Airport Building Heights (Regulated) Overlay* (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the *Airport Building Heights (Regulated) Overlay.*	The airport-operator company for the relevant airport within the meaning of the *Airports Act 1996* of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the *Airports Act 1996* of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than:

	In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more

	(e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m^2 or more (c) retail development with a gross floor area of 2,000m^2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

(e) industry with a gross floor area of 20,000m^2 or more (f) educational facilities with a capacity of 250 students or more.			

Urban Transport Routes Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings: (i) (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) (c) where the development will result in 7 or more dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees

(v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less

(vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m

(vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m

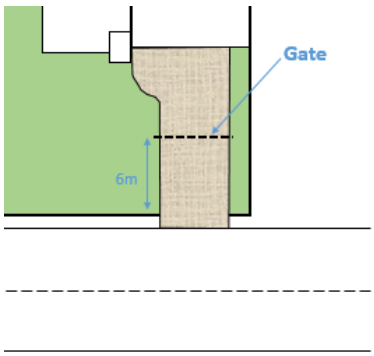
(viii) provides for simultaneous two-way vehicle movements at the access:

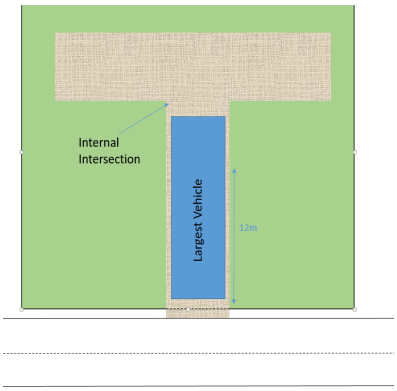
A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road

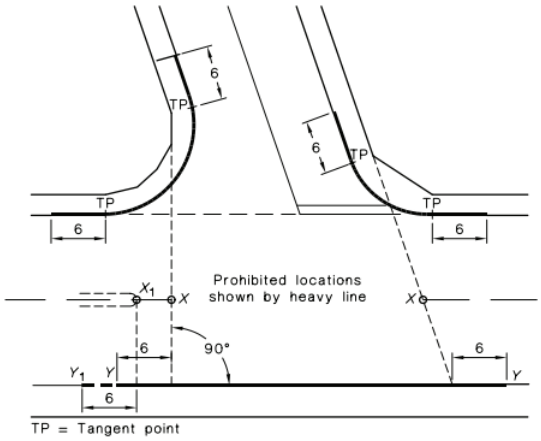
and

B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.

Access - On-Site Queuing

PO 2.1	DTS/DPF 2.1
Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.	An access point in accordance with one of the following: (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:  (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length no greater than 6.4m (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop

	(iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram: 
Access - (Location Spacing) - Existing Access Point	
PO 3.1 Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access (c) is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a <500m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:



NOTE:

The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y_1.

(b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access:

- (i) is not located on a Controlled Access Road
- (ii) is not located on a section of road affected by double barrier lines
- (iii) will be on a road with a speed environment of 70km/h or less
- (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)
- (v) located minimum of 6m from a median opening or pedestrian crossing

(c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	30m	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

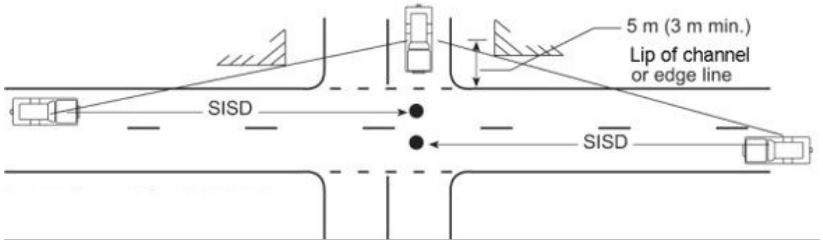
DTS/DPF 5.1

An access point satisfies (a) or (b):

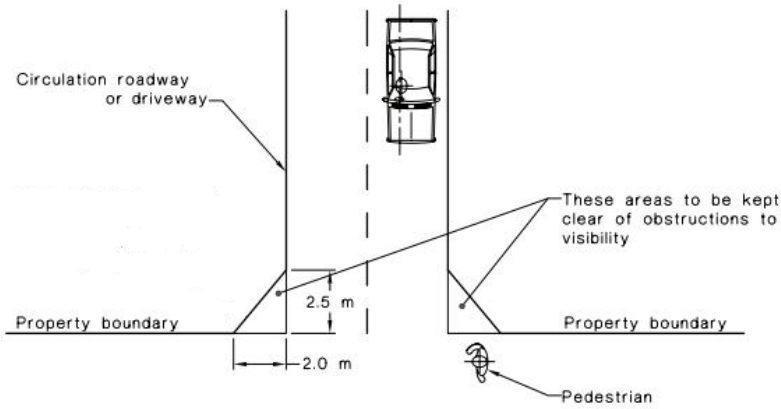
(a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m

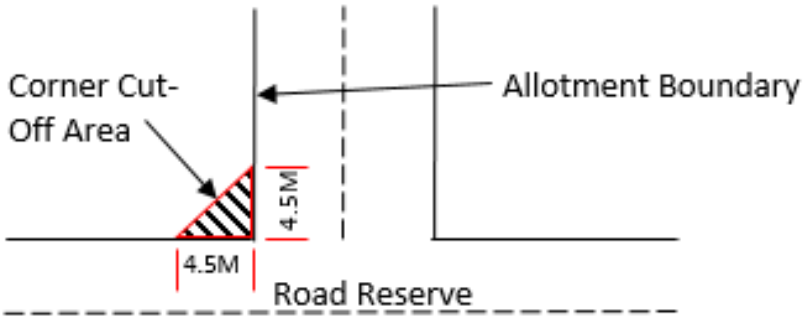
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



(b) pedestrian sightlines in accordance with the following diagram:



Access – Mud and Debris	
PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	DTS/DPF 6.1 Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).
Access - Stormwater	
PO 7.1 Access points are designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.
Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 Buildings or structures are not located on, above or below the road reserve.

Public Road Junctions	
PO 9.1 New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996* (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback,	DTS/DPF 1.1 None are applicable.

articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer	DTS/DPF 2.5 None are applicable.

areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.

PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3	DTS/DPF 8.3

Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2	DTS/DPF 11.2

Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7	DTS/DPF 12.7

Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.
Landscaping	
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones
<300 m^2	10 m^2	1.5m	1 small tree / 10 m^2
300-1500 m^2	7% site area	3m	1 medium tree / 30 m^2
>1500 m^2	7% site area	6m	1 large or medium tree / 60 m^2

Tree size and site area definitions	
Small tree	4-6m mature height and 2-4m canopy spread
Medium tree	6-12m mature height and 4-8m canopy spread
Large tree	12m mature height and >8m canopy spread

	Site area: The total area for development site, not average area per dwelling
PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium 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 over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2	DTS/DPF 15.2

Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area	DTS/DPF 43.1 None are applicable.

(d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone	DTS/DPF 2.1 Development operating within the following hours: **Class of Development** — **Hours of operation** Consulting room — 7am to 9pm, Monday to Friday 8am to 5pm, Saturday

(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
	Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday

Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1	DTS/DPF 4.1

Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.

Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome	
DO1	The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: (a) that support the needs of local residents and workers, particularly in underserviced locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.

Site Contamination

Assessment Provisions (AP)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	

	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.

PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1	DTS/DPF 4.1

Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.

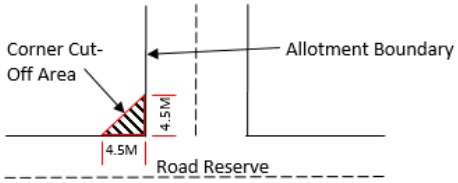
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a

	bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.

Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat

	plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m^2 of total floor area.
Community facility	10 spaces per 100m^2 of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.

Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

(a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)

or

(b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate **Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.**		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:	Capital City Zone City Main Street Zone City Riverbank Zone

		1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component	Dwelling with no separate	None specified.	City Living Zone

of a multi-storey building	bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.		Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - Criteria:
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following: (a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) is within 400 metres of a bus interchange(1) (c) is within 400 metres of an O-Bahn interchange(1) (d) is within 400 metres of a passenger rail station(1) (e) is within 400 metres of a passenger tram station(1) (f) is within 400 metres of the Adelaide Parklands.	(a) All zones in the City of Adelaide (b) Strategic Innovation Zone in the following locations: (i) City of Burnside (ii) City of Marion (iii) City of Mitcham (c) Urban Corridor (Boulevard) Zone (d) Urban Corridor (Business) Zone (e) Urban Corridor (Living) Zone (f) Urban Corridor (Main Street) Zone (g) Urban Neighbourhood Zone

[NOTE(S): (1)Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate **Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.**
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m^2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m^2 of gross leasable floor area plus 1 space for every 600m^2 of gross leasable floor area for customers.

Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

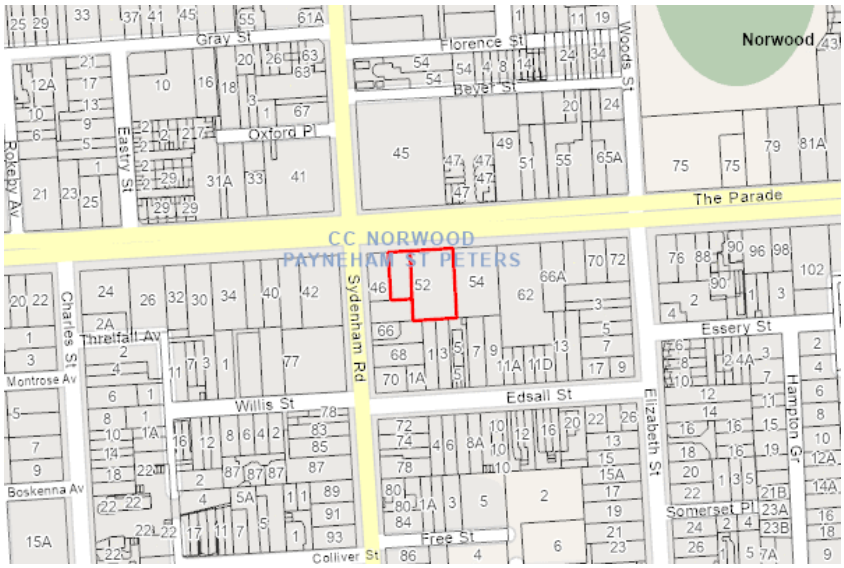
Schedule to Table 3

Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide

Address: **52 THE PARADE NORWOOD SA 5067**

Click to view a detailed interactive SAILIS in SAILIS

To view a detailed interactive property map in SAPPA click on the map below



Property Zoning Details

Local Variation (TNV)
Maximum Building Height (Levels) *(Maximum building height is 3 levels)*
Overlay
Airport Building Heights (Regulated) *(All structures over 45 metres)*
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development
Urban Transport Routes
Zone
Suburban Business

Selected Development(s)

Office

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.
If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Office - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Suburban Business Zone

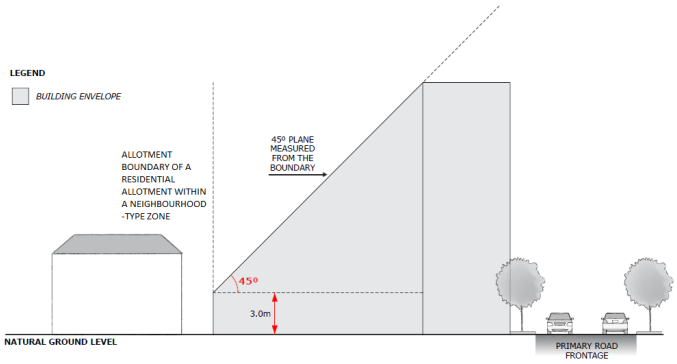
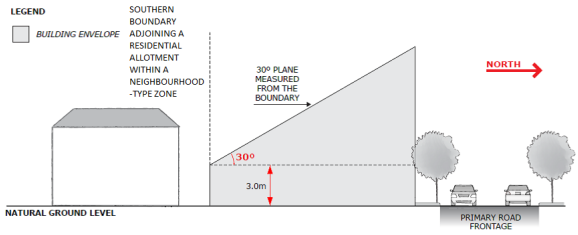
Assessment Provisions (AP)

Desired Outcome	
DO 1	A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses.
DO 2	A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Shops, office, consulting room, low-impact industry and other non-residential uses are supported by a variety of compact, medium density housing and accommodation types.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Consulting room (b) Dwelling (c) Institutional facility (d) Light industry (e) Motor repair station (f) Office (g) Residential flat building (h) Retail fuel outlet (i) Service trade premises (j) Shop (k) Store (l) Warehouse
PO 1.2 Retail, business and commercial development is of a scale that provides a local convenience service without undermining the vibrancy and function of zones primarily intended to accommodate such development.	DTS/DPF 1.2 Shops, offices and consulting rooms do not exceed 500m^2 in gross leasable floor area.
PO 1.4 Changes in the use of land between similar businesses encourages the efficient reuse of commercial premises and supports continued local access to a range of services compatible to the locality.	DTS/DPF 1.4 A change of use to a shop, office or consulting room or any combination of these uses where all of the following are achieved: (a) the area to be occupied by the proposed development is in an existing building and is currently used as a shop, office, consulting room or any combination of these uses (b) if the proposed the change in use is for a shop: (i) the total gross leasable floor area of the shop will not exceed 500m^2 (ii) if primarily involving the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10m from

	the site of a dwelling (other than a dwelling directly associated with the proposed shop) (iii) if primarily involving heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any residential allotment within a neighbourhood-type zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions (c) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except where: (i) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made) or (ii) the building is a local heritage place.
Built Form and Character	
PO 2.1 Building scale and design complement surrounding built form, streetscapes and local character.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones is primarily intended to accommodate sensitive receivers.	DTS/DPF 2.2 None are applicable.
Building height and setbacks	
PO 3.1 Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality.	DTS/DPF 3.1 Building height (excluding garages, carports and outbuildings) is no greater than: (a) the following: **Maximum Building Height (Levels)** Maximum building height is 3 levels (b) in all other cases (ie there is a blank field for both values): (i) 2 building levels or 9m where the development is located adjoining a different zone that primarily envisages residential development (ii) 3 building levels or 12m in all other cases. In relation to DTS/DPF 3.1, in instances where: (c) more than one value is returned in the same field: (i) for the purpose of DTS/DPF 3.1(a), refer to the Maximum Building Height (Metres) Technical

	and Numeric Variation layer or Maximum Building Height (Levels) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) only one value is returned for DTS/DPF 3.1(a), (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
PO 3.2 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.2 Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary, or where this boundary is the primary street boundary) 
PO 3.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 3.3 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram 
PO 3.4 Buildings are set back from primary street boundaries to contribute to a consistent streetscape.	DTS/DPF 3.4 The building line of a building is set back from the primary street frontage: (a) the average of any existing buildings on either of the

	adjoining sites having frontage to the same street or (b) not less than 6m where no building exists on an adjoining site.
PO 3.5 Buildings are set back from secondary street boundaries (other than rear laneways) to contribute to a consistent streetscape.	DTS/DPF 3.5 Building walls are set back from the secondary street frontage: (a) the average of any existing buildings on adjoining sites having frontage to the same street or (b) not less than 900mm where no building exists on an adjoining site.
PO 3.6 Buildings are set back from side boundaries to maintain adequate separation and ventilation.	DTS/DPF 3.6 Other than walls located on a side boundary, building walls are set back at least 900mm from side boundaries.
PO 3.7 Buildings are set back from rear boundaries to minimise adverse impacts on adjoining land uses.	DTS/DPF 3.7 Building walls are set back from the rear boundary at least 3m.
PO 3.8 Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	DTS/DPF 3.8 None are applicable.
Concept Plans	
PO 6.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 6.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 6.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under

all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is **not** adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) ancillary accommodation (d) building work on railway land (e) carport (f) community facility (g) dwelling (h) fence (i) outbuilding (j) private bushfire shelter (k) residential flat building (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) student accommodation (o) swimming pool or spa pool (p) verandah (q) water tank.	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 3.2 2. Suburban Business Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 1.2 2. Suburban Business Zone DTS/DPF 3.2 3. Suburban Business Zone DTS/DPF 3.3.
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) replacement building	None specified.

(d) temporary accommodation in an area affected by bushfire. (e) tree damaging activity.	
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development
None specified.

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and

Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the *Airport Building Heights (Regulated) Overlay* (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the *Airport Building Heights (Regulated) Overlay.*	The airport-operator company for the relevant airport within the meaning of the *Airports Act 1996* of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the *Airports Act 1996* of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development:

	(a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m^2 or more (c) retail development with a gross floor area of 2,000m^2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (e) industry with a gross floor area of 20,000m^2 or more (f) educational facilities with a capacity of 250 students or more.	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Urban Transport Routes Overlay

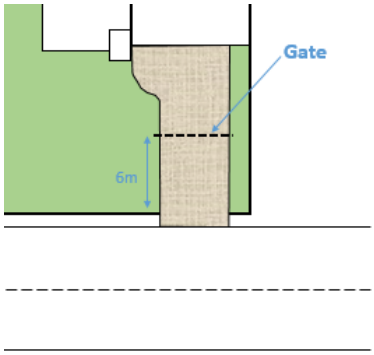
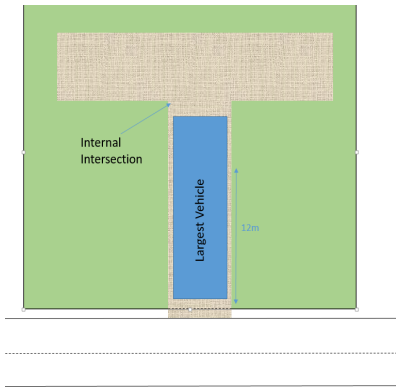
Assessment Provisions (AP)

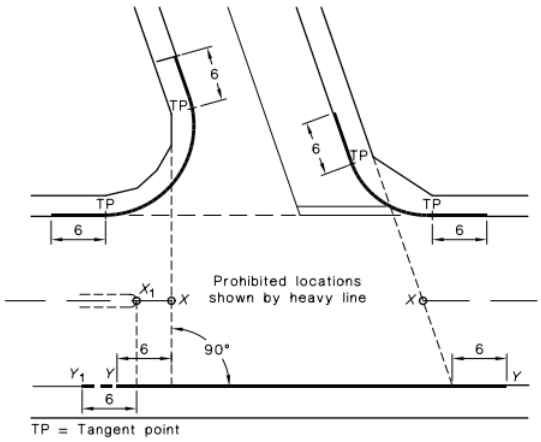
Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

Access - Safe Entry and Exit (Traffic Flow)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings: (i) (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site) (c) where the development will result in 7 or more dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) it will have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) it will have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) it will have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access: A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
Access - On-Site Queuing	
PO 2.1	DTS/DPF 2.1

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.	An access point in accordance with one of the following: (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:  (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length no greater than 6.4m (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram: 
Access - (Location Spacing) - Existing Access Point	
PO 3.1 Existing access points are designed to	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c):

accommodate the type and volume of traffic likely to be generated by the development.	(a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access (c) is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a <500m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:  NOTE: The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y_1. (b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access: (i) is not located on a Controlled Access Road (ii) is not located on a section of road affected by double barrier lines (iii) will be on a road with a speed environment of 70km/h or less (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a) (v) located minimum of 6m from a median opening or pedestrian crossing (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	30m	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)

PO 5.1

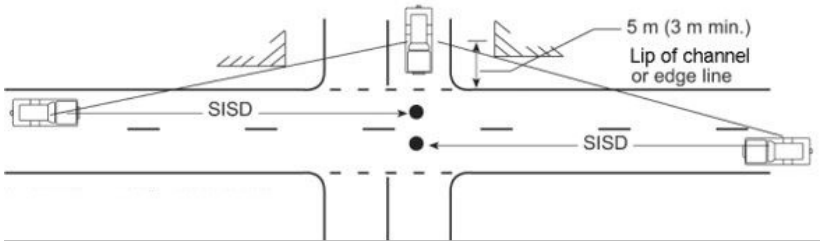
Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

DTS/DPF 5.1

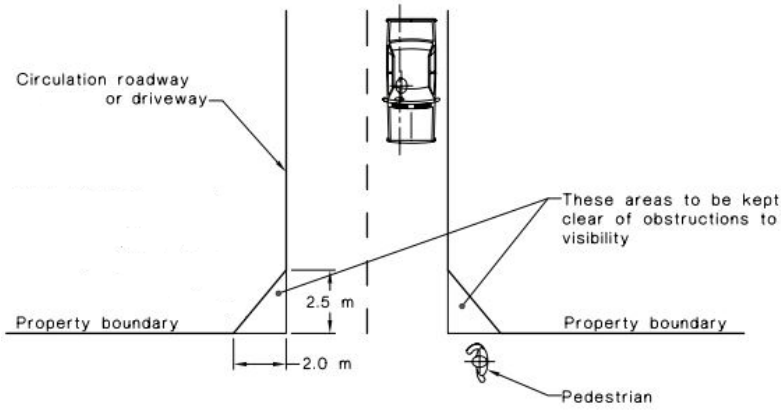
An access point satisfies (a) or (b):

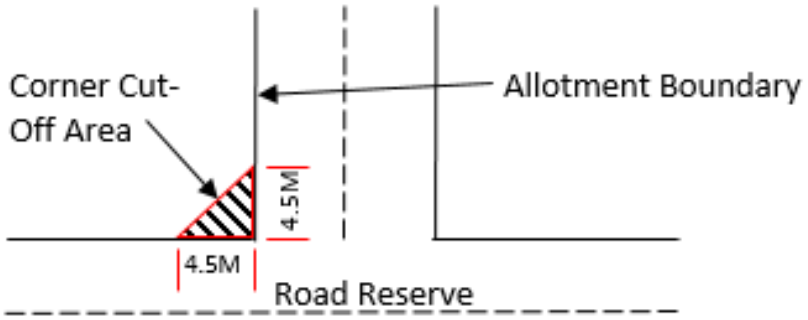
(a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



(b) pedestrian sightlines in accordance with the following diagram:

	
Access – Mud and Debris	
PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	DTS/DPF 6.1 Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).
Access - Stormwater	
PO 7.1 Access points are designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.
Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 Buildings or structures are not located on, above or below the road reserve.
Public Road Junctions	
PO 9.1 New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram:

contribute to driver safety.	

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance

	Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996* (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify	DTS/DPF 1.3 None are applicable.

main access points and complement the streetscape.	
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection	DTS/DPF 3.1 None are applicable.

(b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3	DTS/DPF 7.3

Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.

PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to	DTS/DPF 11.3 None are applicable.

be well ventilated and located away from habitable rooms.	
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and

vehicle parking areas

(c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses

(d) designed to provide shelter, a sense of personal address and transitional space around the entry

(e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors

(f) designed to avoid the creation of potential areas of entrapment.

PO 12.8

Building services, plant and mechanical equipment are screened from the public realm.

DTS/DPF 12.8

None are applicable.

Landscaping

PO 13.1

Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.

DTS/DPF 13.1

Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.

PO 13.2

Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.

DTS/DPF 13.2

Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones
<300 m^2	10 m^2	1.5m	1 small tree / 10 m^2
300-1500 m^2	7% site area	3m	1 medium tree / 30 m^2
>1500 m^2	7% site area	6m	1 large or medium tree / 60 m^2

Tree size and site area definitions	
Small tree	4-6m mature height and 2-4m canopy spread
Medium tree	6-12m mature height and 4-8m canopy spread
Large tree	12m mature height and >8m canopy spread
Site area	The total area for development site, not average area per dwelling

PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium 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 over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height,	DTS/DPF 15.2 None are applicable.

massing and scale.	
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either:	DTS/DPF 43.1 None are applicable.

(i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the	DTS/DPF 2.1 Development operating within the following hours: **Class of Development** — **Hours of operation** Consulting room — 7am to 9pm, Monday to Friday 8am to 5pm, Saturday

zone

(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday

Overshadowing

PO 3.1	DTS/DPF 3.1
Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2	DTS/DPF 3.2
Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3	DTS/DPF 3.3
Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	None are applicable.

Activities Generating Noise or Vibration

PO 4.1	DTS/DPF 4.1

Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.

Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

Desired Outcome	
DO1	The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: (a) that support the needs of local residents and workers, particularly in underserviced locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.

Site Contamination

Assessment Provisions (AP)

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3	DTS/DPF 3.3

Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are	DTS/DPF 3.8 None are applicable.

reasonably anticipated.	
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.

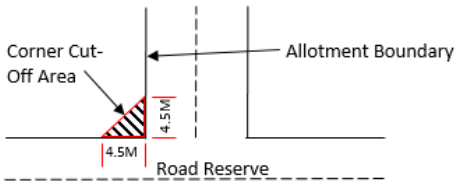
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)

	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.

Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and

	unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m^2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m^2 of total floor area.
Community facility	10 spaces per 100m^2 of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	

Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

(a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)

or

(b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate Where a development comprises more than one development	Designated Areas

	type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		
	Minimum number of spaces	**Maximum number of spaces**	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100	City Living Zone Urban Activity Centre Zone

	over 100 bedrooms	bedrooms	Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - Criteria:
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following: (a) is within 200 metres of any section of road reserve along which a bus service	(a) All zones in the City of Adelaide (b) Strategic Innovation Zone in the following locations: (i) City of Burnside (ii) City of Marion (iii) City of Mitcham (c) Urban Corridor (Boulevard) Zone

operates as a high frequency public transit service(2) (b) is within 400 metres of a bus interchange(1) (c) is within 400 metres of an O-Bahn interchange(1) (d) is within 400 metres of a passenger rail station(1) (e) is within 400 metres of a passenger tram station(1) (f) is within 400 metres of the Adelaide Parklands.	(d) Urban Corridor (Business) Zone (e) Urban Corridor (Living) Zone (f) Urban Corridor (Main Street) Zone (g) Urban Neighbourhood Zone

[NOTE(S): (1)Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate **Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.**
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m^2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.

Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m^2 of gross leasable floor area plus 1 space for every 600m^2 of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

Designated Area	Relevant part of the State **The bicycle parking rate applies to a designated area located in a relevant part of the State described below.**
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide

Attachment 1

FUTURE URBAN

PLANNING REPORT
MIXED-USE DEVELOPMENT

52 THE PARADE, NORWOOD

Prepared for:
ERAS Property Holdings Pty Ltd ACN 159 104 686

Date:
12.07.2025

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FUTURE URBAN

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FUTURE URBAN

1. OVERVIEW

Subject Site/Location	52 The Parade, Norwood
Zone	Suburban Business Zone
Overlays	Airport Building Heights (Regulated) All structures over 45m AHD Hazards (Flooding – General) Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development Urban Transport Routes
Technical and Numeric Variations (TNV)	Maximum Building Height (Levels) Maximum building height is 3 levels
Development	Four-storey, mixed-use building comprising consulting room, offices, shop and 20 dwellings in the form of a residential flat building
Elements	Shop Office Dwelling (in the form of a residential flat building)
Assessment Pathway	Code Assessed – Performance Assessed
Public Notification	Yes
Referrals	Environment Protection Authority Commissioner of Highways
Planning and Design Code Date and Version	29 September 2022 (Version 2022.18)
Relevant Authority	Assessment Panel at the City of Norwood, Payneham and St Peters

2. INTRODUCTION

This planning report has been prepared to accompany a development application by ERAS Property Holdings Pty Ltd ACN 159 104 686 ('Proponent'), to construct a mixed-use building at 52 The Parade, Norwood ('site').

In preparing this report, we have:

- inspected the site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent policies of the Planning and Design Code ('Code');
- examined the:
  - » certificate of title in **Appendix 1**;
  - » architectural drawings prepared by Enzo Caroscio Architecture in **Appendix 2**;
  - » traffic and parking assessment prepared by Cirqa in **Appendix 3**;
  - » stormwater management plan and civil drawings prepared by TMK in **Appendix 4**; and
  - » Detailed Site Investigation report prepared by TMK in **Appendix 5**.
- had regard to:
  - » the Planning, Development and Infrastructure Act 2016 ('Act') and to the Planning, Development and Infrastructure (General) Regulations 2017 ('Regulations'); and
  - » the applicable policies in the Code.

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the most relevant provisions of the Code.

Based on our assessment, it is our opinion that the proposed development is not seriously at variance with the Code and reasonably satisfies the pertinent policies to warrant the granting of planning consent.

3. BACKGROUND

The application was formally lodged on 12 October 2022 and initially proposed a five-storey mixed-use building comprising ground and first floor tenancies for shops and offices, with 20 apartments located across the upper levels.

On 21 October 2022, the Environment Protection Authority ('EPA') issued a request for further information, noting the site's historical use as a petrol filling station. The EPA advised that a Detailed Site Investigation ('DSI') report was required as part of the planning assessment process.

The application proceeded to public notification on 2 November 2022, with the notification period closing on 16 November 2022. A total of six valid representations were received, all opposing the development.

On 3 November 2022, the Commissioner of Highways also issued a request for further information, specifically requesting the provision of a Traffic Impact Statement ('TIS').

In response to the issues raised by representors and due to market considerations, the Proponent extended the response timeframe. A new architect was engaged, and the proposal underwent a comprehensive redesign to address concerns in a more integrated and considered manner.

This report now outlines the amended proposal as of 11 July 2025, supported by updated technical reports and documentation.

Key amendments to the proposal include:

- a reduction in overall building height from five storeys (17.30 metres) to four storeys (15.10 metres);
- a significant decrease in commercial floor area, from 1,430 square metres to 614 square metres;
- a revised apartment mix, changing from 8 three-bedroom and 12 two-bedroom dwellings to 12 three-bedroom and 8 two-bedroom dwellings;
- improved design quality through substantial architectural changes and a refined selection of external materials, finishes, and landscaping treatments;
- a reduction in the number of car parking spaces from 75 to 62; and
- a simplified and more efficient access strategy through the consolidation of two existing crossovers into a single access point.

4. SPATIAL ATTRIBUTES

4.1.1 Subject Site

The site is located on the southern side of The Parade with a primary road frontage measuring 45.36 metres and an area of approximately 1,970 square metres. The site is comprised of two allotments, formally described in Certificates of Title Volume 5129 Folio 157 and Volume 5078 Folio 801.

Two buildings occupy the site. The main single-storey building is used as a *motor repair station* and women's fitness studio, with the second ancillary single-storey building used as the vehicle workshop for fitting and repairing wheels and tyres. Positioned near the primary road boundary is a freestanding pylon sign. The site is entirely covered with hard surface treatments with no landscaping having been established.

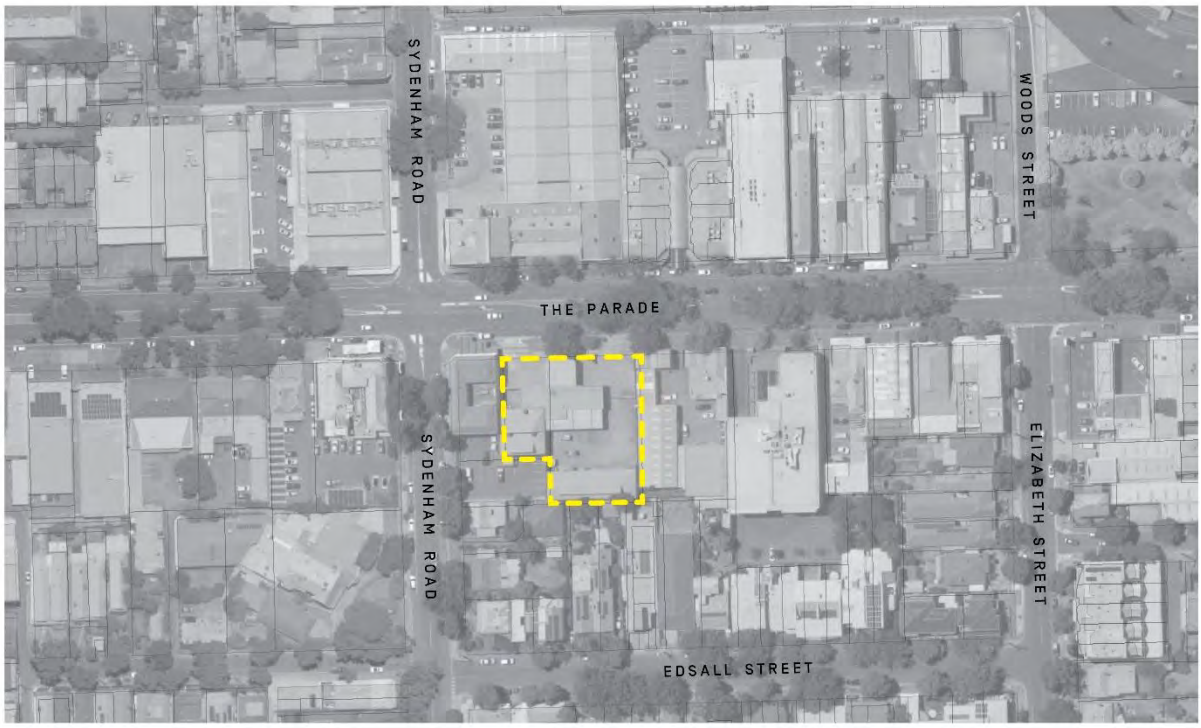
The site benefits from two existing crossovers to The Parade which facilitate forward entry and exit movements.

The site has no discernible topographical features.

4.1.2 Zoning

The site is situated within the Suburban Business Zone, as shown in Figure 4.1 below and Figure 4.2 overleaf.

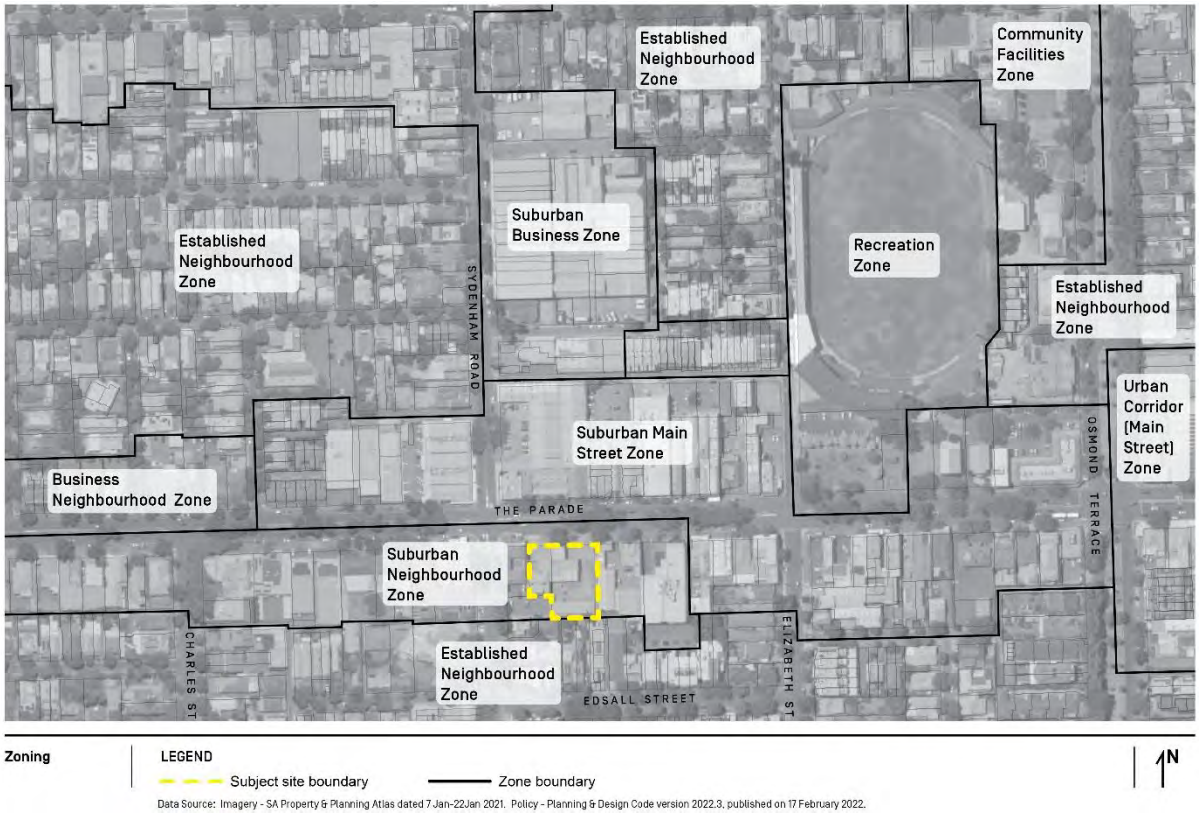
Figure 4.1 *Subject Site*



Subject Site | LEGEND
Subject site boundary
N

Data Source: Imagery - SA Property & Planning Atlas dated 7 Jan-22Jan 2021. Policy - Planning & Design Code version 2022.3, published on 17 February 2022.

Figure 4.2 *Zoning*



The site is also within the following Overlays:

- Airport Building Heights (Regulated) (All structures over 45 metres);
- Hazards (Flooding General);
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Traffic Generating Development;
- Urban Transport Routes;

The site is subjected to the following Technical and Numeric Variation (TNV):

- Maximum Building Height (Levels) (Maximum building height is 3 levels).

4.1.3 Locality

The locality is considered to include those properties with frontage to The Parade, extending easterly to the intersection of The Parade and Elizabeth Street/Florence Street, and to the west incorporating 33 and 38 The Parade. The locality north and south of the site includes from 77 Sydenham Road to 9 Edsall Street.

The locality has a mixed character ostensibly due to the surrounding road hierarchy. The properties fronting The Parade are distinctly commercial in nature and include a variety of building forms. Properties with frontage to Sydenham Road and Edsall Street establish a residential character in a variety of styles and densities.

The site, in relation to its immediate surroundings, is captured in Figure 4.3 below.

Figure 4.3 *Locality plan*

5. PROPOSED DEVELOPMENT

The proponent intends to demolish the existing building and ancillary structures on the site and subsequently construct a mixed-use building comprised of four building levels (Ground Level, Level 1, Level 2 and Level 3) and one basement level.

The proposed development will deliver the following key outcomes:

- an increase in intensity and scale in a manner that will contribute to a positive urban design quality by framing The Parade and offering both commercial land uses and a dwelling typology that is underrepresented in the local area; and
- revitalise the locality through the replacement of existing low scale buildings and underutilised land which is at odds with the types of development that are envisaged by the Suburban Business Zone.

The proposal is depicted across the compendium of drawings in **Appendix 2** and is also described in further detail below.

5.1 Commercial

The ground level of the proposed building offers two commercial tenancies, as follows:

- shop/retail – 340 square metres of combined gross leasable floor area; and
- office – 274 square metres of gross leasable floor area.

5.2 Residential

Level 1, Level 2 and Level 3 include dwellings in the form of apartments (residential flat building) and including the following bedroom configurations:

- 3-bedroom x 12; and
- 2-bedroom x 8.

5.3 Architectural Expression

The proposal has been designed to activate the site's wide street frontage with ground floor commercial tenancies and a mix of two- and three-bedroom apartments above.

The building responds to The Parade's established built form patterns, with the building aligned to the street boundary to reinforce the existing street edge. The uppermost level is recessed with wraparound terraces, contributing to visual interest while reducing building mass.

The architectural expression breaks the building into four distinct forms to reflect the finer grain of the streetscape. A considered selection of external materials, finishes and detailing contributes to a contemporary, well-articulated façade.

External materials, colours and finishes include:

- Dry-pressed face brickwork to express the base building forms
- Articulated precast concrete panels to define floor levels and vertical elements

- Pre-finished metal cladding in varied profiles and colours for contrast and depth
- Tiled bluestone planter boxes to integrate soft landscaping into the façades
- Open metal balustrades to maintain transparency and enhance street surveillance
- A lightweight cantilevered roof at the upper level for solar protection and architectural interest

5.4 Building Height

The building comprises four building levels and measures 15.10 meters tall when measured from the top of the footings (Ground Floor) to the top of the roof.

5.5 Landscaping

At a high-level, the landscape design seeks to:

- create a soft green edge and integrate the built form with the surrounding context; and
- ensure landscaping on balconies is integrated with the building to enhance occupant amenity and soften the building edges.

5.6 Access, Traffic and Parking

It is proposed that access to the site be gained via The Parade, and in particular:

- The Parade access point will:
  - » accommodate left-in/left-out movements;
  - » accommodate B99 and HRV movements simultaneously;
  - » accommodate refuse collection vehicles (smaller than an HRV); and
  - » comply with requirements for pedestrian sight lines at this location.

With respect to car parking, the development will provide a total of 62 off-street car parking spaces, which are dispersed in the following manner:

- 16 spaces located at grade
- 46 spaces located within the basement level;

Of the above, it is confirmed that the car park design and layout, inclusive of car parking dimensions, access ramp grades and the like conform to the relevant Australian/New Zealand Standard *Parking Facilities Part 1 Off-Street Parking (AS/NZS2890.1:2004*.

The development will also accommodate 12 bicycle parks.

Further detail is contained within the Traffic Report prepared by Cirqa in **Appendix 3**.

5.7 Stormwater Management

The stormwater management plan prepared by TMK Engineers is contained in **Appendix 4**.

The stormwater management system has been designed to ensure post-development stormwater discharge does not exceed pre-development levels.

Key features include:

- Pre-development discharge rate (20% AEP): 36.2 L/s

- Post-development discharge rate: Maintained at or below 36.2 L/s, ensuring no net increase in runoff from the site.
- Detention storage:
  - » required detention volume: **25,764 litres**
  - » proposed detention volume: **26,000 litres**, exceeding the requirement
- Drainage layout:
  - » southern roof runoff directed to grated pit 08
  - » northern roof runoff (un-detained) directed to grated pit 10
  - » ground-level carpark runoff captured via grated sumps and directed to underground detention tanks
  - » basement water is pumped via a packaged station to the ground-level system and into detention tanks
- Stormwater quality:
  - » SPEL Stormsacks are proposed in all grated sumps (except sump 10) to improve water quality, particularly for runoff from the car parking areas
- Performance:
  - » system designed to accommodate both minor (20% AEP) and major (1% AEP) storm events
  - » the solution complies with relevant Australian Standards and WSUD principles

5.8 Site Suitability

The subject site comprises existing commercial uses, together with bitumen car parking areas. The site was formerly used as a petrol filling station.

A DSI report, is contained in **Appendix 5**.

6. PROCEDURAL MATTERS

At the time of lodgement, the relevant version of the Code was gazetted and subsequently consolidated on 29 September 2022 (Version 2022.18).

The site is within the Suburban Business Zone.

6.1 Section 119 (9) of the Act

Pursuant to Section 119(9) of the Act, this report relates to a variation of Development Application 22007430, through the submission of amended plans and supporting documentation appended to this report.

The proposal continues to comprise a mixed-use building with ground floor commercial tenancies, 20 dwellings across the upper levels, and a basement level for car parking. Accordingly, the essential nature of the proposal remains unchanged.

6.2 Referrals

The site is captured by the following overlays that may require a referral, pursuant to Section 122(1) of the *Act*, in accordance with Regulation 41(1) to a body prescribed in Schedule 9 of the *Regulations*.

We submit the following comments in relation to the relevant referral triggers of each overlay:

Table 6.1 *Referral triggers*

Overlay	Referral (Y/N)	Comment
Airport Building Heights (Regulated)	No	The proposed building is not greater than 45 metres in height
Prescribed Wells	No	The development is not a class of development identified in the Procedural Matters Table of the Overlay.
Traffic Generating Development	No	The development is not a class of development identified in the Procedural Matters Table of the Overlay.
Urban Transport Routes	Yes	Overlay Procedural Matters Table reasons: (c) change to the nature and volume of movements through existing access points.

6.3 Public Notification

Pursuant to Section 107(6) of the *Act*, the Code may exclude specified classes of development from the requirement to undergo public consultation. Accordingly, Table 5 of the Zone provides the following:

Table 6.2 *Table 5 – Procedural Matters (excerpt)*

Class of Development (Column A)	Exceptions (Column B)
3. Any development involving any of the following (or of any combination of any of the following): (g) dwelling (k) residential flat building	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 OR does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 3.2 2. Suburban Business Zone DTS/DPF 3.3.
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop	Except development that exceeds the maximum building height specified in Suburban Business Zone DTS/DPF 3.1 or does not satisfy any of the following: 1. Suburban Business Zone DTS/DPF 1.2 2. Suburban Business Zone DTS/DPF 3.2 3. Suburban Business Zone DTS/DPF 3.3.

The site adjoins, on its southern side, an allotment used for residential purposes within a 'neighbourhood-type' zone. Having examined the proposal in detail, it is apparent that the proposed building will exceed the 30-degree Interface Height provided in Zone DTS/DPF 3.3 when measured from natural ground level at the southern (rear) boundary.

Accordingly, the proposal in its amended form is not exempt from the public notification requirements prescribed in Section 107(3) of the *Act*.

7. ASSESSMENT AGAINST PLANNING AND DESIGN CODE

Part 1 – Rules of Interpretation, Policies – Desired Outcomes and Performance Outcomes of the Code establishes that Desired Outcomes (DOs) and Performance Outcomes (POs) are the applicable policies for *performance assessed* development.

It is also worth noting that some POs have a standard outcome that is considered to satisfy the corresponding PO, referred to as Designated Performance Features (DPFs). The Rules of Interpretation within Part 1 of the Code state the following in relation to DPFs:

> *"A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not need to necessarily be satisfied to meet the performance outcome and does not derogate from the discretion to determine that the outcome is met in another way, or from the need to assess development on its merits against all relevant policies."*

(Emphasis added)

As a result of the above, the assessment below focusses on the applicable DOs and Pos, and may only refer to the DPF in instances where it assists in the exercise of discretion.

7.1 Overlays

7.1.1 Airport Building Heights (Regulated)

The TNV that applies to the site is 45 metres.

The proposed development measures 15.10 metres in height when measured from finished ground level to the top of the roof.

As demonstrated above, the proposed development is substantially lower than the TNV that applies to the site. Accordingly, we submit that the proposed development would not pose a hazard to certified or registered aerodrome and thereby comfortably achieves the DO and POs of the Overlay.

7.1.2 Hazards (Flooding General)

PO 1.2 of the Overlay seeks to prevent the entry of flood waters where the entry of flood waters into a building would likely result in undue damage or compromise ongoing activities within a building. The DO for the Overlay envisages development that minimises flood risk through appropriate siting and design.

We note that the overlay has limited application to the site with the extent of possible flooding confined to the northern boundary to a maximum depth measuring approximately 5.3 metres.

In response to the limited extent that flood waters may enter the site, the proposed building has been sited and designed such that the portion of the site that may be subjected to flooding incorporates a masonry brick plinth and commercial grade glass along the entirety of the main building façade which acts as a barrier to prevent the entry of minor flooding.

7.1.3 Prescribed Wells Area

This Overlay is principally concerned with sustainable water use in prescribed areas.

Given that the proposal does not involve any of the uses prescribed in PO 1.1 of the Overlay, it is our submission that this overlay is not relevant to the assessment of this application.

7.1.4 Regulated and Significant Tree

There are no regulated or significant trees located on the site or upon adjoining land. Consequently, no regulated or significant trees will be removed or impacted upon as part of this application.

7.1.5 Traffic Generating Development

This Overlay principally seeks to ensure the safe and efficient operation, and access to and from, Urban Transport Routes and Major Urban Transport Routes i.e. State Maintained Roads.

The Parade is a State Maintained Road under the care and control of the Commissioner of Highways. Having previously established that the application does not require referral to the Commissioner of Highways (pursuant to the Procedural Matters Table for the Overlay), we make the following comments in relation to the manner in which the proposal responds to the POs within this Overlay:

- The reduces the number of access points on The Parade from two existing crossovers to one proposed crossover.
- The access arrangements facilitate forward entry and exit to encourage safe and efficient vehicle movements that minimise potential impacts to traffic flows on The Parade – PO 1.1.
- The access on The Parade is of sufficient width and appropriately located to accommodate the traffic volumes entering and exiting the site – PO 1.2.
- On-site parking bays for visitors are provided behind the building and at grade such that visitors to the site can readily identify availability of parking spaces – PO 1.3.

7.1.6 Urban Transport Routes

This Overlay principally seeks to ensure the safe and efficient operation of, and access to and from, Urban Transport Routes and Major Urban Transport Routes—i.e. State Maintained Roads.

The Parade is a State Maintained Road under the care and control of the Commissioner of Highways. As the proposal would alter both the nature and volume of vehicle movements through the existing crossovers, a referral to the Commissioner of Highways is required in accordance with the Procedural Matters Table for this Overlay.

Notwithstanding the need for referral, we offer the following comments regarding how the proposal responds to the relevant Performance Outcomes within this Overlay:

- The proposal consolidates the two existing crossovers into a single site access thereby supporting safe and efficient vehicle movements to and from the site, with minimal impact on traffic flows along The Parade (PO 1.1).
- The single crossover provides generous queuing capacity, enabling the site to accommodate peak traffic demands in accordance with PO 2.1.
- The proposed site access is appropriately dimensioned to accommodate the types of vehicles expected to access the site, consistent with PO 3.1.
- The location and orientation of the crossover ensure clear sightlines for both motorists and pedestrians, supporting safe movements and effective management of potential conflict points, as sought by PO 5.1.

7.2 Land Use and Intensity

7.2.1 Land Use

Performance Outcome ('PO') 1.1 of the Zone seeks *"shops, office, consulting room, low-impact industry and other non-residential uses are supported by a variety of compact, medium density housing accommodation types."*

The proposal involves a mixed-use building comprising a variety of non-residential uses (office and shop), together with 'housing accommodation', as expressly sought by PO 1.1.

Accordingly, we submit that the proposal satisfies PO 1.1 for the Zone, which, when coupled with DO 1, reinforces the vision of a zone that is comprised of business activities together with complementary residential development.

7.2.2 Intensity

Commercial uses of land

PO 1.2 for the Zone envisages that *"retail, business and commercial development is of a scale that provides a local convenience service without undermining the vibrancy and function of zones primarily intended to accommodate such development."*

The corresponding DTS/DPF 1.2 considers shops, offices and consulting rooms (individually), not exceeding 500 square metres in gross leasable floor area, as being one method to determine whether the intensity of commercial offerings is commensurate with the intentions of the Zone.

As identified earlier, the proposal provides four commercial tenancies in the following gross leasable floor area configurations:

Ground Floor

- Shop – 340 square meters;
- Office – 274 square metres.

**Note: the office tenancy 'G03' and shop tenancy 'G02' are designed with a layout that can be adapted to accommodate two separate tenancies or a larger, single tenancy.*

The total combined commercial floor area is 614 square metres.

For further guidance regarding land use intensity, we consider it prudent to not solely rely on the gross leasable floor area provided in DTS/DPF 1.2 (500 square metres), and subsequently consider the zone hierarchy that exists within proximity to the site.

Having undertaken a review of the broader locality, two nearby zones are considered to be of a higher order in regard to the zone hierarchy for business and commercial development, namely the:

- Suburban Main Street Zone (the MS Zone) – immediately north and approximately 60 metres to the east.
- Urban Corridor (Main Street) Zone (the UC Zone) – approximately 350 metres to the east.

Upon review of each zone's policies under their respective *Land Use and Intensity* module, we observed the following key differences:

- The MS Zone and UC Zone both envisage:
  - » a broader range of commercial activities which are expressly referenced;

  - a stronger emphasis on retail development;
  - day and night time activities are encouraged (including restaurants without a *restricted* threshold);
  - buildings with activated frontages;
  - uses of land that encourage pedestrian activity and movement.

- The Suburban Business Zone envisages:
  - consulting rooms, offices and shops; and
  - emphasis on 'local convenience'.

Having considered the preferred development outcomes across the three zones, we submit that the retail and business offerings as composed in this application are of an intensity that is appropriate within the Zone, and supports the hierarchy of business type zones within the broader locality.

Accordingly, we submit that the intensity of commercial tenancies, when considered either individually or collectively, support the intent of PO 1.2.

The proposed commercial uses will also make a positive contribution to the public realm through the facilitation of activity at ground level as sought by POs 1.3 and 1.5 of the Zone.

Residential Uses of Land

PO 1.1 for the Zone envisages *"… a variety of compact, medium density housing and accommodation types."*

PO 1.3 for the Zone envisages *"compact, medium density residential development does not prejudice the operation of non-residential activity within the zone."*

Part 8 – Administrative Terms and Definitions of the Code provides the following in relation to residential densities:

- High net residential density means greater than 70 dwelling units per hectare;
- Low net residential density means less than 35 dwelling units per hectare;
- Medium net residential density means 35 to 70 dwelling units per hectare.

The proposed building includes 20 dwellings in total, comprised in the following bedroom configurations:

- 3-Bedroom apartments x 12;
- 2-Bedroom apartments x 8;

While we accept that the proposal entails a net residential density that is greater than medium density, we suggest that the density, as proposed, is acceptable for the following reasons:

- The residential component is considered to offer a compact residential development that does not prejudice the operation or provision of non-residential activity – *Zone, Land Use and Intensity* PO 1.3. Indeed, the ground level of the proposed building is wholly non-residential in nature.
- The site is in proximity to frequently serviced public transport routes, open space and activity centres – *Part 4 Housing Renewal, Land Use and Intensity* PO 1.2.

- The proposed building exceeds 3 building levels; however, it is in a location that is close to public transport, open space and activity centres – *Part 4 Housing Renewal, Land Use and Intensity* PO 2.1.

- The proposed building is considered a *medium rise* building that appropriately transitions down in scale and height towards the adjoining 2-storey zone – *Part 4 Housing Renewal, Land Use and Intensity* PO 2.2.

We note that, during the design phase of this proposal, an alternative apartment layout was considered. This alternative configuration comprised 14 dwellings – specifically, 12 three-bedroom apartments and 2 two-bedroom apartments – across three building levels, thereby aligning with the Zone's aspiration for medium net residential density.

While this alternative would have satisfied the desired density outcome, it would have provided a narrower range of dwelling types and, therefore, a lower level of housing choice. Importantly, the external built form – including the height – would have remained identical to the current proposal.

7.3 Building Height and Overshadowing

According to the South Australian Property and Planning Atlas (SAPPA), the site is affected by a Maximum Building Height Technical and Numeric Variation (TNV) which applies a maximum building height of 3-Levels.

PO 3.1 for the Zone envisages "*Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality.*"

The proposal involves a building of four levels which quantitatively exceeds the maximum building height TNV applying to the site. We suggest, however, that when one approaches the question as to whether the height of the proposed building is appropriate, the following matters must be taken into account and given the commensurate weighting:

- PO 3.1 envisages a zone that is generally, not predominantly or exclusively, characterised by low-rise construction. Put simply, the Zone does not state that all buildings must be of low-rise construction.

- PO 3.1 envisages taller buildings positioned toward the centre of the Zone. In this respect, it is imperative to keep in mind that:

  - » the median of The Parade and the southern boundary of the site respectively form the northern and southern extent of the Zone.

  - » the tallest portion of the building will be sited at the centre of the Zone and, in effect, near the centre of the site. It will also be sited as far away as practicable from the adjoining 'neighbourhood-type' zone to the south of the site.

- PO 3.1 envisages built form that *positively contributes to* (not complements or mimics) the built form character of a locality.

  - » with exceptions being Local Heritage Places along The Parade (which are few in number), the locality generally exhibits a disparate character comprised of building forms reflective of architectural styles and trends across several decades.

  - » given the current zoning, most sites within the locality and Zone more generally represent a substantial undercapitalisation in regard to the floor area and building height yield that could be achieved through current Zone policy.

» it is anticipated that, with time, sites within the Zone will be developed with buildings of more contemporary architecture and provide uplift. The proposed building is considered to be of high architectural merit and of contemporary design such that it will make a *positive contribution* to the locality.

» the term *positively contributes* as used in PO 3.1 is aided in its interpretation through the words in DO 2 *"A zone characterised by low-rise buildings with additional height in well serviced and accessible locations."*

» this section of The Parade is well-serviced by public transportation (15-minute Go-Zone) thereby rendering it a location that is easily accessible.

- PO 3.3 applies a 30-degree interface height measured from 3 metres above ground level at the southern boundary (the site adjoins a neighbourhood-type zone to the south).

  » the existing masonry building at the rear of the site (to be retained) includes a solid wall on the southern boundary measuring 5.39 meters in height when measured from the existing ground level on the adjoining allotment.

  » the proposed building has been designed to be wholly contained within a 30-degree plane when measured from 3 metres above ground level at the southern boundary and with no boundary development such that the amenity of the neighbours in the adjoining neighbourhood-type zone will be improved, rather than diminished by the development.

  » the proposed development does not result in any unreasonable impact beyond the threshold expected by PO 3.1 and the corresponding DPF 3.1 in the Design In Urban Areas ('DIUA') module, which seeks to ensure that north-facing habitable room windows receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June, which is achieved;

  » the proposed does not result in any unreasonable impact beyond the threshold expected by PO 3.1 and the corresponding DPF 3.1 in the DIUA module, which seeks to ensure that private open spaces of adjacent properties maintain 2 hours of direct sunlight to at least half the existing ground level open space; and

  » the proposed development does not further impact, or exacerbate (in fact we say it reduces) the level of existing impact to the adjacent residential properties to the south.

7.4 Built Form and Design

The core tenements of good design are established in DO 1 for both the *Design* and *Design in Urban Areas* modules in Part 4 of the Code. The respective DOs state the following:

- ***Contextual –*** *by considering, recognising and carefully responding to its natural or built environment and positively contributing to the character of the locality.*
- ***Durable –*** *fit for purpose, adaptable and long lasting.*
- ***Inclusive –*** *by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety internally and within the public realm, for occupants and visitors.*
- ***Sustainable –*** *by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.*

In relation to built form and character, the Zone – through Performance Outcome (PO) 2.1 g – envisages buildings of a scale and design that complement surrounding built form, streetscapes, and local

character. PO 2.2 anticipates a high level of visual amenity, particularly along arterial roads such as The Parade and the boundaries of adjoining zones.

While acknowledging these outcomes, it is also evident that the Zone seeks to facilitate future development that may differ significantly from the existing built form in terms of scale and design. This intent is particularly apparent in PO 1.1 to PO 1.4, which collectively support a more diverse range of land uses than is currently characteristic of the locality.

Accordingly, we contend that POs 2.1 and 2.2 should be interpreted not only in the context of the existing built form, but also with regard to the future built form and land use outcomes that the Zone is seeking to achieve (*Canning and Laycock Pty Ltd v State Planning Commission [2025] SAERDC*.

With this framework in mind, we consider the proposal to represent a high-quality and contextually appropriate development outcome. The proposal responds positively to the policy expectations for the site, as outlined below:

- **Orientation and Streetscape Response:** The main building elevation addresses The Parade, clearly identifying primary access points and conveying a strong sense of purpose, consistent with *Design in Urban Areas* PO 1.3.

- **Passive Surveillance and Articulation:** The building features substantial fenestration and generous balconies along its northern (primary) façade, encouraging passive surveillance of the public realm in accordance with *Design in Urban Areas* POs 2.1 and 2.4.

- **External Appearance and Materiality:** The proposal responds to key *Design in Urban Areas* provisions through a thoughtful and high-quality material palette and architectural expression:

  - the external materials include dry-pressed masonry brickwork, articulated precast concrete, pre-colour coated metal cladding in various profiles and tones, tiled bluestone planter boxes, and glass. These materials are both durable and visually enduring, as encouraged by PO 12.5.

  - the building is expressed as four distinct forms to reflect the smaller-scale pattern of development along The Parade. Each form presents as a three-storey element defined by its high-quality brick finish. This design strategy promotes a human-scaled interface and enhances the character of the streetscape, as envisaged in POs 12.2, 12.3 and 12.6.

- **Integrated Landscaping:** Landscaping is meaningfully incorporated into the architectural design, contributing to the visual quality and amenity of the development, in line with PO 3.1:

  - at ground level, landscaping softens site edges, particularly along the southern boundary where the site interfaces with adjoining residential land in a neighbourhood-type zone.

  - planter boxes are integrated into balcony balustrades, ensuring landscaping forms an intrinsic part of the building's overall design expression.

- **Building Services:** All plant equipment will be centrally located on the rooftop and screened from view, ensuring no visual impact from The Parade or adjoining residential properties, in accordance with PO 1.4.

8. OVERLOOKING

With respect to overlooking from high-rise development, PO 16.1 states that:

> *PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as:*
>
> *(a) Appropriate site layout and building orientation*

(b) *Off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight*

(c) *Building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms*

(d) *Screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.*

Acknowledged that the site has a southern interface with a neighbourhood-type zone which contains several adjacent residences. In this regard we note the following Code policies.

General Development Policies – Design in Urban Areas

PO 10.1 *Development mitigates direct overlooking from upper-level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.*

PO 10.2 *Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.*

PO 17.1 *Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.*

PO 18.1 *Living rooms have an external outlook to provide a high standard of amenity for occupants.*

It is clear to our reading of DIUA POs 10.1 and 10.2 that the Code anticipates a degree of direct overlooking given that the POs seek to 'mitigate' rather than prevent direct overlooking. This ostensibly acts as a counterbalance with DIUA POs 17.1 and 18.1 which encourage casual surveillance of the public realm together with high standards of amenity for occupants of new buildings.

We further note that *direct overlooking* is defined in part 8 of the Code as follows.

"In relation to direct overlooking from a window, is limited to an area that falls within a horizontal distance of 15 metres measured from the centre line of the overlooking window and not less than 45 degree angle from the plane of that wall containing the overlooking window.

"In relation to direct overlooking from a deck, balcony or terrace, is limited to an area that falls within a horizontal distance of 15 metres measured from any point of the overlooking deck, balcony or terrace."

Having reviewed the set of architectural drawings in **Appendix 2**, we confirm that the nearest balcony is set back 15.50 metres away from the southern boundary, with the majority of balconies positioned at a distance of 21.65 metres. Accordingly, the proposal does not result in any direct overlooking of adjoining residential properties.

9. VEHICLE PARKING

Preferred on-site car parking rates are specified in Part 4 – *Transport Access and Parking, Table 1* and *Table 2*. Pursuant to *Table 2,* the site is within the Suburban Business Zone, which is a *Designated Area.*

The proposed building consists of 20 apartments in total, including 12, three-bedroom apartments and eight, two-bedroom apartments.

Given that the proposed apartments are in the form of a residential flat building, we have applied the preferred on-site parking rate as detailed in *Table 1*, which encourages an on-site provision of 38 spaces in total for residents and visitors.

In regard to the commercial component, the proposed building contains 614 square metres of gross leasable floor area. Pursuant to *Table 2*, non-residential development within the Suburban Business Zone should provide on-site parking within the following rates:

- Minimum – 3 spaces per 100 square metres of GLFA.
- Maximum – 6 spaces per 100 square metres of GLFA.

Therefore, based on the above rates, the following number of spaces should be provided:

- Minimum – 18.42 spaces (rounded up to 19).
- Maximum – 36.84 spaces (rounded up to 37).

The proposal provides 62 spaces on-site which exceeds the preferred on-site parking rate of 57 spaces as provided in *Table 1* and *Table 2* (Residential rate of 38 spaces; Commercial uses minimum of 19 spaces).

10. CONCLUSION

Having due regard to the nature of the site and its factual context, and the relevant policies of the Code, it is concluded that the proposal is not seriously at variance with the Code and is for a reasonable form of development that:

- is orderly and economic;
- is well designed and sited in respect to its setting;
- will enhance the streetscape and local character;
- will enhance the visual amenity of the site and locality;
- establishes uses of land that better complement, and reduce impacts on existing residents in, the adjoining 'neighbourhood-type' zone; and
- is in general accord with the overall intent and purposes of the Suburban Business Zone and the Code as a whole.

For these reasons, it is considered that the proposal has sufficient merit to warrant planning consent.

FUTURE URBAN

APPENDIX 1. CERTIFICATE OF TITLE

Product	Register Search Plus (CT 5129/158)
Date/Time	04/03/2022 04:35PM
Customer Reference	52 The Parade
Order ID	20220304009425

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

Certificate of Title - Volume 5129 Folio 158

Attachment 1

Parent Title(s) CT 1601/92

Creating Dealing(s) CONVERTED TITLE

Title Issued 29/06/1993 **Edition** 11 **Edition Issued** 28/09/2021

Estate Type

FEE SIMPLE

Registered Proprietor

ERAS PROPERTY HOLDINGS PTY. LTD. (ACN: 159 104 686)
OF 213 GLYNBURN ROAD FIRLE SA 5070

Description of Land

ALLOTMENT 22 DEPOSITED PLAN 143
IN THE AREA NAMED NORWOOD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

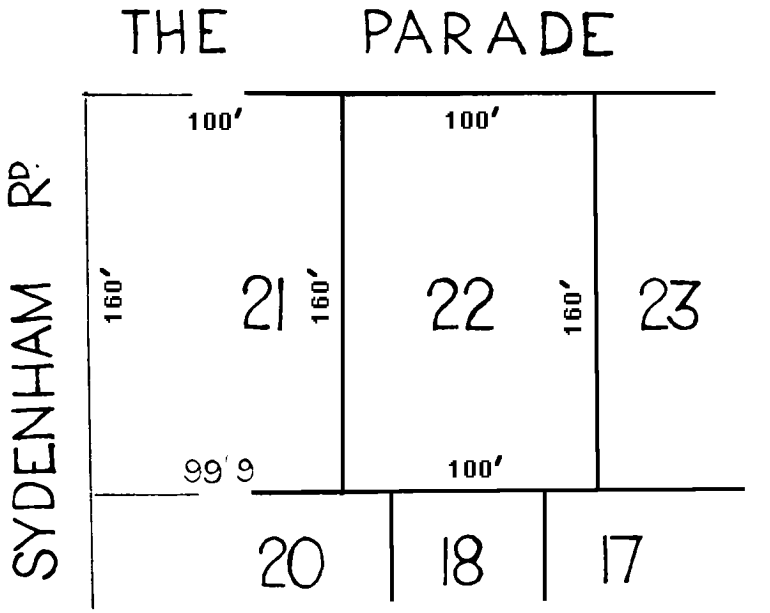
Registrar-General's Notes

PLAN FOR LEASE PURPOSES VIDE G629/1988
PLAN FOR LEASE PURPOSES VIDE G759/1991
NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

Administrative Interests NIL

Copyright: www.landservices.com.au/copyright | Privacy: www.landservices.com.au/privacy | Terms of Use: www.landservices.com.au/sailis-terms-of-use

Attachment 1



DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION

1 FOOT	=	0.3048 metres
1 INCH	=	0.0254 metres

Copyright: www.landservices.com.au/copyright | Privacy: www.landservices.com.au/privacy | Terms of Use: www.landservices.com.au/sailis-terms-of-use

FUTURE URBAN

APPENDIX 2. ARCHITECTURAL PLANS

Architectural Design Statement
52 The Parade Norwood
07.07.2025

The re-design of 52 The Parade Norwood proposes a new high quality mixed-use development that aims to activate the site's 45m wide street frontage with an attractive mix of commercial offerings at ground and a variety of luxury and well planned apartments above.

The large site allows the built form to be located to the street boundary, aligning with the existing neighbouring buildings. A new two-way driveway to the East gives access to a basement carpark ramp and rear on-grade car parking, allowing the street to be activated with commercial shop fronts. A pedestrian public through site link is introduced so visitor's parking within the site can access the variety of commercial offerings on the ground floor or can visit the occupants above via a central residential lobby.

Above the ground are two typical floor plan levels accomodating eight apartments per floor. The two and three bedroom apartment layouts are generous with open plan kitchen and living areas directly adjacent large 2.4m deep external balconies. This encourages occupants to use the private outdoor spaces for entertaining and provides ample space for planters to green up the street elevation. Each apartment has a wide 11m frontage to the street for significant amenity and outlook from within. A recessed light void to the east and west of the building allows corner apartments cross ventilation and natural daylight to all their habitable rooms, achieving great passive design to all dwellings. Addition amenities such as kitchen pantries, powder rooms and walk-in robes create a high quality apartment offering to the building.

Above the 3 levels, an additional level of four penthouse apartments are proposed to the built form. These apartments are setback considerably from the building form below on all sides to allow private terraces to wrap each apartments giving the occupants privacy and amenity to generous outdoor areas. Balcony planters and introduced to again allow landscape to the building facades. A cantilevered light weight roof craps the upper level, providing shade and solar protection to the glazed apartment facades below.

The architectural expression to the re-designed development takes into consideration the wide street frontage of the site. The building form is expressed as four forms to compliment the smaller scale frontages along The Parade. Each form presents as a three storey building defined by the high quality materiality of the proposed brick finish. Continuous balconies to all apartments allows surveillance to the streets and depth to the facade through shadowing. A variety of material treatments expressed by open metal balustrades and tiled landscaped planter boxes further articulate the architecture and scale of the building form. The recessed upper level with its proposed lighter material finish maintains the proportion and scale of the development to be considered and consistent with the street pattern and context of surrounding buildings.

Overall the proposed development aims to enhance the attractiveness of street while offering the precinct a new and exciting variety of living and commercial offerings.

Enzo Caroscio Architecture.

Attachment 1

PARADE MIXED-USE DEVELOPMENT

ADDRESS:
52 THE PARADE, NORWOOD SA 5067

PREPARED FOR:
52 THE PARADE PTY LTD

JOB NO:
24012

DATE:
27.10.2025

REVISION:
[A2] - PLANNING AMENDMENT

ARCHITECT:

ENZO CAROSCIO ARCHITECTURE & DESIGN

70 Halifax Street Adelaide SA 5000
Telephone +61 8 8155 6063
enzocaroscio.com

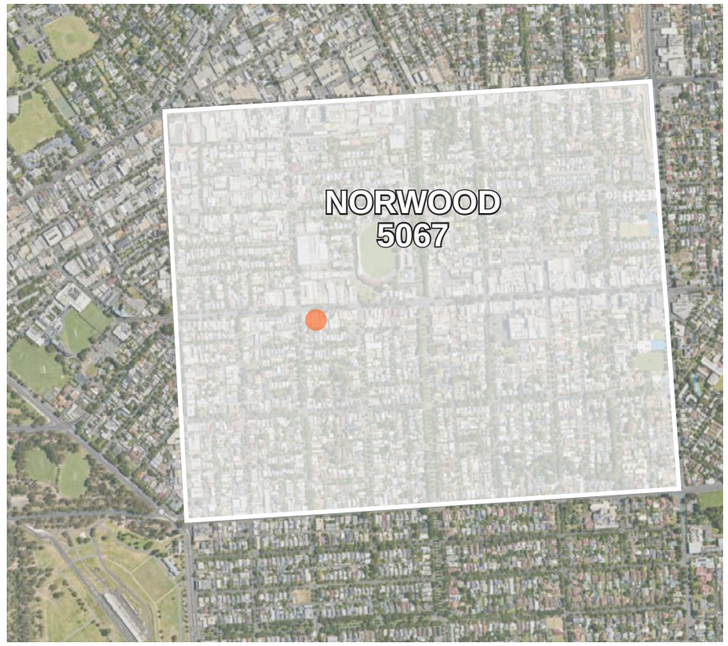
52 THE PARADE MIXED-USE

SITE LOCATION

SITE LOCATION

SITE

N



SITE LOCATION

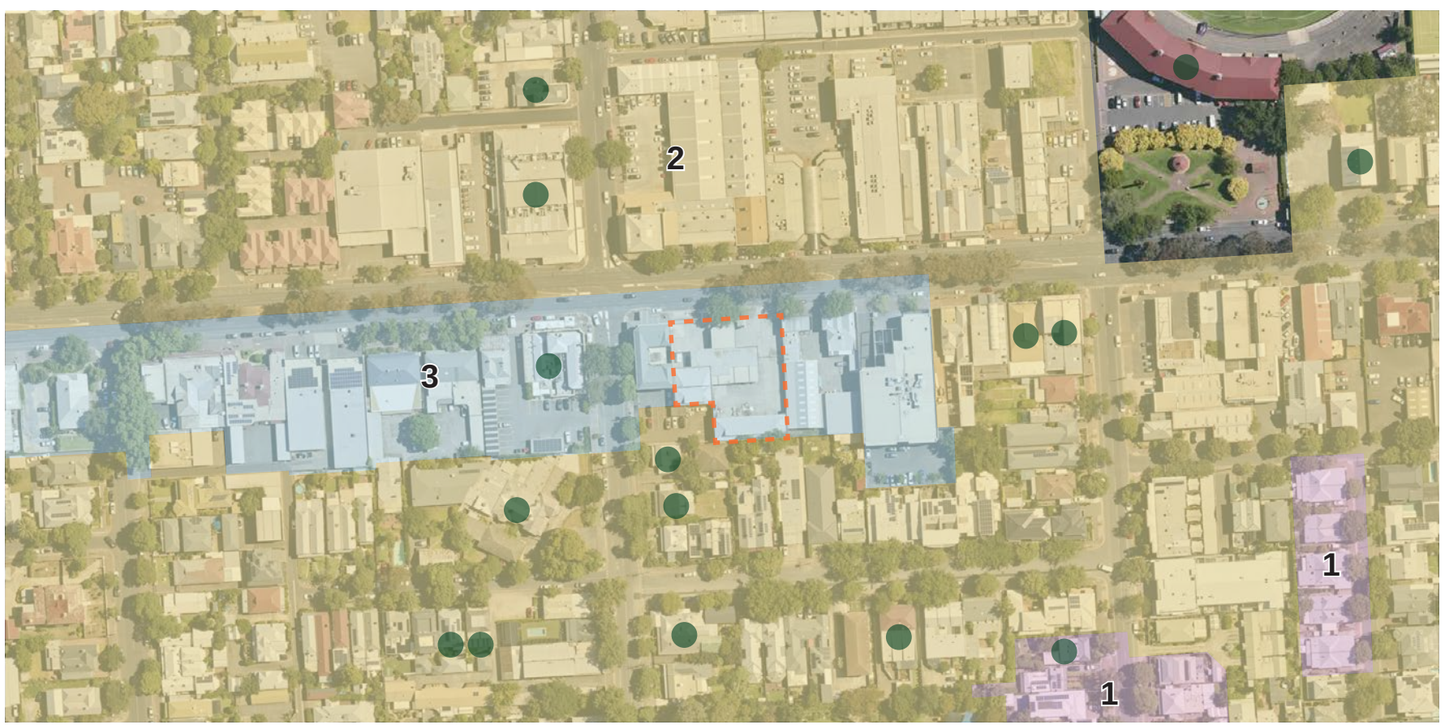
AERIAL SITE LOCATION

DEVELOPMENT GUIDELINES

DEVELOPMENT ZONING

- **SITE** - 52 THE PARADE
- SUBURBAN BUSINESS
- SUBURBAN MAIN STREET
- BUSINESS NEIGHBOURHOOD
- RECREATION
- ESTABLISHED NEIGHBOURHOOD
- HOUSING DIVERSITY NEIGHBOURHOOD

N



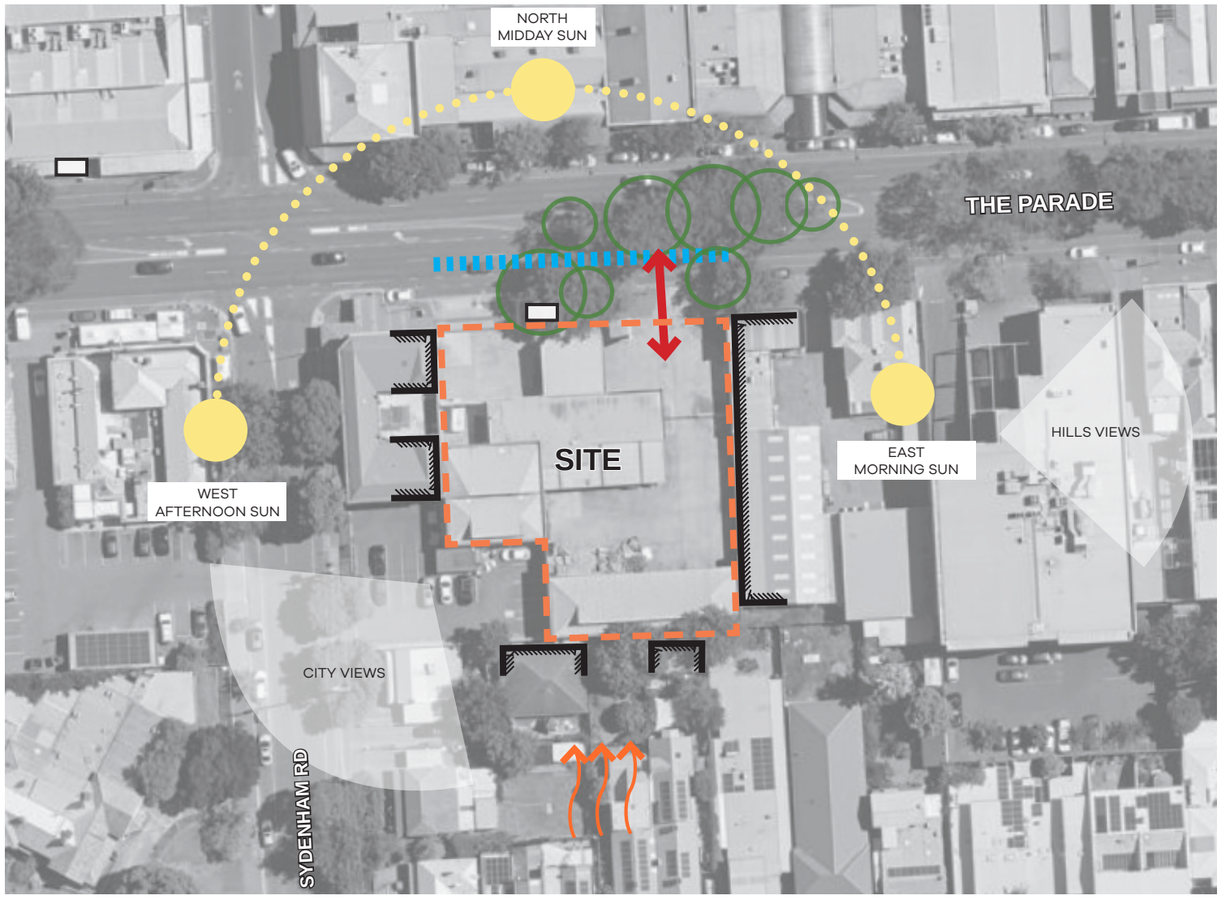
BUILDING HEIGHT ZONES

- **SITE** - 52 THE PARADE
- 1 STOREY (5.7m)
- 2 STOREY (9m)
- 3 STOREY (11.5)
- LOCAL HERITAGE PLACE

N

52 THE PARADE MIXED-USE

SITE ANALYSIS + SURVEY

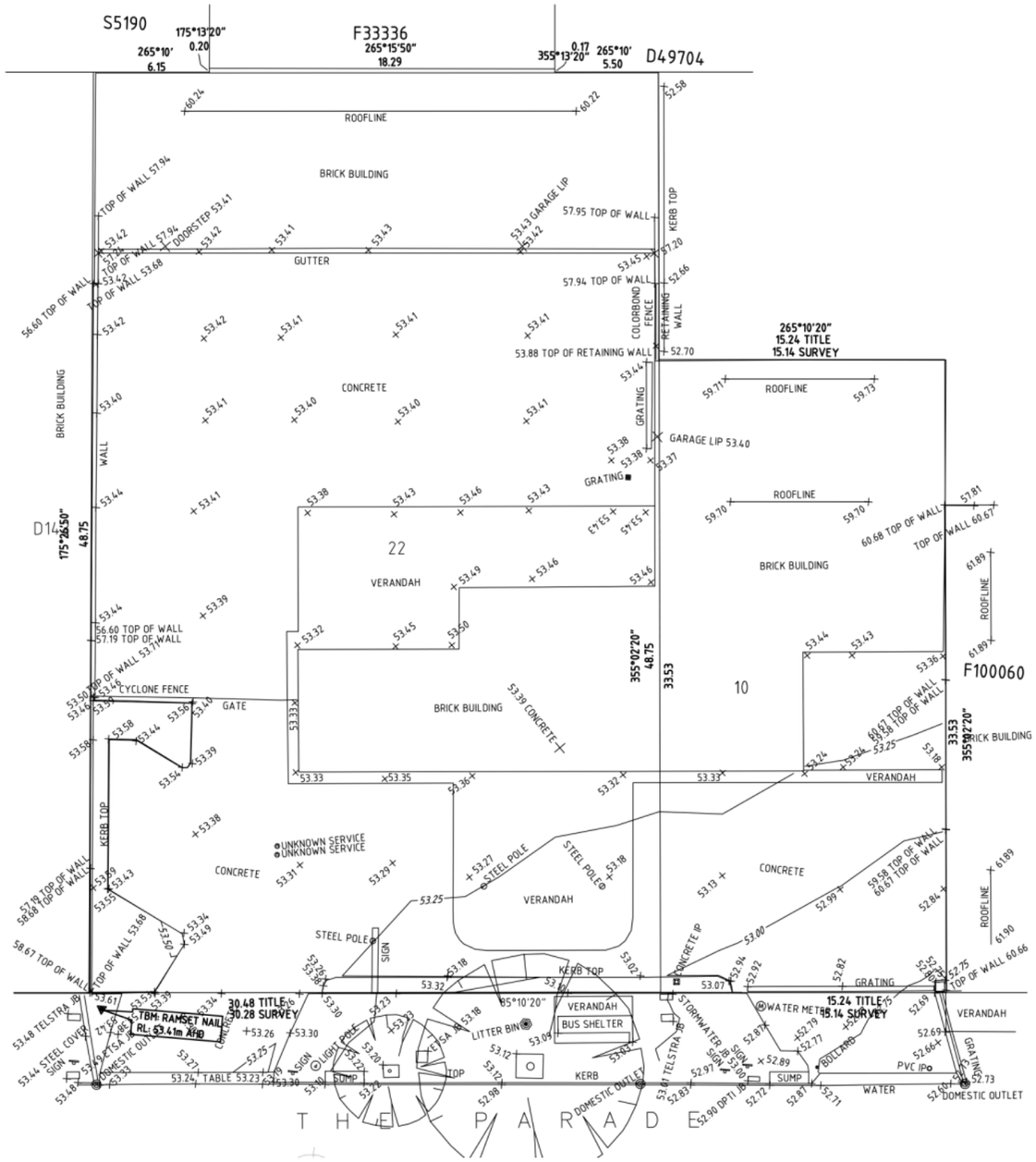


N

SITE AREA: 1,994m²
SITE DIMENSIONS: approx. 45.72m x 48.75m

LEGEND

	SITE - 52 THE PARADE		BUS SHELTER
	STREET ACCESS		PREVAILING WINDS
	STREET FRONTAGE		SOLAR GAIN
	STREET TREES		ADJACENT BUILT FORM

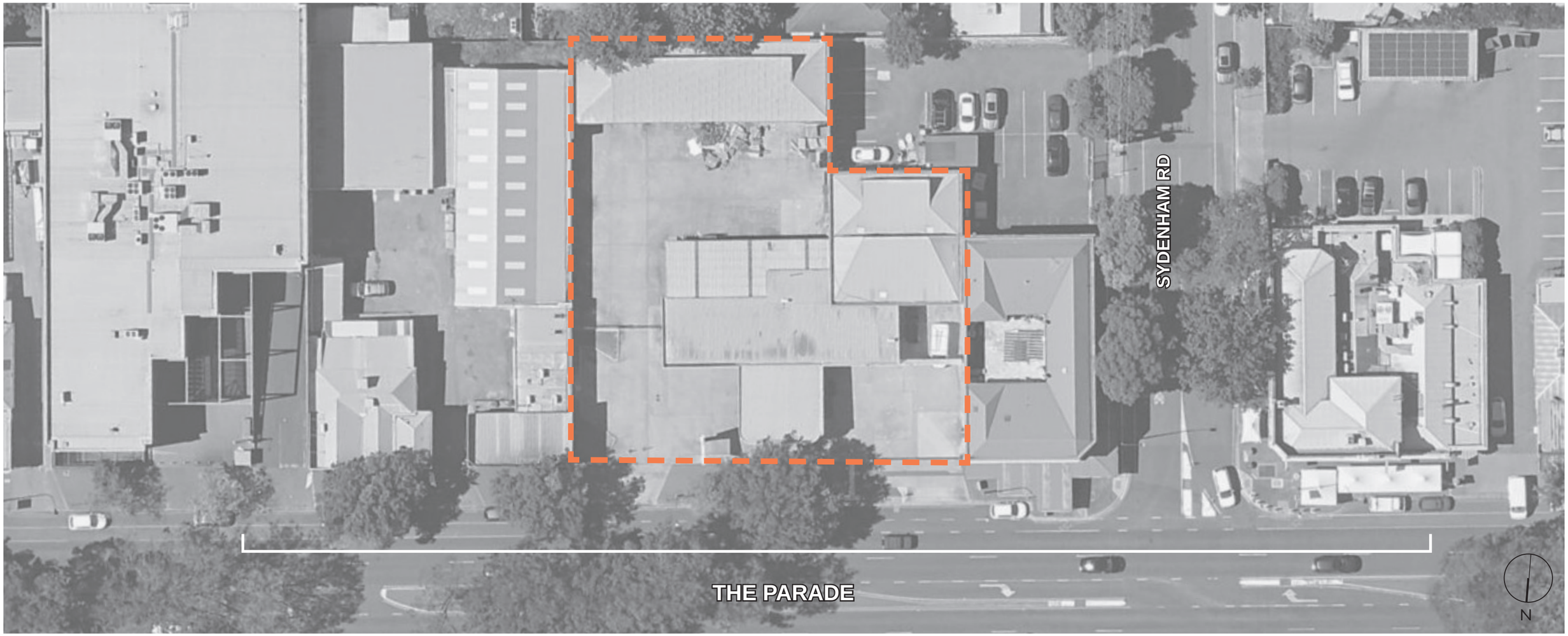


SITE SURVEY (NTS)

52 THE PARADE MIXED-USE

CONTEXTUAL ANALYSIS

THE PARADE STREETSCAPE



CONTEXTUAL ANALYSIS: STREET CONTEXT

68 THE PARADE

66 THE PARADE

62 THE PARADE

60 THE PARADE

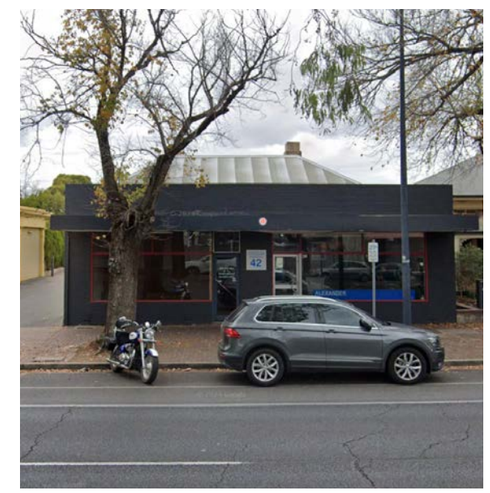
54 - 58 THE PARADE

52 THE PARADE

DEVELOPMENT SITE

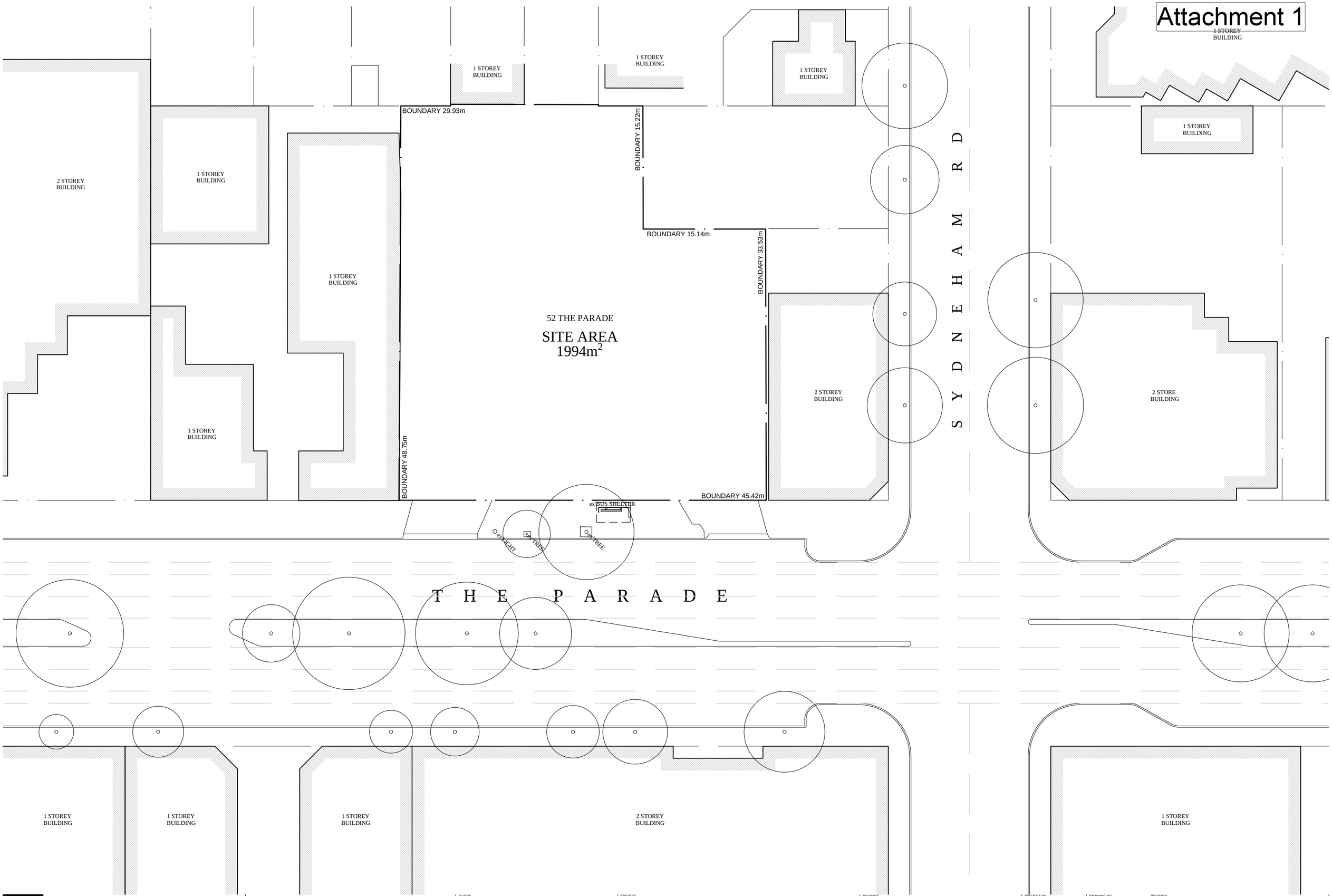
46 THE PARADE

44 THE PARADE



42 THE PARADE

Attachment 1



ENZO CAROSCIO ARCHITECTURE

ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T.+61 8 8155 6063
enzocaroscio.com

CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
CONTEXT SITE PLAN

PROJECT NO.
24012

DATE
27.06.2025

DRAWING NO.
A1.00

SCALE
1:400 @ A3

REVISION.
[A1]

0 2 4 10 20m

EXISTING SITE PLAN

Attachment 1

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ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT
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PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
EXISTING SITE PLAN

PROJECT NO.
24012

DATE
27.06.2025

DRAWING NO.
A1.10

SCALE
1:250 @ A3

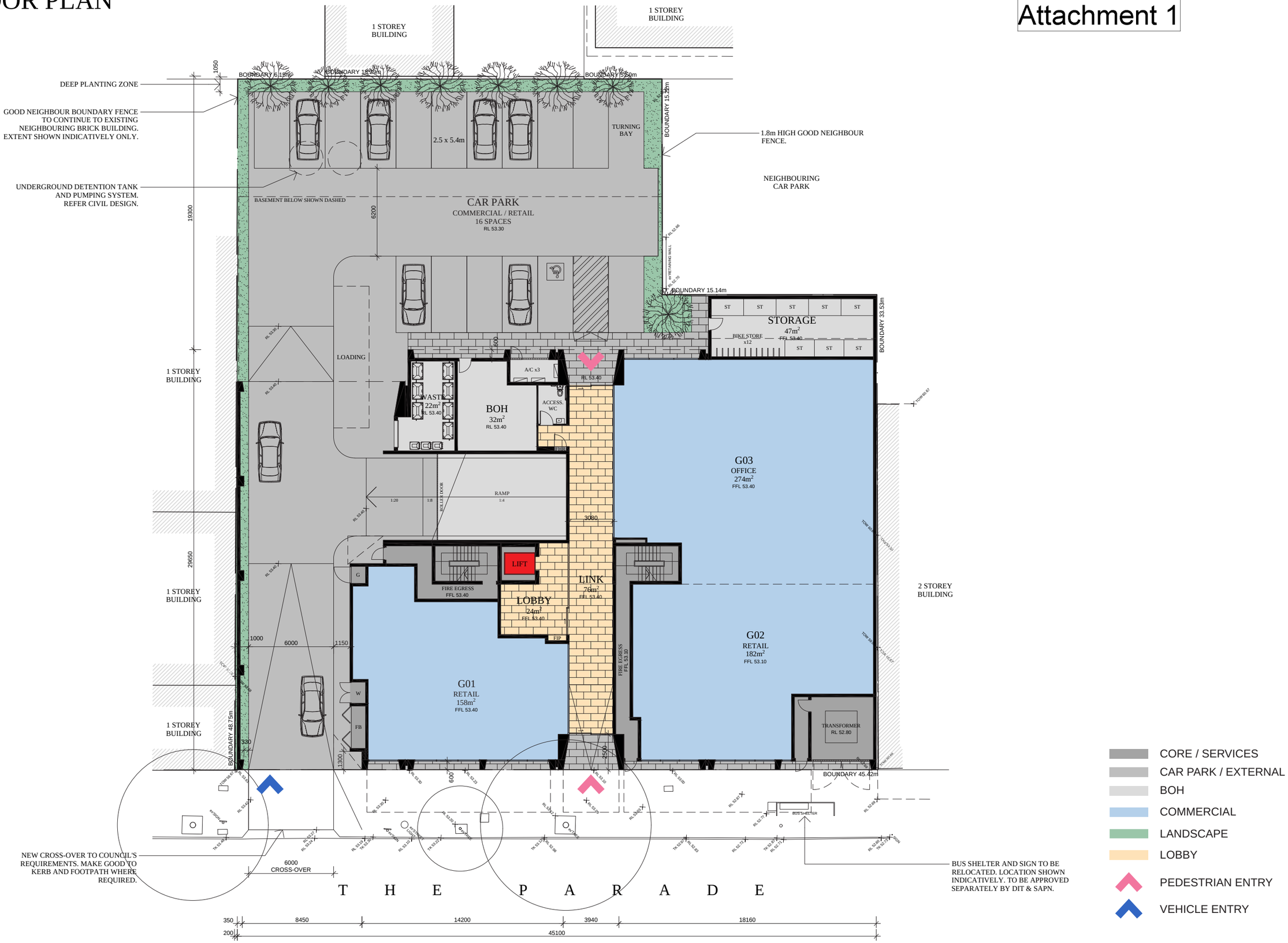
REVISION
[A1]

0 1 2.5 5 12.5m

GROUND FLOOR PLAN

GFA = 1,060m^2
NSA = 614m^2
16 car spaces

Attachment 1



ENZO CAROSCIO ARCHITECTURE

ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT
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PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
GROUND FLOOR PLAN

PROJECT NO.
24012

DATE
27.06.2025

DRAWING NO.
A2.00

SCALE
1:250 @ A3

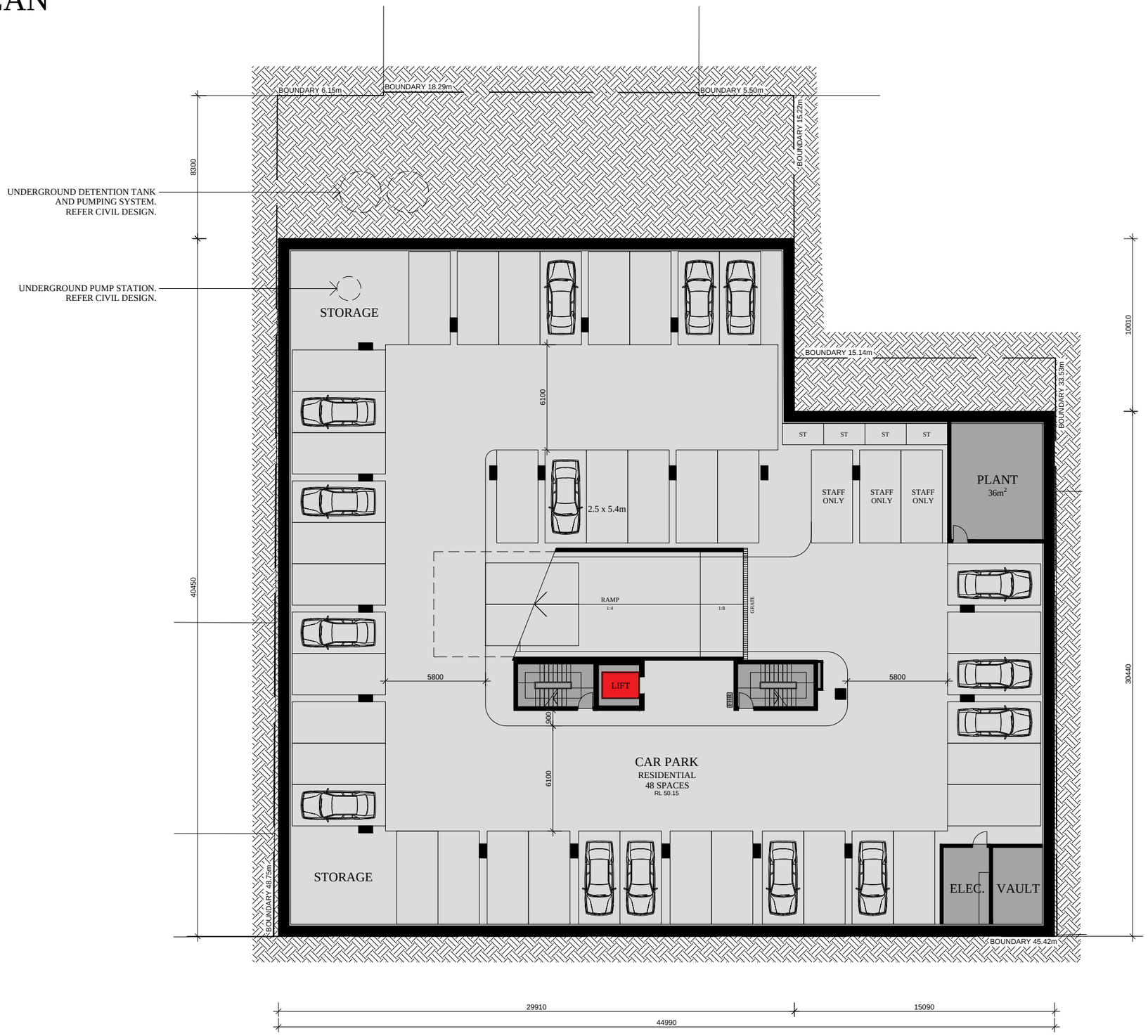
REVISION
[A1]

0 1 2.5 5 12.5m

BASEMENT PLAN

GFA = 1669m^2
47 car spaces (35.5m^2/car)

Attachment 1



CORE
CAR PARK / BOH

T H E P A R A D E

ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
BASEMENT PLAN

PROJECT NO.
24012

DATE
27.06.2025

DRAWING NO.
A2.01

SCALE
1:250 @ A3

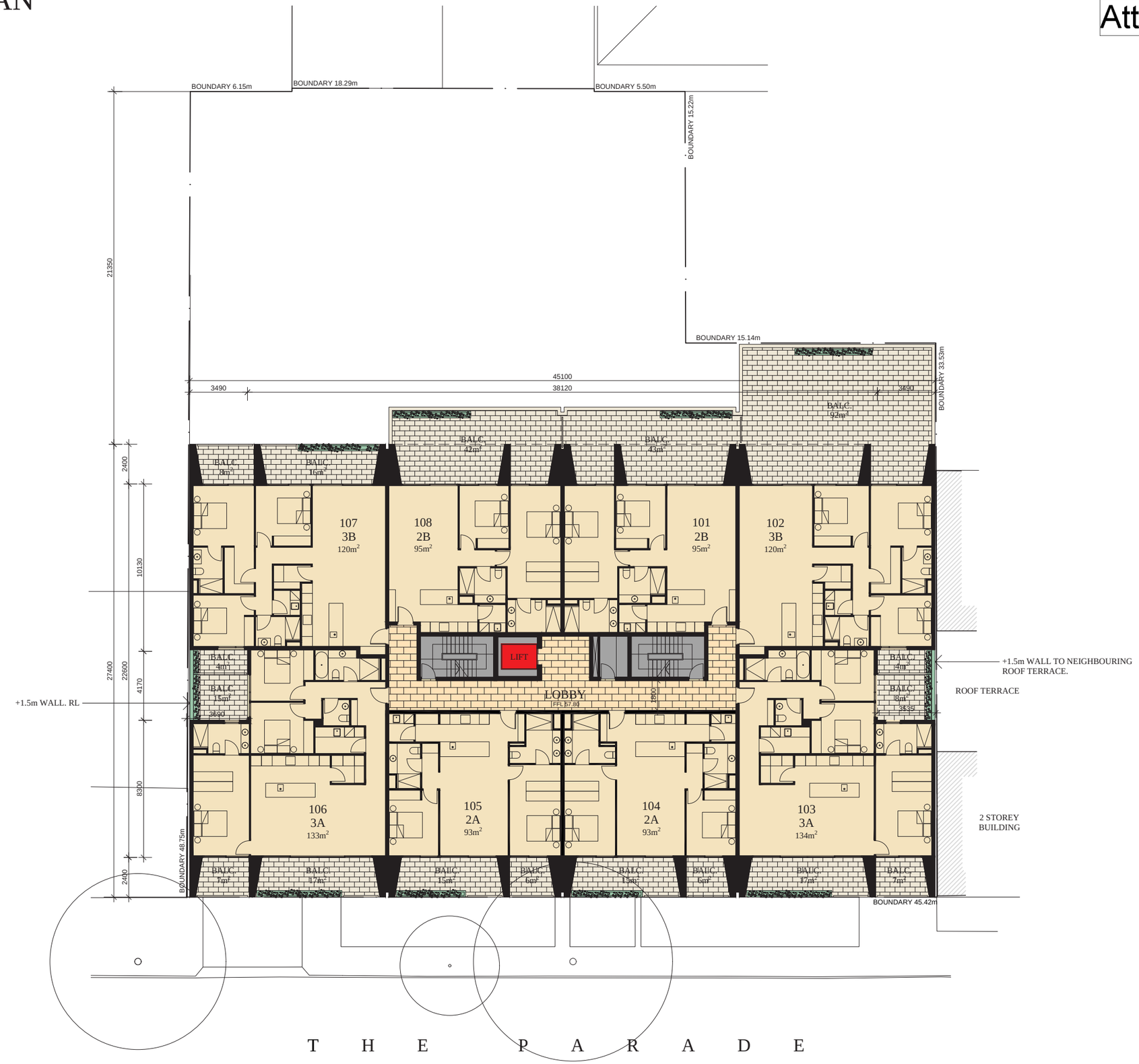
REVISION
[A1]

0 1 2.5 5 12.5m

LEVEL 1 FLOOR PLAN

8x APARTMENTS / FLOOR
GFA = 988m^2
NSA = 886m^2 (89% efficiency)

Attachment 1



CORE
CAR PARK / BOH
RESIDENTIAL
LANDSCAPE
TERRACE
LOBBY

ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT: 52 The Parade Pty Ltd

PROJECT: 52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING: LEVEL 1 - FLOOR PLAN

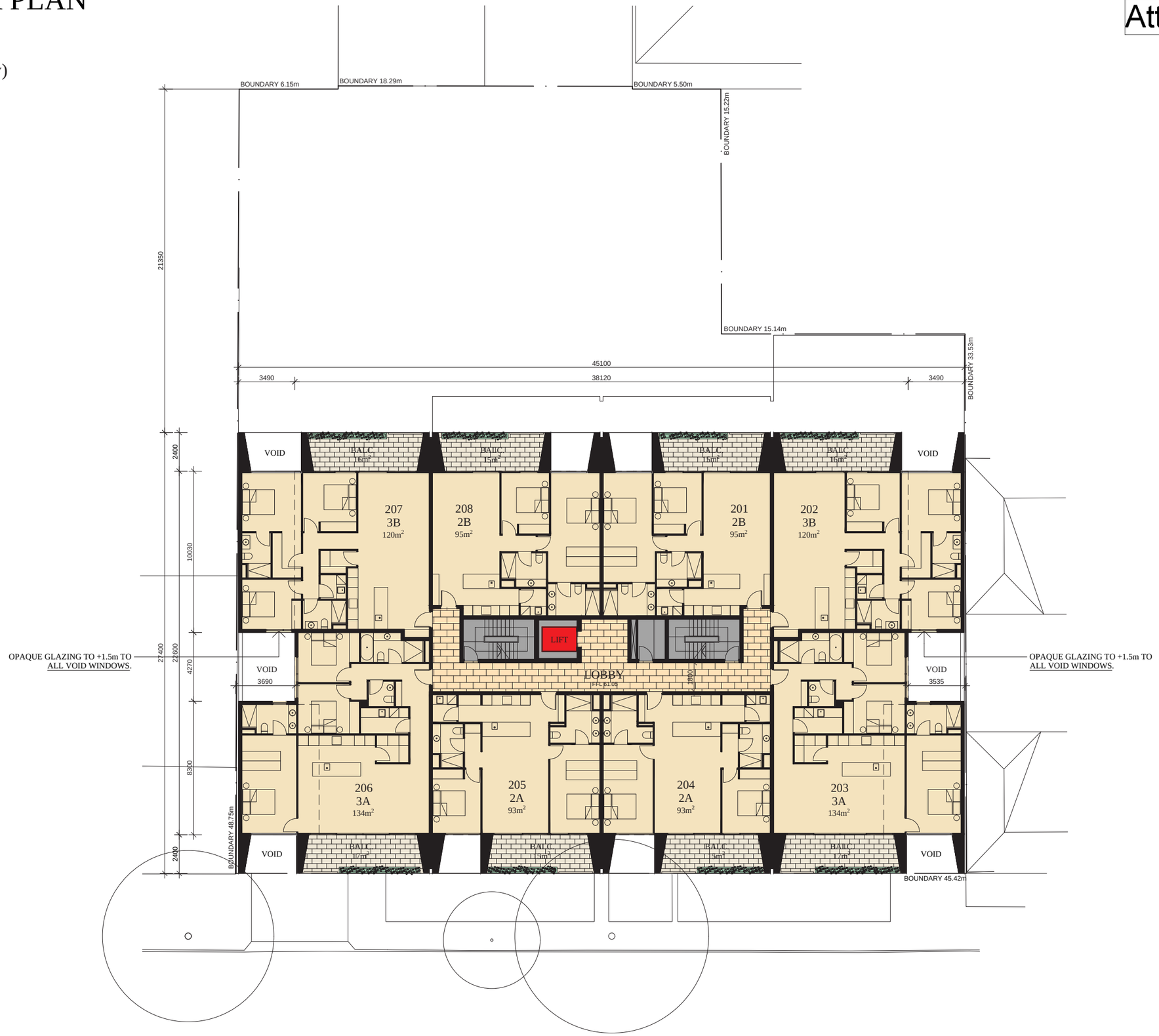
PROJECT NO. 24012
DATE 27.10.2025
DRAWING NO. A2.02
SCALE 1:250 @ A3
REVISION. [A2]

0 1 2.5 5 12.5m

LEVEL 2 FLOOR PLAN

8x APARTMENTS / FLOOR
GFA = 988m^2
NSA = 886m^2 (89% efficiency)

Attachment 1



CORE
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RESIDENTIAL
LANDSCAPE
TERRACE
LOBBY

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CLIENT
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PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
LEVEL 2 - FLOOR PLAN

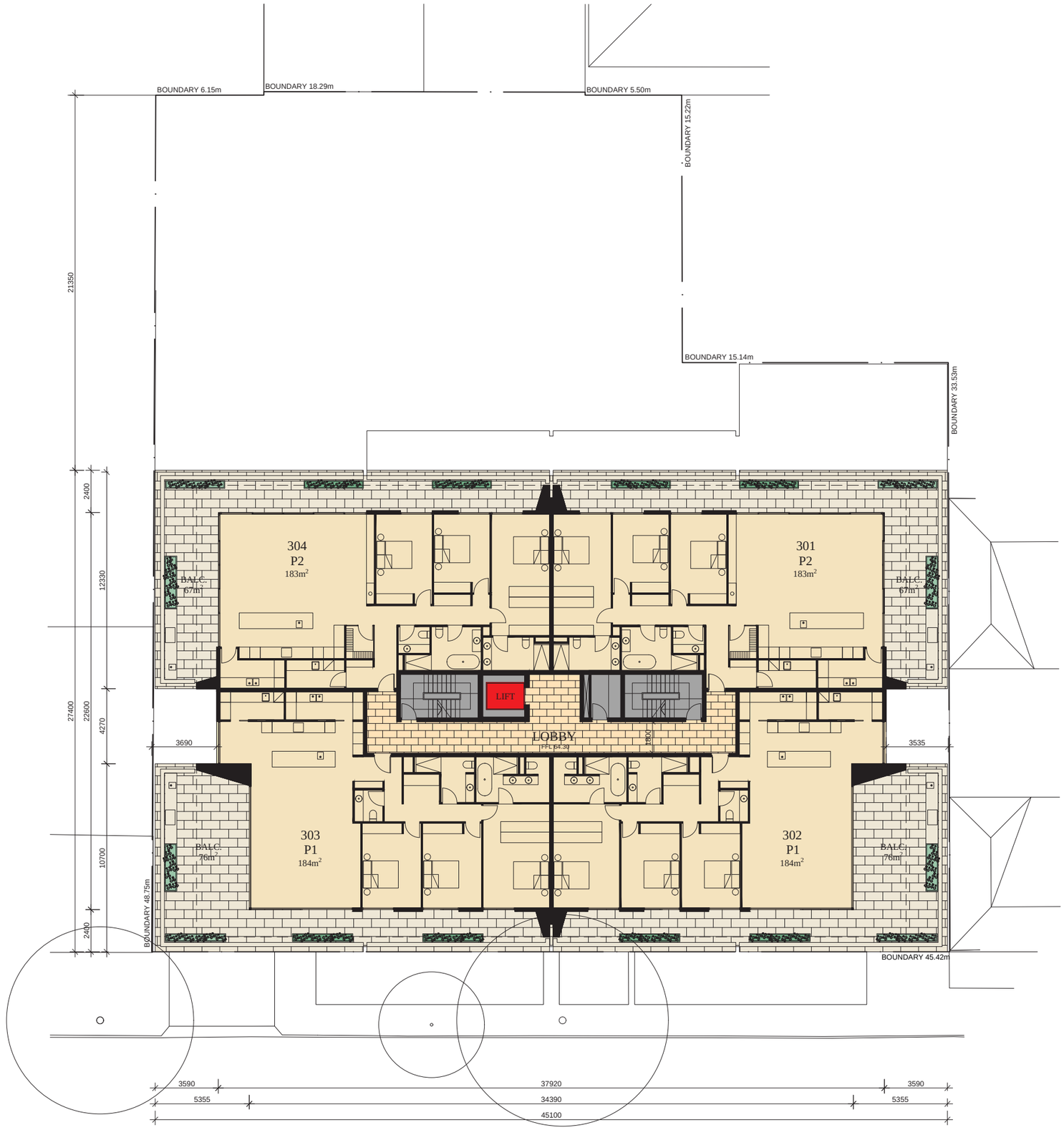
PROJECT NO. 24012
DATE 27.10.2025
DRAWING NO. A2.03
SCALE 1:250 @ A3
REVISION. [A2]

0 1 2.5 5 12.5m

LEVEL 3 FLOOR PLAN

4x APARTMENTS / FLOOR
GFA = 828m^2
NSA = 734m^2 (88% efficiency)

Attachment 1



CORE
CAR PARK / BOH
RESIDENTIAL
LANDSCAPE
TERRACE
LOBBY

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ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T.+61 8 8155 6063
enzocaroscio.com

CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
LEVEL 3 - FLOOR PLAN

PROJECT NO.
24012

DATE
27.10.2025

DRAWING NO.
A2.04

SCALE
1:250 @ A3

REVISION:
[A2]

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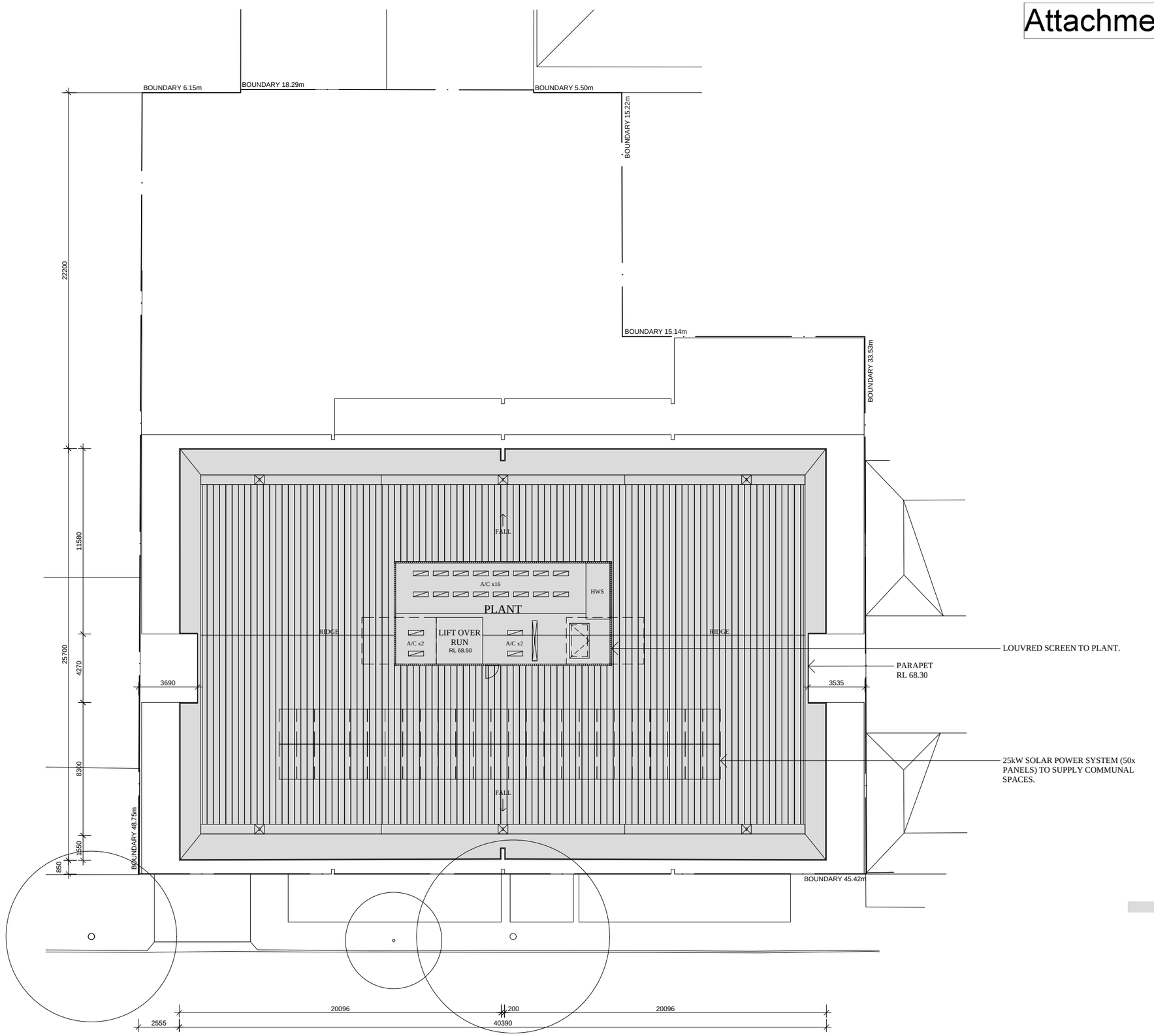
ROOF PLAN

Attachment 1



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ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT
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PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
ROOF PLAN

PROJECT NO.
24012

DATE
27.10.2025

DRAWING NO.
A2.05

SCALE
1:250 @ A3

REVISION.
[A2]

0 1 2.5 5 12.5m

NORTH ELEVATION

NOTE: NEW BUS SHELTER LOCATION NOT SHOWN FOR CLARITY.

Attachment 1

FINISHES

1. MASONRY BRICKWORK - RUNNING BOND
2. ARTICULATED PRECAST CONCRETE PANELS
3. METAL CLADDING - POWDERCOATED
4. ALUMINIUM FRAMED WINDOWS AND DOORS - POWDERCOATED
5. TILED BALCONY PLANTERBOXES
6. STEEL PLATE BALUSTRADE / HANDRAIL - POWDERCOATED
7. TILED SLAB EDGE
8. SOFT LANDSCAPING
9. 1.8m HIGH GOOD NEIGHBOUR FENCE

THE PARADE

ENZO CAROSCIO ARCHITECTURE

ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocarosciо.com

CLIENT: 52 The Parade Pty Ltd

PROJECT: 52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING: NORTH ELEVATION

PROJECT NO. 24012

DATE 27.10.2025

DRAWING NO. A3.00

SCALE 1:200 @ A3

REVISION [A2]

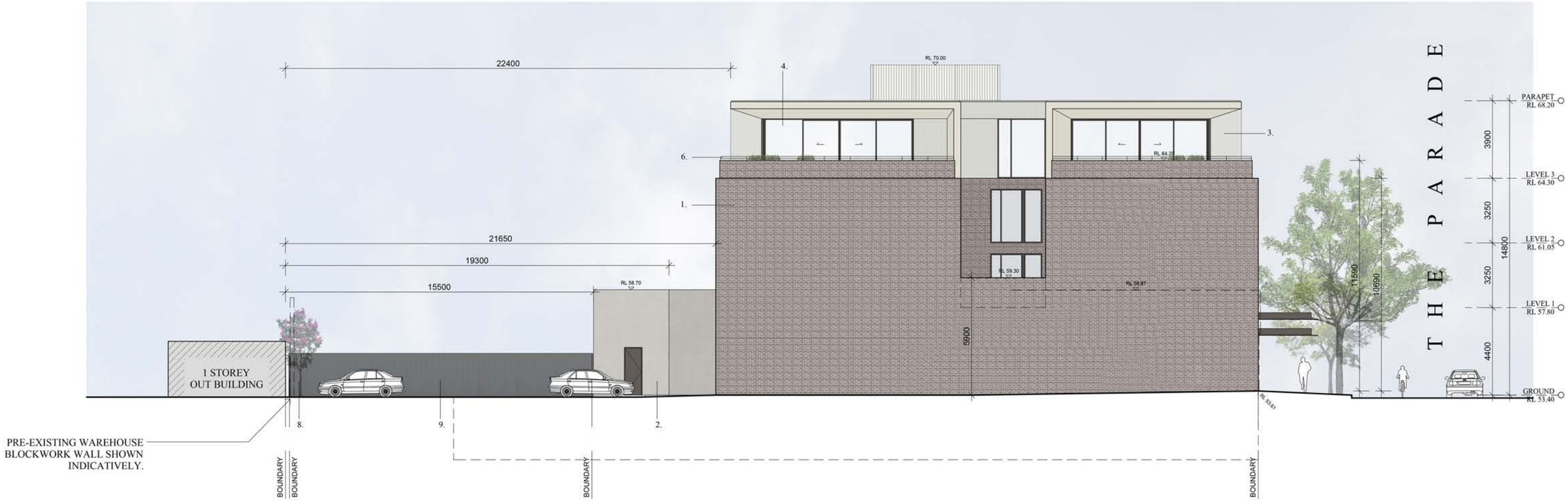
0 1 2 5 10m

EAST ELEVATION

Attachment 1

FINISHES

1. MASONRY BRICKWORK - RUNNING BOND
2. ARTICULATED PRECAST CONCRETE PANELS
3. METAL CLADDING - POWDERCOATED
4. ALUMINIUM FRAMED WINDOWS AND DOORS - POWDERCOATED
5. TILED BALCONY PLANTERBOXES
6. STEEL PLATE BALUSTRADE / HANDRAIL - POWDERCOATED
7. TILED SLAB EDGE
8. SOFT LANDSCAPING
9. 1.8m HIGH GOOD NEIGHBOUR FENCE



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ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
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CLIENT	PROJECT	DRAWING	PROJECT NO.	DRAWING NO.	REVISION
52 The Parade Pty Ltd	52TP_NORWOOD 52 THE PARADE, NORWOOD, SA.	EAST ELEVATION	24012	A3.01	[A2]
			DATE 27.10.2025	SCALE 1:200 @ A3	0 1 2 5 10m

SOUTH ELEVATION

Attachment 1

FINISHES :

1. MASONRY BRICKWORK - RUNNING BOND
2. ARTICULATED PRECAST CONCRETE PANELS
3. METAL CLADDING - POWDERCOATED
4. ALUMINIUM FRAMED WINDOWS AND DOORS - POWDERCOATED
5. TILED BALCONY PLANTERBOXES
6. STEEL PLATE BALUSTRADE / HANDRAIL - POWDERCOATED
7. TILED SLAB EDGE
8. SOFT LANDSCAPING
9. 1.8m HIGH GOOD NEIGHBOUR FENCE

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70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
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CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
SOUTH ELEVATION

PROJECT NO.
24012

DATE
27.10.2025

DRAWING NO.
A3.02

SCALE
1:200 @ A3

REVISION
[A2]

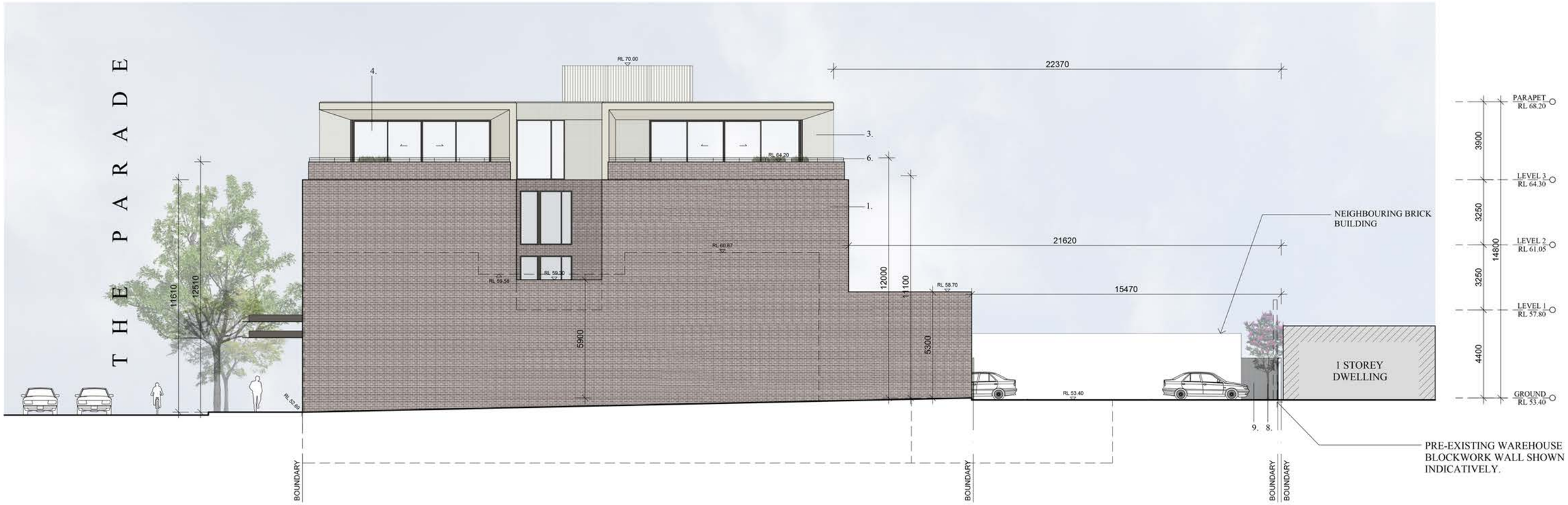
0 1 2 5 10m

WEST ELEVATION

Attachment 1

FINISHES

1. MASONRY BRICKWORK - RUNNING BOND
2. ARTICULATED PRECAST CONCRETE PANELS
3. METAL CLADDING - POWDERCOATED
4. ALUMINIUM FRAMED WINDOWS AND DOORS - POWDERCOATED
5. TILED BALCONY PLANTERBOXES
6. STEEL PLATE BALUSTRADE / HANDRAIL - POWDERCOATED
7. TILED SLAB EDGE
8. SOFT LANDSCAPING
9. 1.8m HIGH GOOD NEIGHBOUR FENCE



ENZO CAROSCIO ARCHITECTURE

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70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT: 52 The Parade Pty Ltd

PROJECT: 52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING: WEST ELEVATION

PROJECT NO. 24012
DATE 27.10.2025

DRAWING NO. A3.03
SCALE 1:200 @ A3

REVISION [A2]

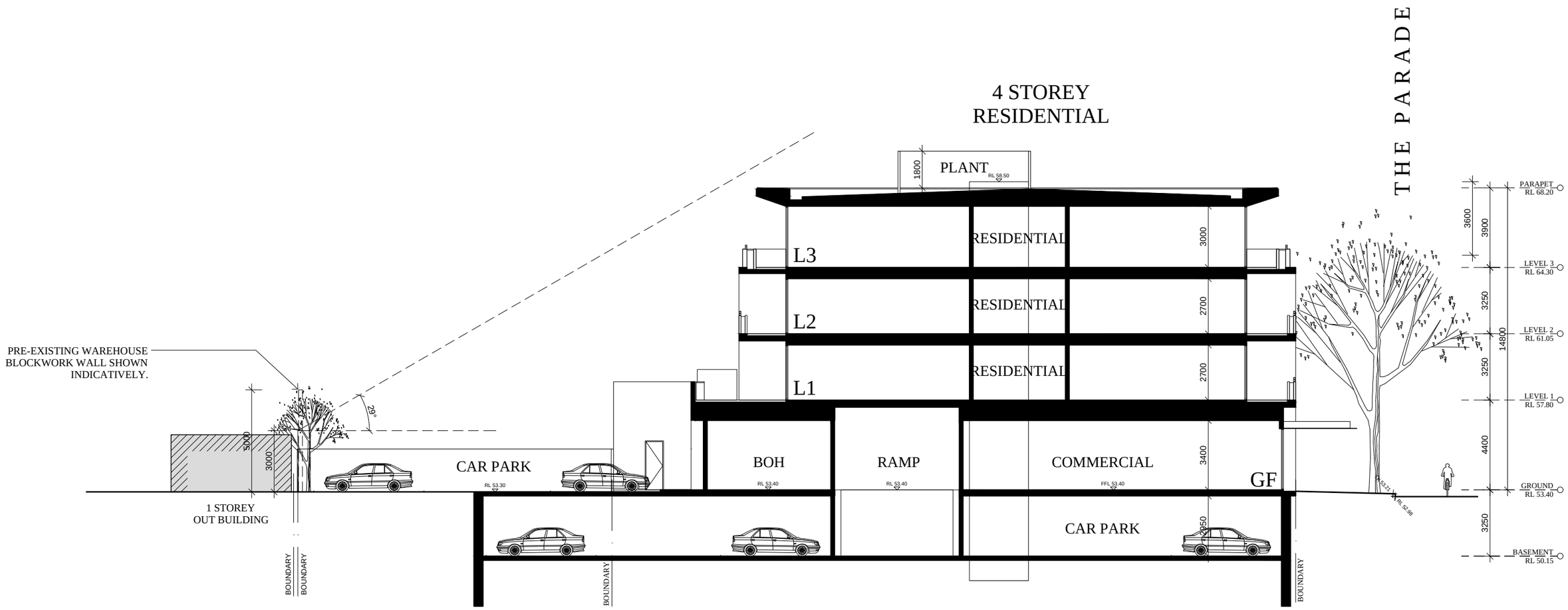
0 1 2 5 10m

INDICATIVE SECTION

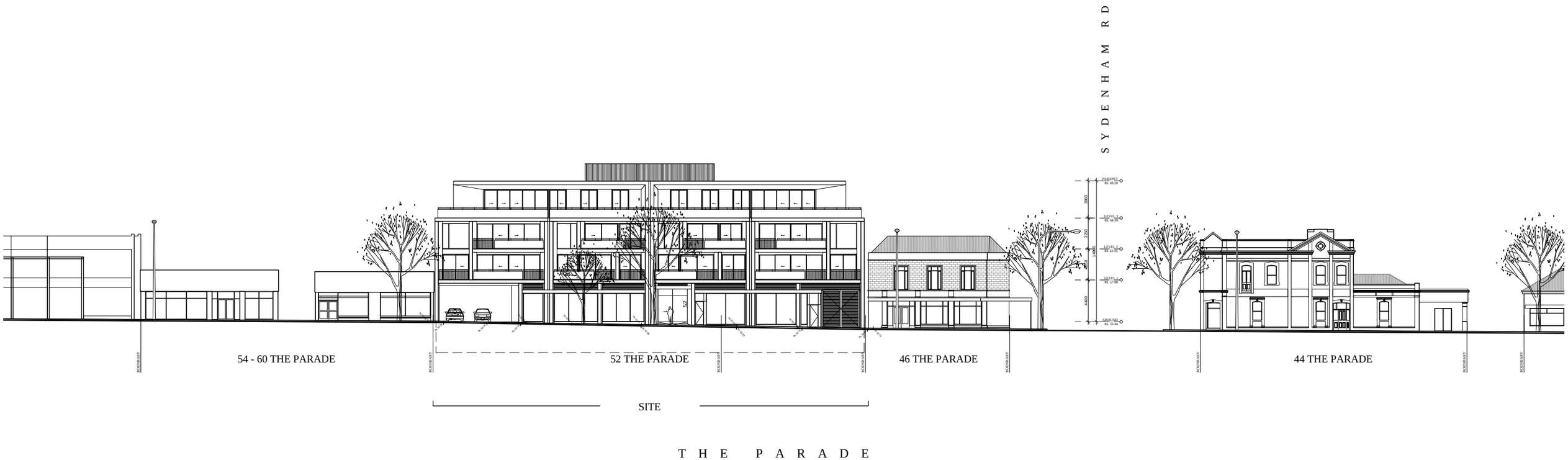
Attachment 1

PRELIMINARY AREA SCHEDULE

LEVEL	Residential 2 Bed	3 Bed	Total	Retail m^2	Cars No.
Basement					48
Ground				614	16
Level 1	4	4	8		
Level 2	4	4	8		
Level 3	-	4	4		
TOTAL	**8**	**12**	**20**	**614m²**	**64** Cars



Attachment 1



ENZO CAROSCIO ARCHITECTURE

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Adelaide SA 5000
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CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
STREETSCAPE ELEVATION
(THE PARADE - w/TREES)

PROJECT NO.
24012

DATE
27.10.2025

DRAWING NO.
A3.20

SCALE
1:400 @ A3

REVISION
[A2]

0 2 4 10 20m

PERSPECTIVES

ENTRY

REAR AXONOMETRIC VIEW - PROPOSED

NOTE: NEIGHBOURING TREES NOT SHOWN FOR CLARITY.

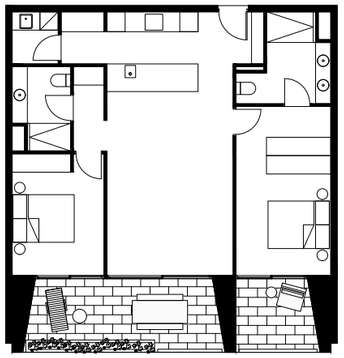
PERSPECTIVES

REAR AXONOMETRIC VIEW

NOTE: NEIGHBOURING TREES & EXISTING BUILDING SHOWN FOR REFERENCE.

Attachment 1

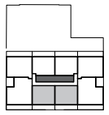
Type 2A



LEVELS	1 + 2
APARTMENTS	104, 105, 204 + 205
AREAS	
Internal	93m²
External	21m²
TOTAL	114m²
AMENITIES	
Bedrooms	2
Bathrooms	2
Car Parking	2

EXTRAS

Pantry
Walk in Robe
Linen Cupboard
Key Drop



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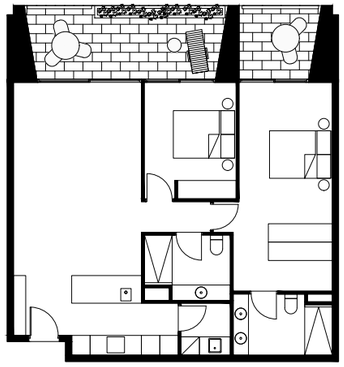
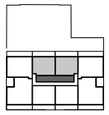


LEVELS	1 + 2
APARTMENTS	101, 108, 201 + 208
AREAS	
Internal	95m²
External	22m²
TOTAL	117m²
AMENITIES	
Bedrooms	2
Bathrooms	2
Car Parking	2

EXTRAS

Walk in Robe
Key Drop



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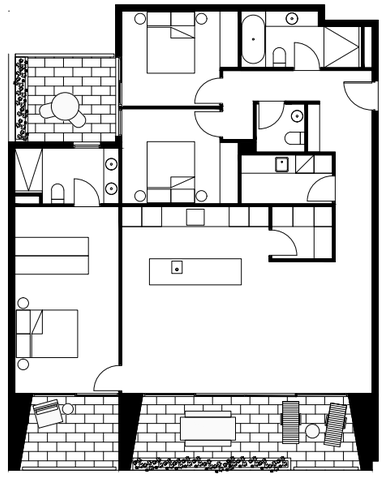
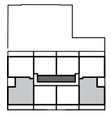


LEVELS	1 + 2
APARTMENTS	103, 106, 203 + 206
AREAS	
Internal	134m²
External	32m²
TOTAL	166m²
AMENITIES	
Bedrooms	3
Bathrooms	2.5
Car Parking	2

EXTRAS

Pantry
Walk in Robe
Powder Room
Key Drop
Bath



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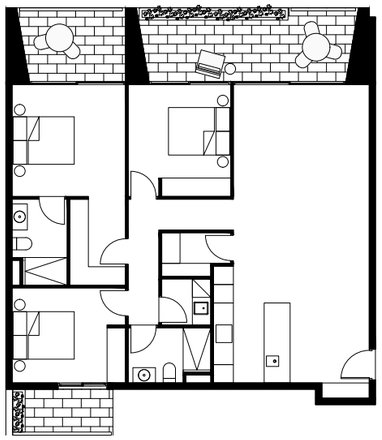
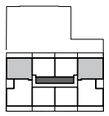


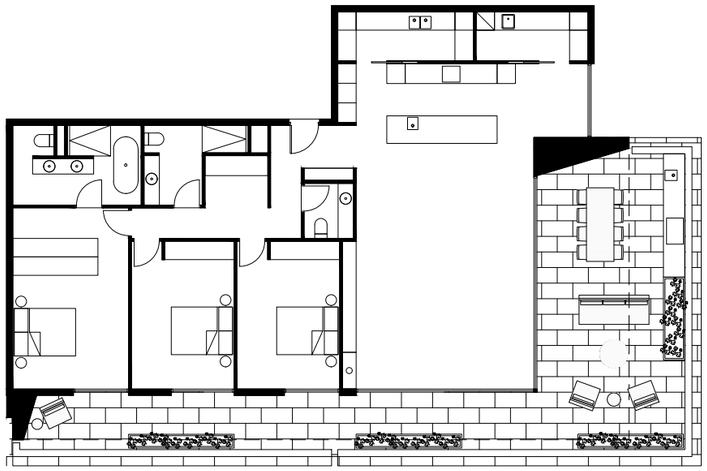
LEVELS	1 + 2
APARTMENTS	102, 107, 202 + 207
AREAS	
Internal	120m²
External	28m²
TOTAL	148m²
AMENITIES	
Bedrooms	3
Bathrooms	2
Car Parking	2

EXTRAS

Pantry
Walk in Robe
Key Drop



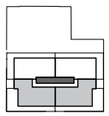
Type P1



LEVEL	3
APARTMENTS	302 + 303
AREAS	
Internal	184m²
External	76m²
TOTAL	282m²
AMENITIES	
Bedrooms	3
Bathrooms	2.5
Car Parking	3

EXTRAS

Pantry
Walk in Robe
Powder Room
Key Drop
Study Nook
Bath
Outdoor Kitchen



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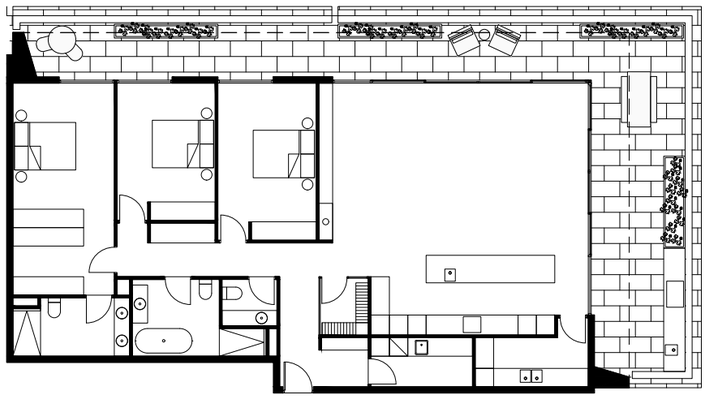
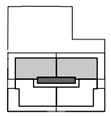


LEVEL	3
APARTMENTS	301 + 304
AREAS	
Internal	183m²
External	67m²
TOTAL	273m²
AMENITIES	
Bedrooms	3
Bathrooms	2.5
Car Parking	3

EXTRAS

Pantry
Walk in Robe
Powder Room
Linen Cupboard / Study Nook
Key Drop
Bath
Outdoor Kitchen
Wine Room



ENZO CAROSCIO ARCHITECTURE

ENZO CAROSCIO
ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T.+61 8 8155 6063
enzocaroscio.com

CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
APARTMENT TYPES

PROJECT NO.
24012

DATE
27.06.2025

DRAWING NO.
A4.70

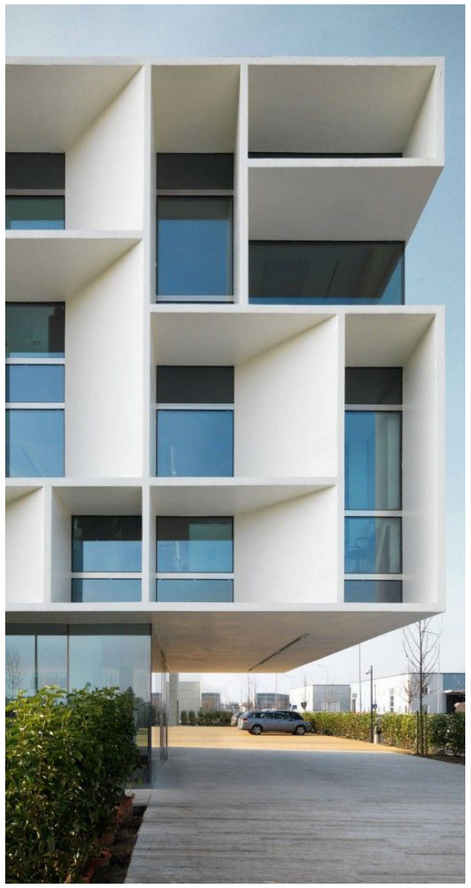
SCALE
1:100 @ A3

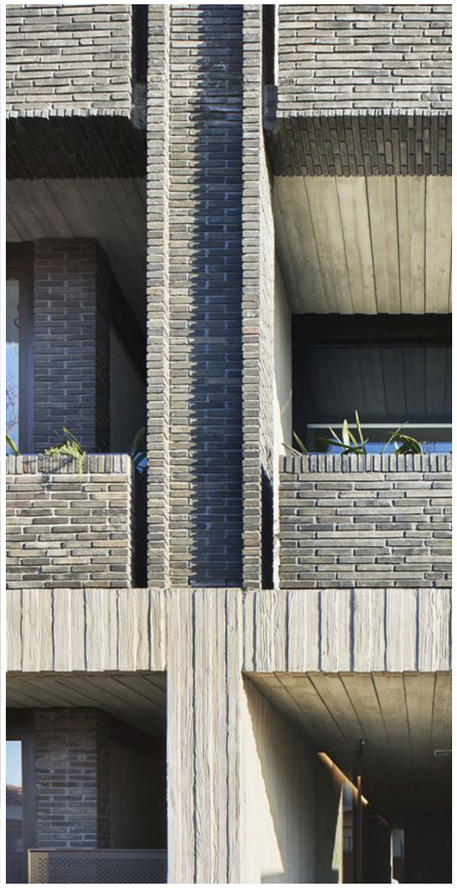
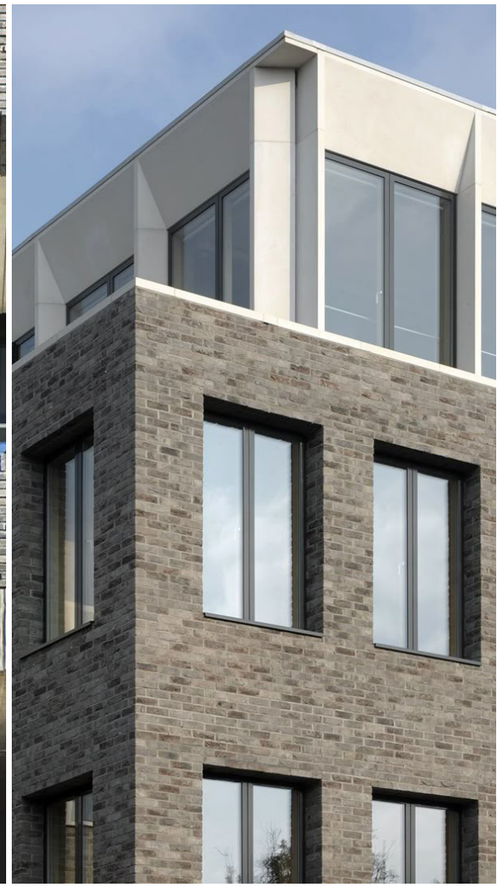
REVISION.
[A1]

0 2 4 10 20m

52 THE PARADE MIXED-USE

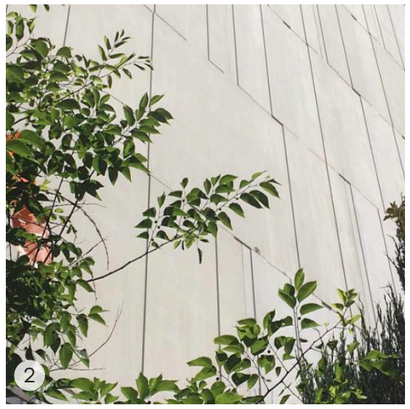
PRECEDENTS

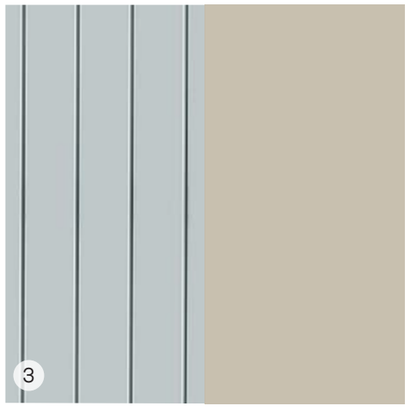


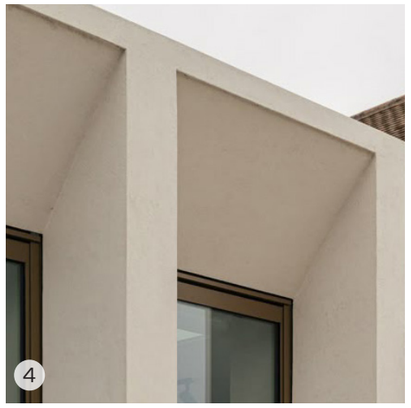



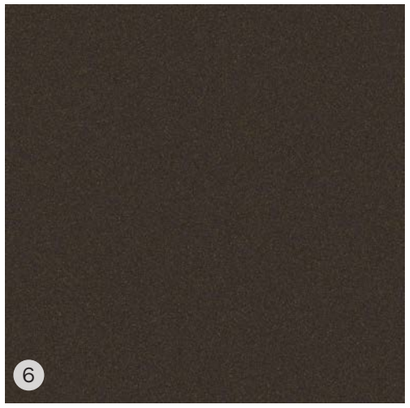
52 THE PARADE MIXED-USE

MATERIALS & FINISHES









1 DRY PRESSED MASONRY BRICKWORK
BOWRAL BLUE OR SIMILAR

2 ARTICULATED PRECAST CONCRETE PANELS

3 ALUMINIUM CLADDING
COLORBOND 'EVENING HAZE' OR SIMILAR

4 ALUMINIUM FRAMED GLAZING
POWDERCOATED, DARK BRONZE OR SIMILAR

5 VERTICAL STEEL PLATE
BALUSTRADES & HANDRAILS
POWDERCOATED, DARK BRONZE OR SIMILAR

6 DARK BRONZE

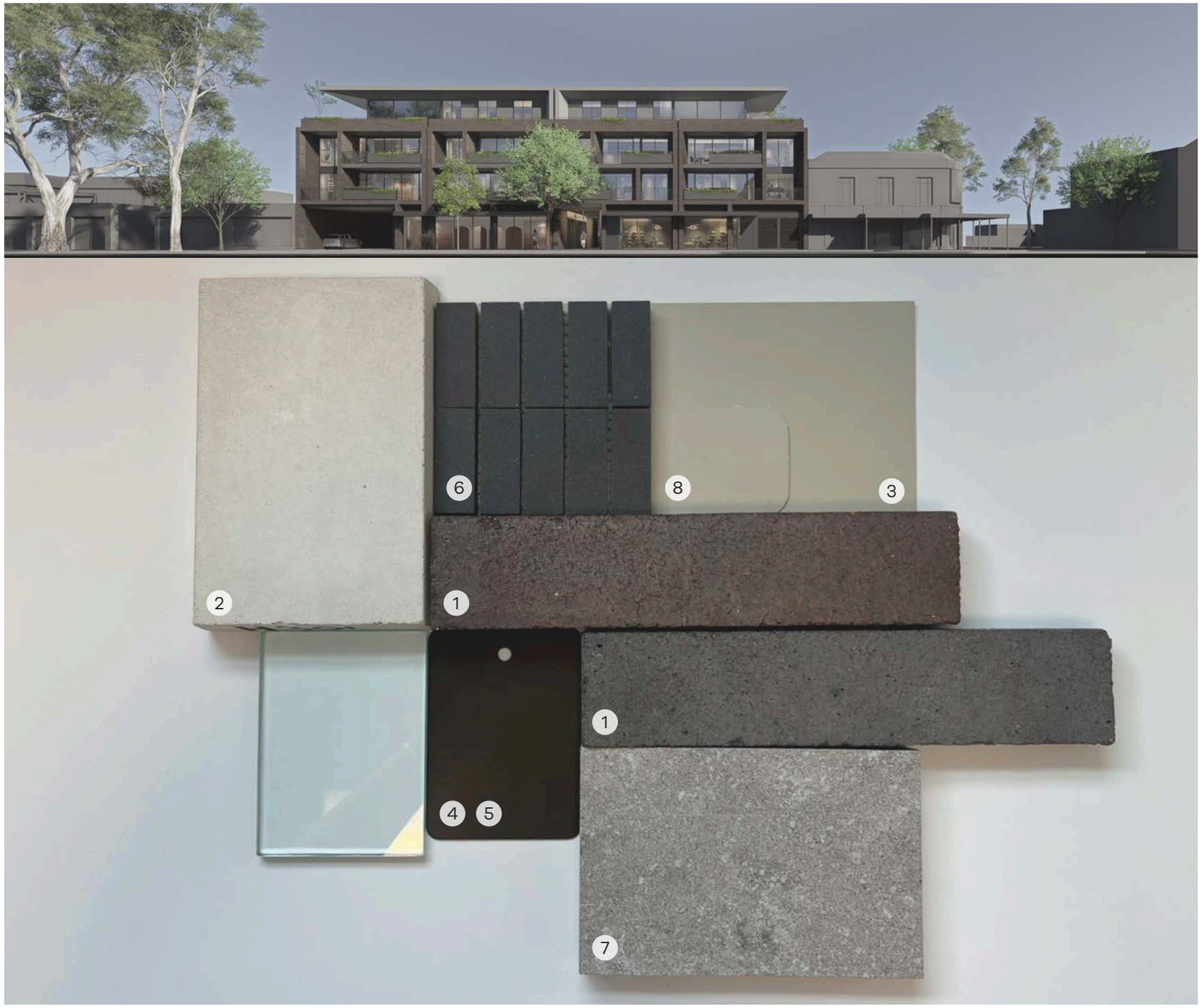
7 TILED SLAB EDGE / PLANTERBOXES
BLUESTONE OR SIMILAR

8 CAR PARK SOFT LANDSCAPING

9 GOOD NEIGHBOUR FENCING
COLORBOND 'MONUMENT' OR SIMILAR

52 THE PARADE MIXED-USE

MATERIALS & FINISHES



1 DRY PRESSED MASONRY BRICKWORK
BOWRAL BLUE OR SIMILAR

2 ARTICULATED PRECAST CONCRETE PANELS

3 ALUMINIUM CLADDING
COLORBOND 'EVENING HAZE' OR SIMILAR

4 ALUMINIUM FRAMED GLAZING
POWDERCOATED, DARK BRONZE OR SIMILAR

5 VERTICAL STEEL PLATE BALUSTRADES & HANDRAILS
POWDERCOATED, DARK BRONZE OR SIMILAR

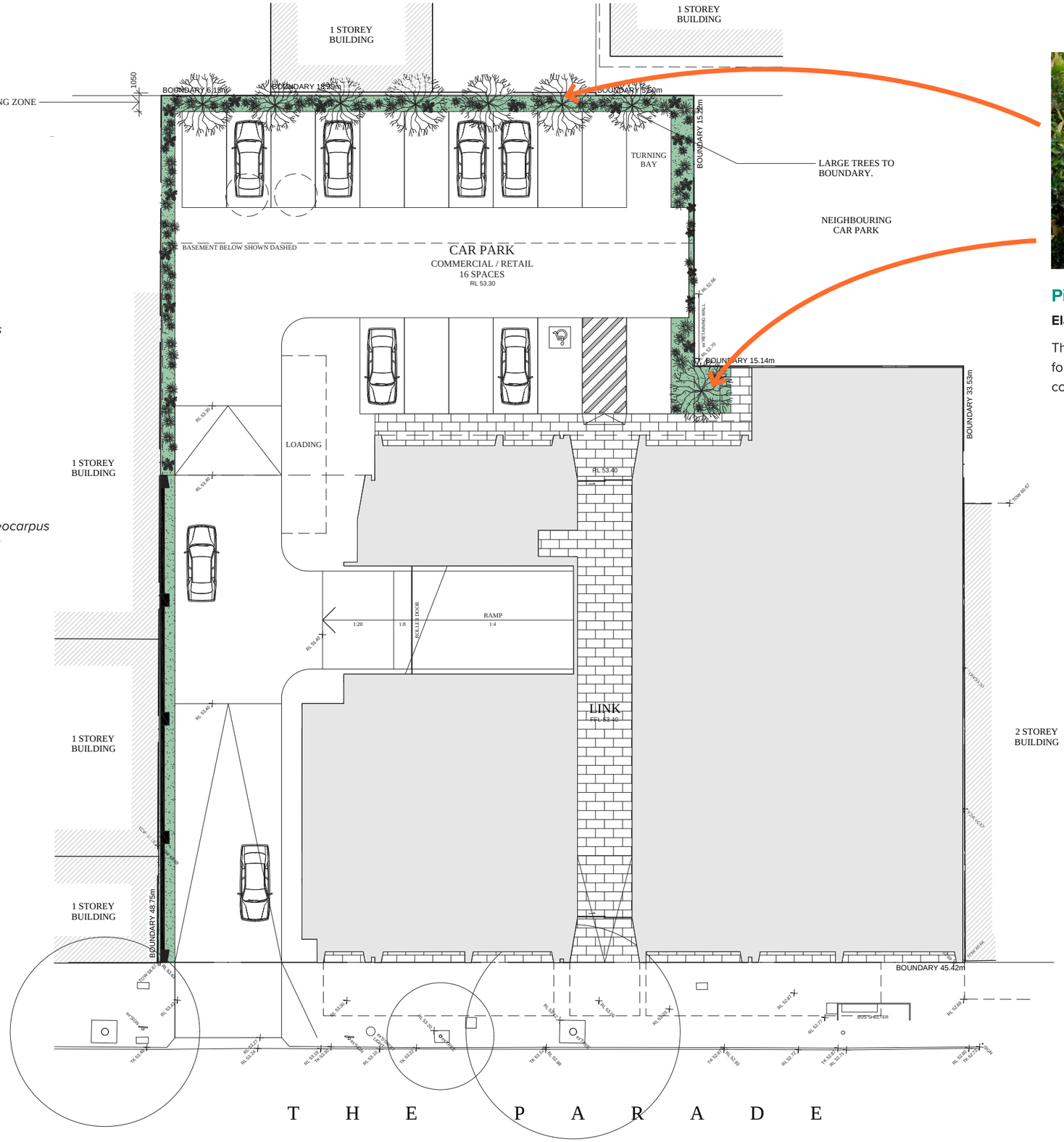
6 TILED PLANTERBOXES
BLUESTONE OR SIMILAR

7 PORCELAIN BALCONY PAVING

8 ROOF SHEETING
COLORBOND 'EVENING HAZE' OR SIMILAR

GROUND FLOOR

Attachment 1



Grasses/strappy leaf

Native Flax - *Dianella caerulea 'Cassa Blue'*

Morning Iris - *Orthrosanthus multiflorus*

River Wattle - *Acacia cognata 'Bower Beauty'*

Small tree

Pink Blueberry Ash - *Elaeocarpus reticulatus 'Prima Donna'*

Climbers

Guinea Flower - *Hibbertia scandens*

Ground covers

Fan Flower - *Scaevola aemula*

Pink Blueberry Ash

Elaeocarpus reticulatus 'Prima Donna' | H: 6m W: 4m

This evergreen, slender tree with dense foliage is an excellent choice for screens between properties. In late spring masses of blush coloured flowers cover the tree, followed by bright blue fruits.

Large shrubs

Lilly Pilly - *Syzygium australe 'Winter Lights'*

Purple Hop Bush - *Dodonaea viscosa purpurea*

Small shrubs

Coastal Rosemary - *Westringia fruticosa*

Lilly Pilly - *Syzygium australe 'Tiny Trev'*

SOFT LANDSCAPING

ENZO CAROSCIO ARCHITECTURE

ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT: 52 The Parade Pty Ltd

PROJECT: 52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING: LANDSCAPING PLAN (GROUND FLOOR)

PROJECT NO. 24012

DATE 27.06.2025

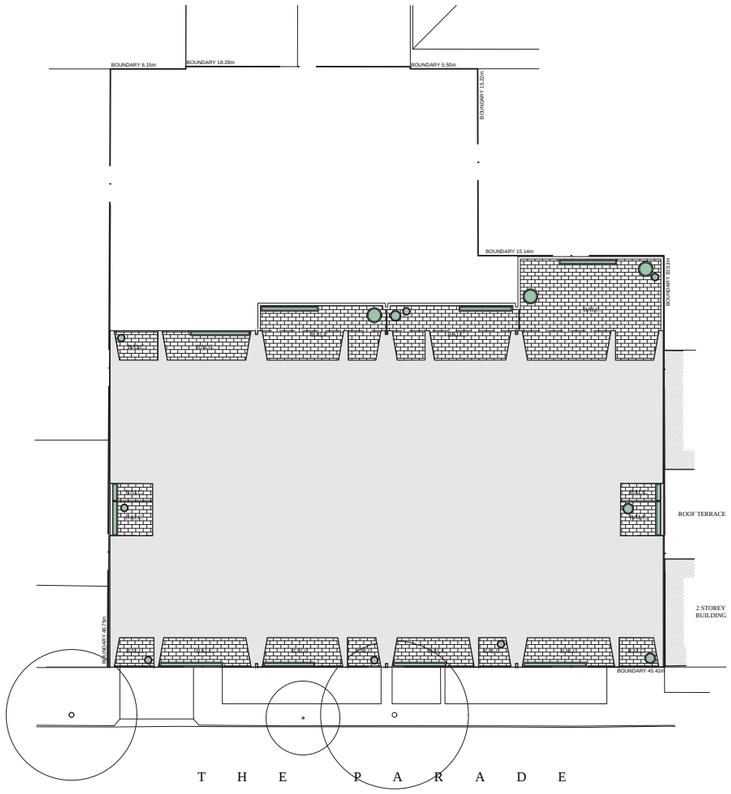
DRAWING NO. A5.00

SCALE 1:250 @ A3

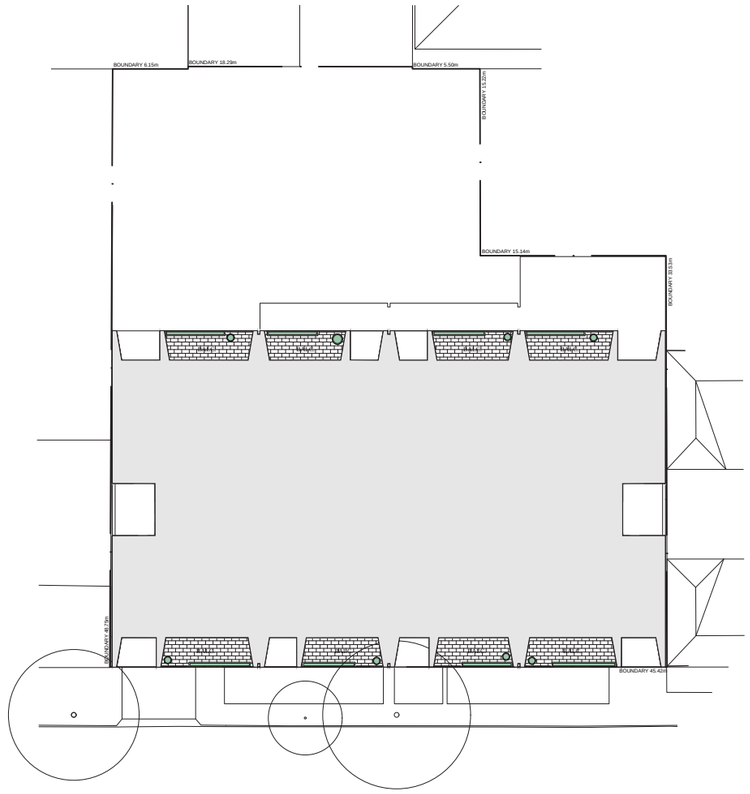
REVISION [A1]

0 1 2.5 5 12.5m

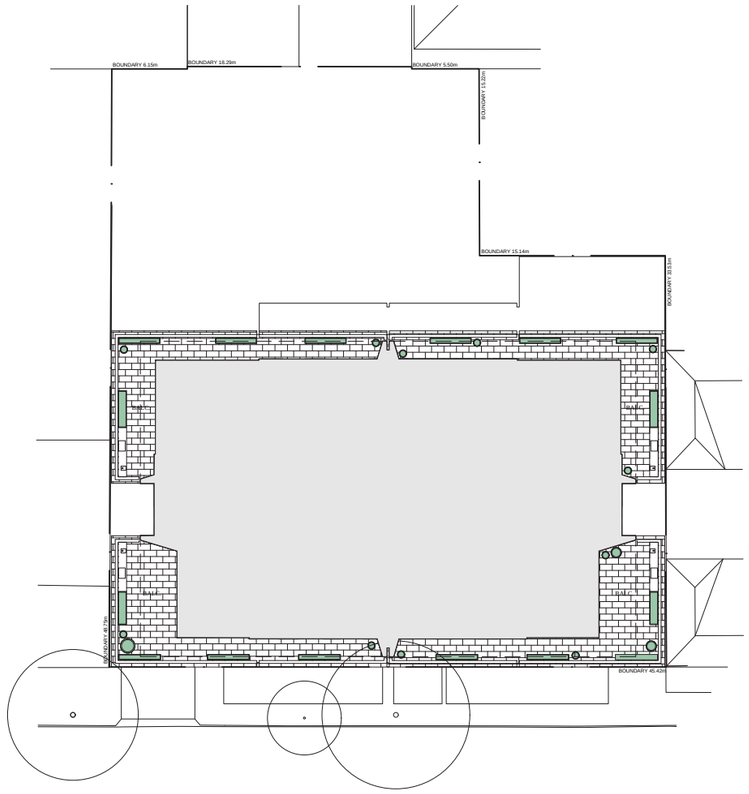
Attachment 1



LEVEL 1

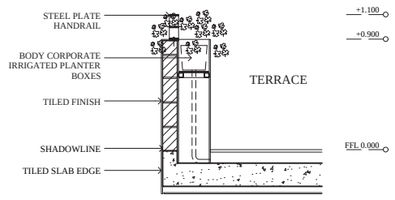


LEVEL 2

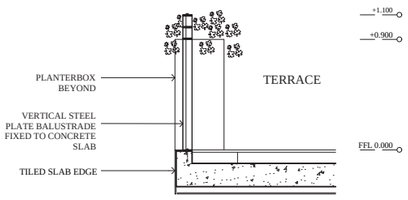


LEVEL 3

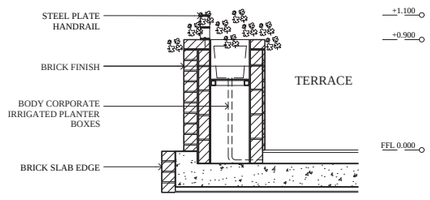
SOFT LANDSCAPING



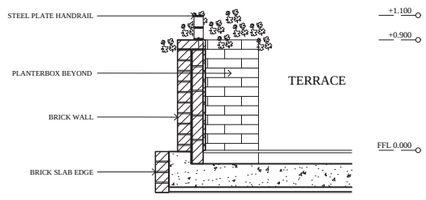
01 PLANTERBOX SECTION
LEVELS 1 - 2 1:50



02 BALUSTRADE SECTION
LEVELS 1 - 2 1:50



03 PLANTERBOX SECTION
LEVEL 3 1:50



04 BALUSTRADE SECTION
LEVEL 3 1:50

ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T.+61 8 8155 6063
enzocaroscio.com

CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
LANDSCAPING PLAN (L1 - L3) & SECTION DETAILS

PROJECT NO.
24012

DATE
27.06.2025

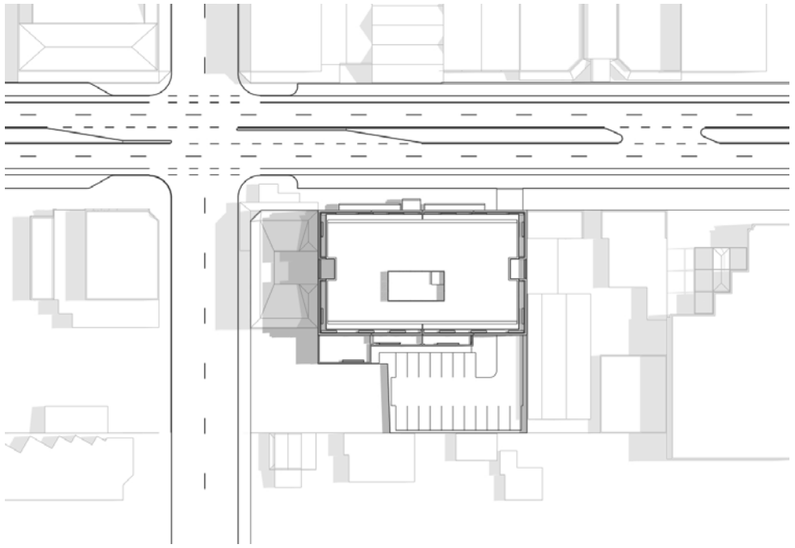
DRAWING NO.
A5.01

SCALE
1:500 @ A3

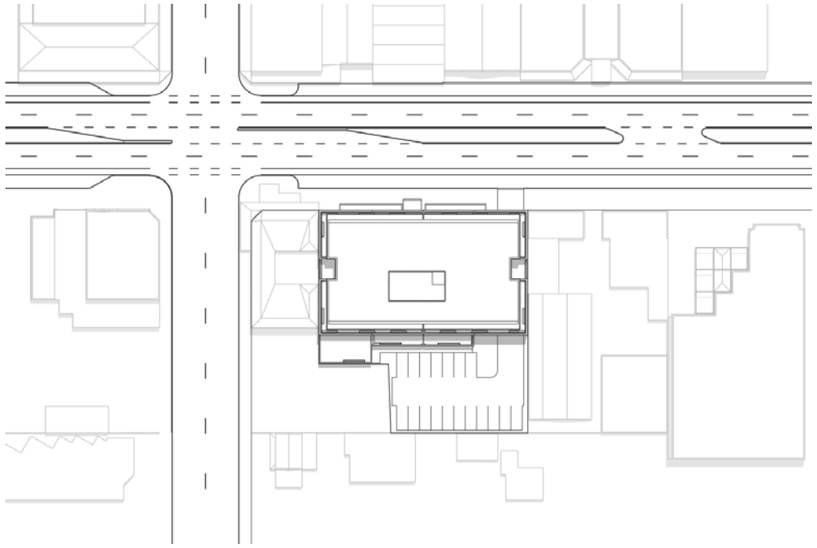
REVISION.
[A1]

0 2 5 10 25m

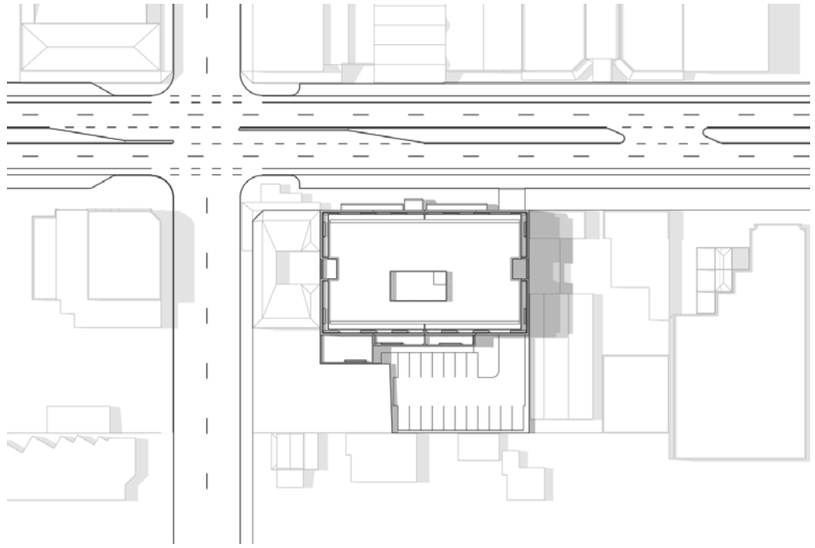
SHADOW STUDIES



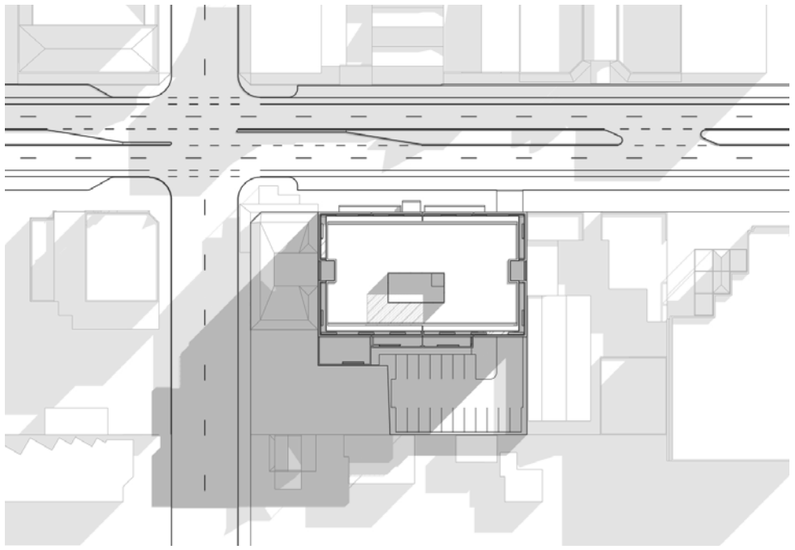
9 AM 22ND OF DECEMBER



12 PM 22ND OF DECEMBER



3 PM 22ND OF DECEMBER



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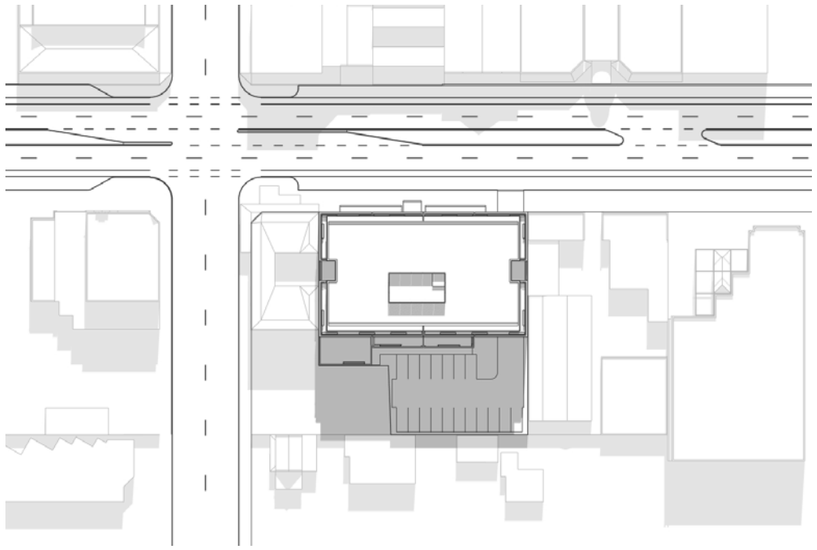
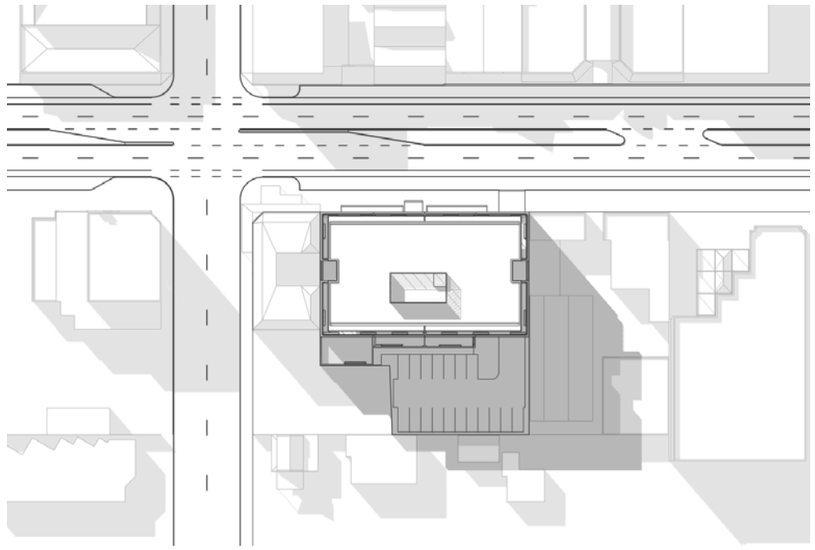


12 PM 22ND OF JUNE



3 PM 22ND OF JUNE

ENZO CARO SCIO ARCH ITEC TURE

Attachment 1

PROPOSED MIXED-USE DEVELOPMENT
52 THE PARADE, NORWOOD

TRAFFIC AND PARKING REPORT

CIRQA™

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DOCUMENT CONTROL

Report title:	Proposed Mixed-Use Development 52 The Parade, Norwood Traffic and Parking Report
Project number:	25257
Client:	Catcorp Pty Ltd
Client contact:	Cosimo Dichiera

Version	Date	Details/status	Prepared by	Approved by
Draft	02 Jul 25	For review	TJL	TAW
V1	07 Jul 25	For submission	TJL	TAW

CIRQA Pty Ltd
ABN 17 606 952 309
PO Box 144, Glenside SA 5065
Level 1, 27 Halifax Street, Adelaide SA 5000
(08) 7078 1801
www.cirqa.com.au

1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed mixed-use development at 52 The Parade, Norwood. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Enzo Caroscio Architecture (drawing no. 24012, dated 27 Jun 25, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the southern side of The Parade. The site is bound by The Parade to the north, commercial developments to the east and west and residential dwellings to the south.

The Planning and Design Code identifies that the site is located within a Suburban Business Zone, with the following Overlays applicable:

- Airport Building Heights (Regulated) (All structures over 45 metres);
- Hazards (Flooding - General);
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Traffic Generating Development; and
- Urban Transport Routes.

The subject site is currently occupied by a commercial development. Vehicle access is provided via a 6.8 m and a 9.3 m wide (approximate) crossover, at which turning movements are restricted to left in and left out.

Figure 1 illustrates the location of the subject site with respect to the adjacent road network.

Figure 1 – Location of the subject site with respect to the adjacent road network

2.2 ADJACENT ROAD NETWORK

The Parade is a sub-arterial road under the care and control of the Department for Infrastructure and Transport (DIT). The Parade comprises dual lanes and a dedicated bicycle lane in each direction, separated by a solid median or turn lanes. Within proximity to the site, part-time parking restrictions (1 hour time limit) apply between 9:00 am and 5:00 pm, Monday to Saturday, and 5:00 pm and 9:00 pm on Thursdays. Traffic data obtained from DIT indicates that this section of The Parade has an Annual Average Daily Traffic (AADT) volume in the order of 20,000 vehicles per day (vpd), of which approximately 2.5% are commercial vehicles. Adjacent the site, a 60 km/h speed limit applies on The Parade.

2.3 WALKING AND CYCLING

Sealed footpaths are provided on both sides of The Parade, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street in dedicated bicycle lanes. The Parade forms part of the BikeDirect Network and is classified as a 'Main Road with Bicycle Lane'.

2.4 PUBLIC TRANSPORT

Public bus services operate regularly in the vicinity of the subject site. Specifically, The Parade is identified as a 'Go Zone' route by Adelaide Metro. Bus stops are

located directly in front of the subject site on both sides of The Parade. These stops are serviced by the following bus routes:

- 140 – City to Glen Osmond;
- AO14 – Rosslyn Park to Adelaide Oval;
- H20 – Glenelg Interchange to Paradise Interchange;
- H20C – Glenelg Interchange/Paradise Interchange to City;
- H20R – Paradise Interchange to Richmond;
- H21 – City to Paradise Interchange;
- H22 – Henley Beach South to Wattle Park;
- H22C – Wattle Park/Henley Beach South to City;
- H22L – Wattle Park to Lockleys;
- H23 – City to Auldana;
- H24 – City to Auldana; and
- N22 – After Midnight Saturday PM – Sunday AM City to Wattle Park.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing dwellings and the construction of a multi-story mixed-use building. Specifically, the building will comprise the following key components:

- 274 m^2 of office floor area;
- 340 m^2 of retail floor area;
- 8x two-bedroom dwellings; and
- 12x three-bedroom dwellings.

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by a total of 64 parking spaces, of which 16 will be provided at-grade and 48 provided within a basement parking area. One (1) at-grade parking space will be reserved exclusively for use by people with disabilities (located at-grade).

A further 12 bicycle parking spaces are also proposed. These spaces will be provided within a secure bicycle enclosure (at-grade).

The parking area will comply with the requirements of Australian/New Zealand Standard for "*Parking Facilities Part 1: Off-street car parking*" (AS/NZS 2890.1:2004) and "*Parking Facilities Part 6: Off-street parking for people with disabilities*" (AS/NZS 2890.6:2022) in that:

- regular parking spaces will be 2.5 m wide and 5.4 m long;
- the disabled parking space will be 2.5 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be at least 5.8 m wide;
- the basement ramp will have a maximum gradient of 1:4, with 2.0 m transitions at 1:8 located at the bottom of the ramp;
- a storage space will be provided at the top of the ramp, which will have a maximum gradient of 1:20;
- a clear height of at least 2.2 m will be provided throughout the site (including the basement and associated access ramp);
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- a turn-around bay will be provided at the end of a publicly accessible blind parking aisle;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's access point.

As outlined above, the top of the basement ramp will comprise a 1:20 transition to provide a storage area for vehicles exiting from the site's basement (in line with the requirements of AS/NZS 2890.1:2004). The purpose of the storage area is to provide an adequate area for a vehicle to store in the event that a driver is required to give way to an exiting vehicle on the site's access driveway (i.e. existing from the rear parking area to The Parade). Whilst the length of the storage transition is only 4.0 m (as opposed to the 6.0 m length outlined in the Standard), such a length is adequate to accommodate the wheelbase of a light vehicle (allowing it to store entirely on the 1:20 storage area). Furthermore, an additional 2.3 m flat area is available beyond the 1:20 section (between the 1:20 section and the edge of the internal access driveway), creating an effective storage area length of 6.3 m. Such a length exceeds the length outlined in the Standard and is therefore considered adequate.

Vehicle access to the site will be provided via a 6.0 m wide two-way crossover on The Parade. All redundant crossovers will be closed and reinstated as Council-standard upright kerb. The access point will accommodate two-way

movements with entering vehicles able to be driven past another vehicle stored waiting to exit the site. All vehicles will be able to enter and exit the site in a forward direction.

As part of the development, it is proposed to relocate 'Stop 6 The Parade – South side' (i.e. the bus stop directly in front of the site) approximately 13.5 m to the west. This is due to the bus stop's existing location directly in front of the primary building access, and existing proximity to the proposed building façade (the existing bus stop shelter is located close to the site boundary due to the presence of a street tree). The new bus stop would be constructed as per the requirements of DIT's standard drawing for "*Typical Bus Shelter & Bus Pad – General Details*" (drawing no. S-7470), resulting in the bus stop being positioned closer to the kerb and establishing a compliant and unobstructed pedestrian pathway behind the shelter. The changes to the bus stop location will not impact upon existing on-street parking provisions (i.e. at least one parking space will be retained between the site's proposed access driveway and the intersection of The Parade with Sydenham Street).

3.3 REFUSE COLLECTION

Refuse collection will be undertaken on-site via private contractor. Associated vehicle movements to/from the will be undertaken in a forward direction.

In order to enable such vehicles to turn around on-site, a part time parking restriction will be imposed on two easternmost parking spaces within the site's rear parking area. This will enable a 10 m long rigid vehicle to undertake a three-point turn to access the site's dedicated loading bay. It is anticipated that such movements would be undertaken outside of peak periods (or opening hours).

Appendix B illustrates the turn path for a 10 m rigid vehicle to enter and exit the site in a forward direction.

4. PARKING ASSESSMENT

4.1 CAR PARKING

The Planning and Design Code identifies the following parking requirements relevant to the proposed development:

- Residential Flat Building
  - two-bedroom dwelling – 1 space per dwelling;
  - three-bedroom dwelling – 2 spaces per dwelling;
  - visitor parking – 0.33 spaces per dwelling; and
- Non-residential development excluding tourist accommodation

- 3 spaces per 100 m^2 of gross leasable floor area.

Based upon the above rates, the proposed development will have a theoretical requirement of 58 parking spaces. Given that 64 parking spaces will be provided for the site, the parking requirements of the Planning and Design Code are satisfied.

It should be highlighted that the site's basement parking area will be available for use by staff, residents and visitors associated with residents. The at-grade parking area will be available for use by customers to the ground floor tenancies. Resident visitors will be able to access the basement via intercom and remote (apartment) door control. Residents and staff will be provided with a garage remote or similar.

4.2 BICYCLE PARKING

The Planning and Design Code identifies the following bicycle parking requirements relevant to the proposed development:

- Residential component of a multi-storey building
  - 1 space for every 4 dwellings for residents;
  - 1 space for every 10 dwellings for visitors;
- Office
  - 1 space for every 200 m^2 of gross leasable floor area plus 2 spaces;
  - 1 space for per 1000 m^2 of gross leasable floor area for visitors;
- Shop
  - 1 space for every 300 m^2 of gross leasable floor area; and
  - 1 space for every 600 m^2 of gross leasable floor area for customers.

Based upon the above rates, the proposed development will have a theoretical requirement of 12 bicycle parking spaces. Given that 12 spaces will be provided for the site, the bicycle parking requirements of the Planning and Design Code are satisfied. It is also common for residents to store bicycles within the apartment (particularly for high-end bicycles). Such an arrangement would further increase bicycle parking availability within the site.

5. TRAFFIC ASSESSMENT

The RTA's "Guide to Traffic Generating Developments" (the RTA Guide), and its subsequent updates, are documents commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses. The following peak hour trip generation rates have been applied to the proposal:

- Medium density residential dwellings
  - 0.39 am and 0.37 pm peak hour trips per dwelling;
- Office
  - 1.69 am and 1.20 pm peak hour trips per 100 m^2 of gross floor area.
- Retail
  - 1.78 am and 3.71 pm (network) peak hour trips per 100 m^2 of gross floor area; and

On the basis of the proposed development yields, the proposal is forecast to generate in the order of 19 am and 24 pm peak hour trips. For the purposes of this assessment, the following assumptions have been adopted:

- 30% of movements associated with the residential dwellings will be to the site and 70% from the site in the am (and vice versa for the pm);
- 80% of movements associated with the office will be to the site and 20% from the site in the am (and vice versa for the pm);
- 50% of movements associated with retail will be to the site and 50% from the site in the am and pm; and
- 100% of movements to the site will be via The Parade from the east and from the site to the west.

Figure 2 illustrates the forecast am and (pm) peak hour movements at the access point.

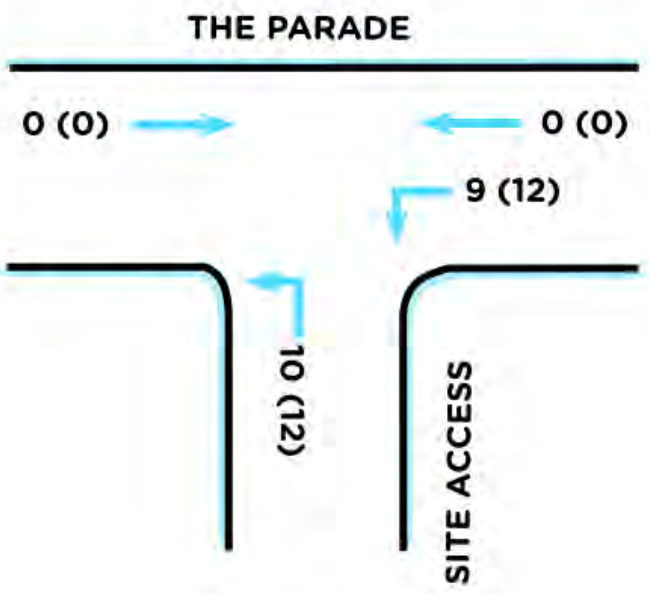


Figure 2 - Forecast am and (pm) peak hour movements at the access point

As illustrated in Figure 2, the forecast peak hour movements are relatively low. All vehicle movements to/from the site will be via the site's access on The Parade, with only left-in and left-out movements undertaken. These movements are typically associated with low delays and have a high capacity as the movements are only required to give way to traffic in one direction of traffic when turning left from the subject site. Left-in movements are a priority movement (other than giving way to pedestrians and cyclists) and would have a low impact on westbound movements on The Parade.

Based on the above, it is considered that vehicle movements generated by the proposed mixed-use development will be readily accommodated on the adjacent road network with minimal impact upon its operation.

6. SUMMARY

The proposal comprises the construction of a mixed-use development with associated access and parking provisions. Vehicle access to the site will be provided via 6.0 m wide two-way access point on The Parade. The site has been designed such that all movements can enter and exit in a forward direction.

A total of 64 parking spaces and 12 bicycle spaces will be provided on-site. Such a provision will satisfy the parking requirements of the Planning and Design Code. The parking areas will be provided in accordance with the relevant Australian Standard.

The proposal is forecast to generate in the order of 19 am and 24 pm peak hour trips. Such movements will be readily accommodated at the proposed site access and on the adjacent road network.

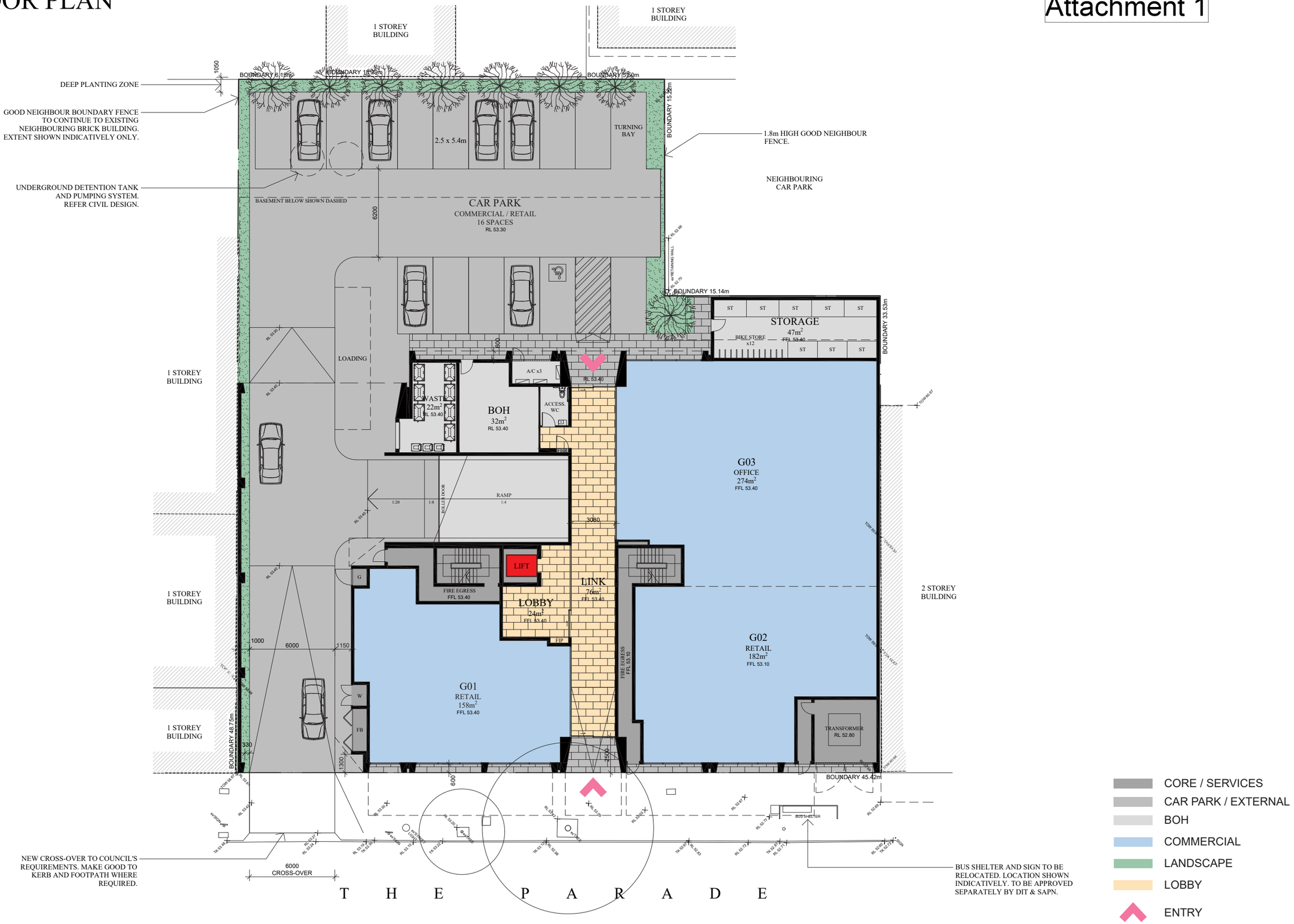
APPENDIX A

SITE PLANS PREPARED BY ENZO CAROSCIO ARCHITECTURE

GROUND FLOOR PLAN

GFA = 1,060m^2
NSA = 614m^2
16 car spaces

Attachment 1



ENZO CAROSCIO ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
GROUND FLOOR PLAN

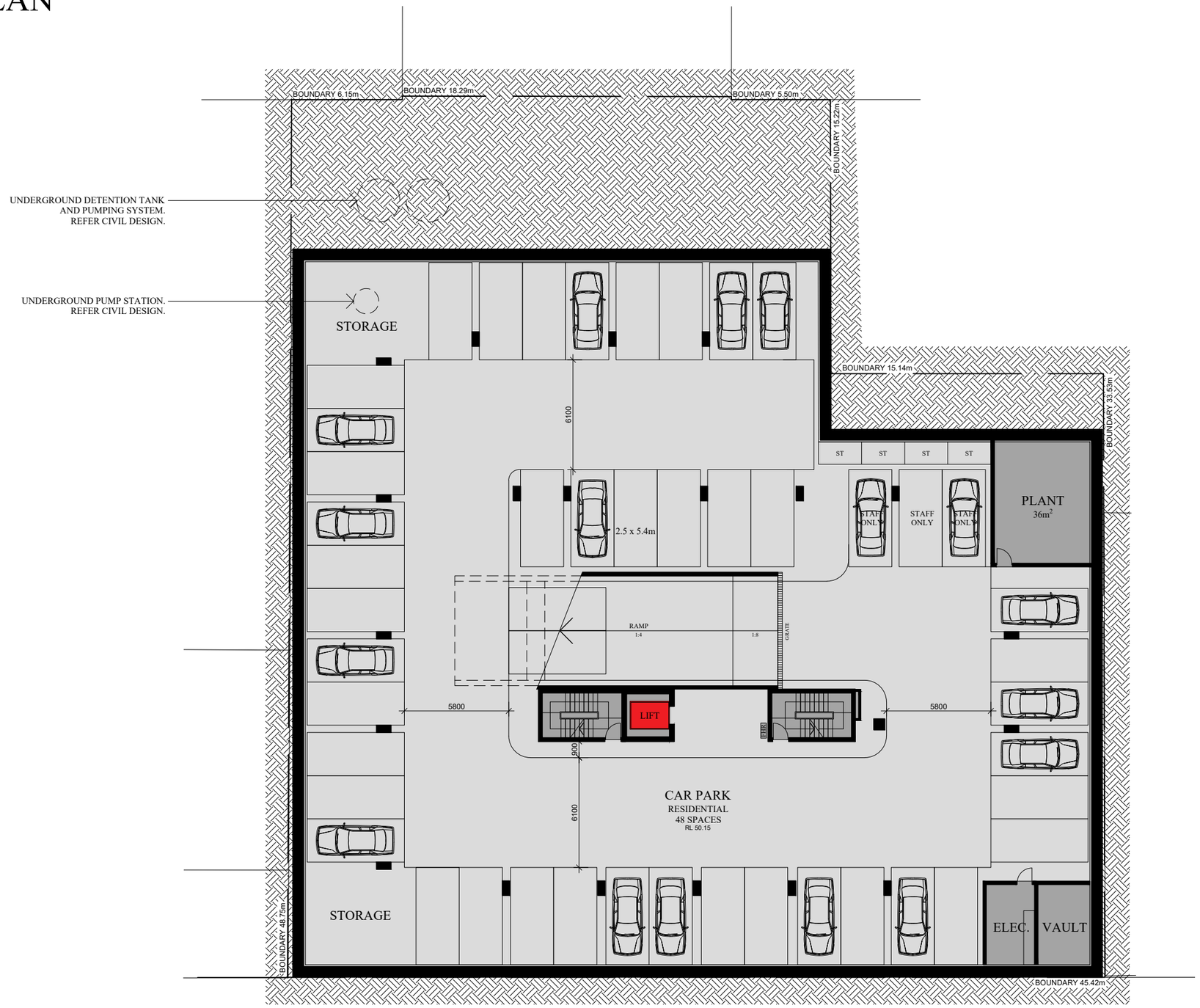
PROJECT NO. 24012
DATE 27.06.2025
DRAWING NO. A2.00
SCALE 1:250 @ A3
REVISION [A1]

0 1 2.5 5 12.5m

BASEMENT PLAN

GFA = 1669m^2
47 car spaces (35.5m^2/car)

Attachment 1



CORE
CAR PARK / BOH

T H E P A R A D E

ENZO CAROSCIO ARCHITECTURE

ENZO CAROSCIO
ARCHITECTURE
70 Halifax Street
Adelaide SA 5000
T. +61 8 8155 6063
enzocaroscio.com

CLIENT
52 The Parade Pty Ltd

PROJECT
52TP_NORWOOD
52 THE PARADE, NORWOOD, SA.

DRAWING
BASEMENT PLAN

PROJECT NO.
24012

DATE
27.06.2025

DRAWING NO.
A2.01

SCALE
1:250 @ A3

REVISION
[A1]

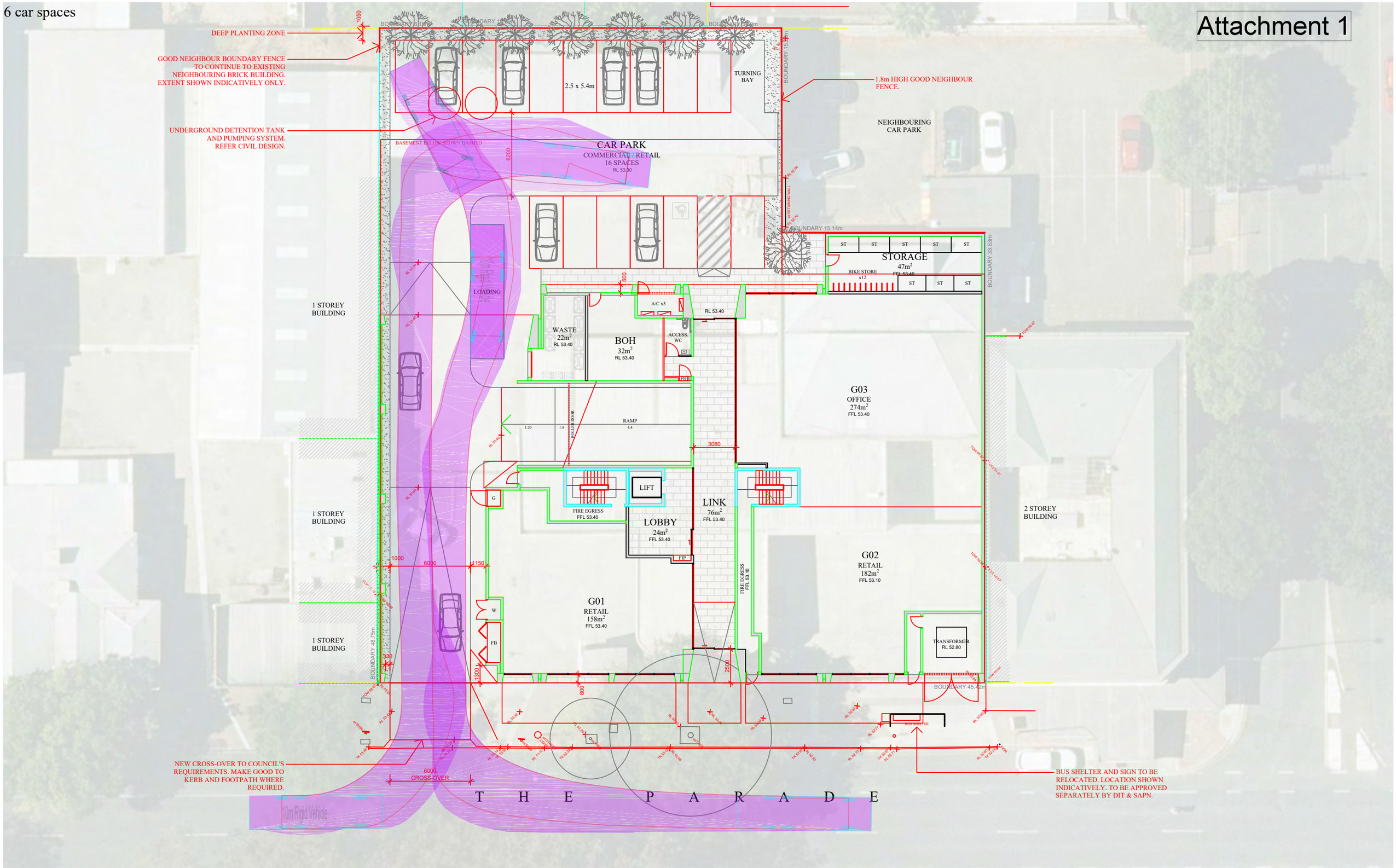
0 1 2.5 5 12.5m

APPENDIX B

PLANS PREPARED CIRQA

6 car spaces

Attachment 1



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VER	DATE	DESCRIPTION	DWN	CHK
A	16/06/2025	FOR REVIEW	TJL	TAW
B	26/06/2025	FOR REVIEW	TJL	TAW
C	03/07/2025	FOR SUBMISSION	TJL	TAW

C25257_01C.DWG 7/7/2025 10:23 AM

N
1:250
@ A3

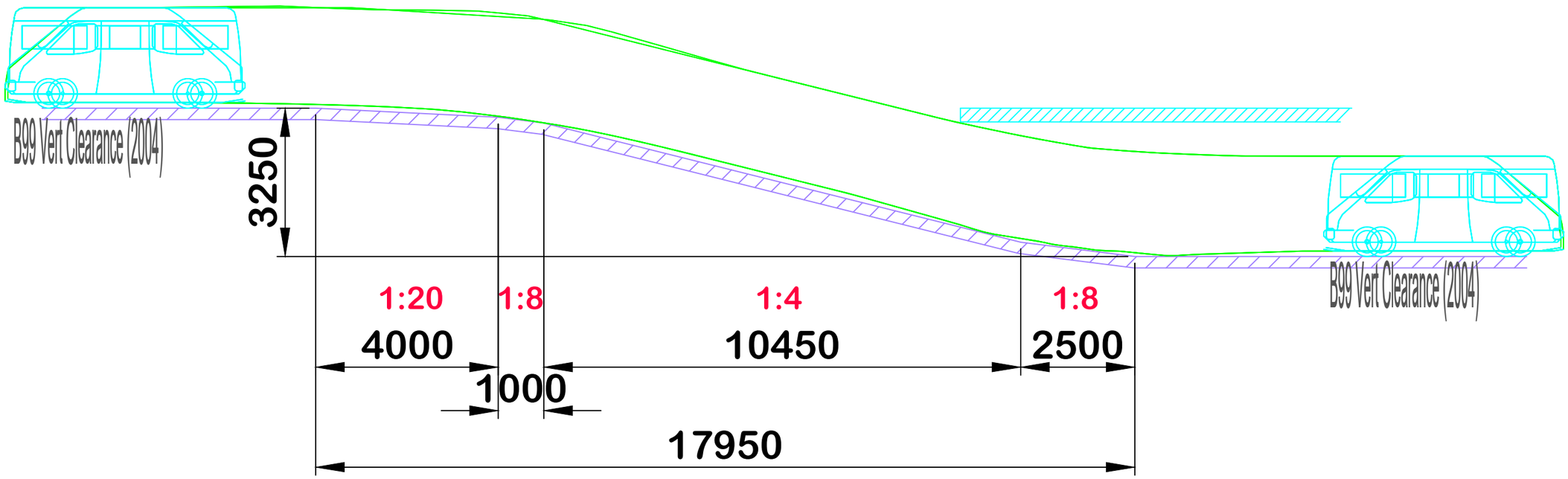
PROPOSED MIXED USE DEVELOPMENT

52 THE PARADE, NORWOOD

TURN PATH ASSESSMENT - 10 m RIGID VEHICLE

PROJECT # ..... SHEET # 01_SH01

Attachment 1



RAMP CROSS SECTION

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C	03/07/2025	FOR SUBMISSION	TJL	TAW

C25257_01C.DWG 3/7/2025 9:43 AM

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1:100
@ A3

PROPOSED MIXED USE DEVELOPMENT

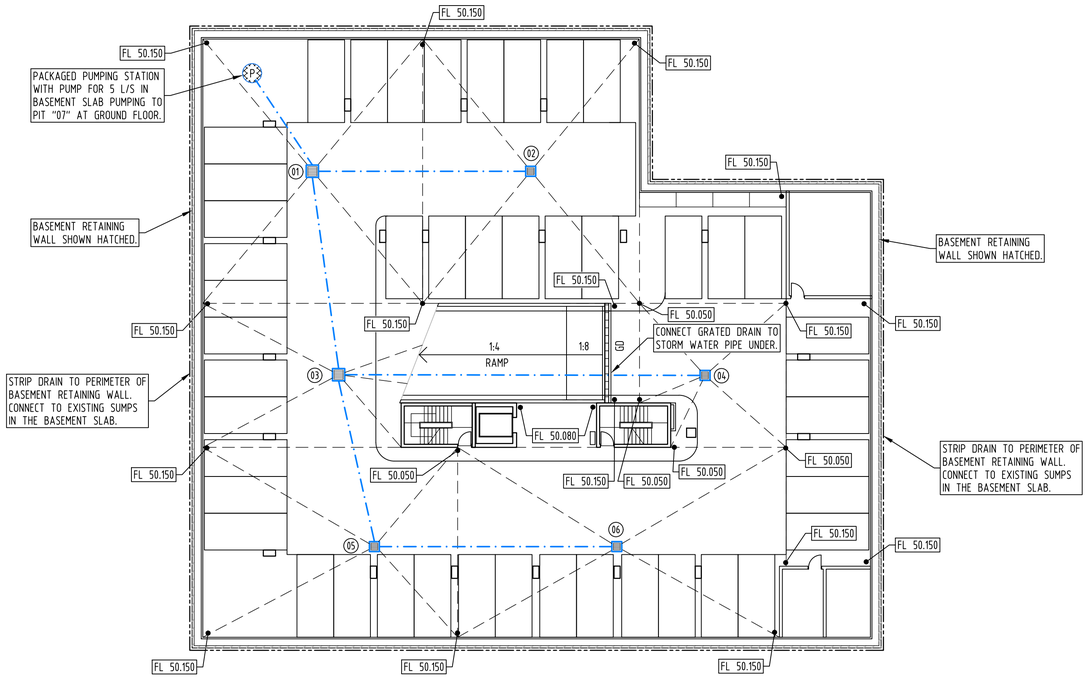
52 THE PARADE, NORWOOD
RAMP CROSS SECTION

PROJECT # ..... SHEET # 01_SH03

FUTURE URBAN

APPENDIX 4. CIVIL AND STORMWATER

Attachment 1



BASEMENT PLAN
1:200

PIT SCHEDULE							
PIT No	RL TOP	TYPE	SIZE	IL IN	IL OUT	COVER	
						CLASS	TYPE
01	50.050	GIP	600 x 600	49.100	49.100	D	GRATE
02	49.950	GIP	450 x 450	49.500	49.500	D	GRATE
03	50.000	GIP	600 x 600	49.250	49.250	D	GRATE
04	50.000	GIP	450 x 450	49.550	49.550	D	GRATE
05	50.000	GIP	450 x 450	49.400	49.400	D	GRATE
06	50.050	GIP	450 x 450	49.600	49.600	D	GRATE
07	53.200	GIP	600 x 600	52.350	52.350	D	GRATE
08	53.200	GIP	600 x 600	52.500	52.500	D	GRATE
09	53.400	JB	450 x 450	52.800	52.800	D	COVER
10	53.400	GIP	300 x 600	52.750	52.750	B	GRATE

LEGEND

- 99.89 — DESIGN LEVEL
- T.K. — TOP OF KERB.
- W.T. — WATER TABLE.
- P. — PAVEMENT.
- C.L. — COVER LEVEL
- I.L. — INVERT LEVEL
- F.F.L. — FINISHED FLOOR LEVEL
- FDP — FLYING DOWN PIPE (SEALED)
- STORM WATER PIPE
- SS — STORM WATER PIPE (SEALED)
- PM — PUMPING MAIN, AS PER SUMP PUMP SPEC.
- UW — UP-STAND WALL
- EXISTING DOUBLE SIDE ENTRY PIT
- (JB) 450SQ. JUNCTION BOX
- (GS) 450SQ. GRATED SUMP
- (GS) 300 x 600 GRATED SUMP
- (GS) 600SQ. GRATED SUMP

INSTALL SPEL STORMSACKS INTO EACH GRATED SUMP EXCEPT "10".

- DT/PS — DETENTION TANK / PUMPING STATION RI INDUSTRIES (13640L) Ø2.87M X 2.44M
- DT — RI INDUSTRIES (13640L) Ø2.87M X 2.44M
- PS — PACKAGED PUMPING STATION
- GD — GRATED DRAIN
- VEHICULAR CONCRETE PAVEMENT

NOTES:

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No	REVISION	DRAWN	CHE'KD	DATE
PC	PLANNING ISSUE AMENDED	JDH	--	02.07.25
PB	PLANNING ISSUE AMENDED	JDH	--	02.07.25
PA	PLANNING ISSUE	JDH	--	27.06.25

PROJECT
52 THE PARADE NORWOOD
MIXED USE DEVELOPMENT
52 THE PARADE NORWOOD SA

DRAWING TITLE
CIVIL WORKS - BASEMENT

Civil, Geotechnical, Environmental, Structural, Mechanical, Electrical, Fire, Hydraulics, Forensic, Construction Assist, Vertical Transport
Adelaide Office: 08 8238 4100
Melbourne Office: 08 8238 4115
Riverland Office: 08 8582 3970
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DATE JUNE 2025
ENGINEER JDH
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2506026-C1/PC

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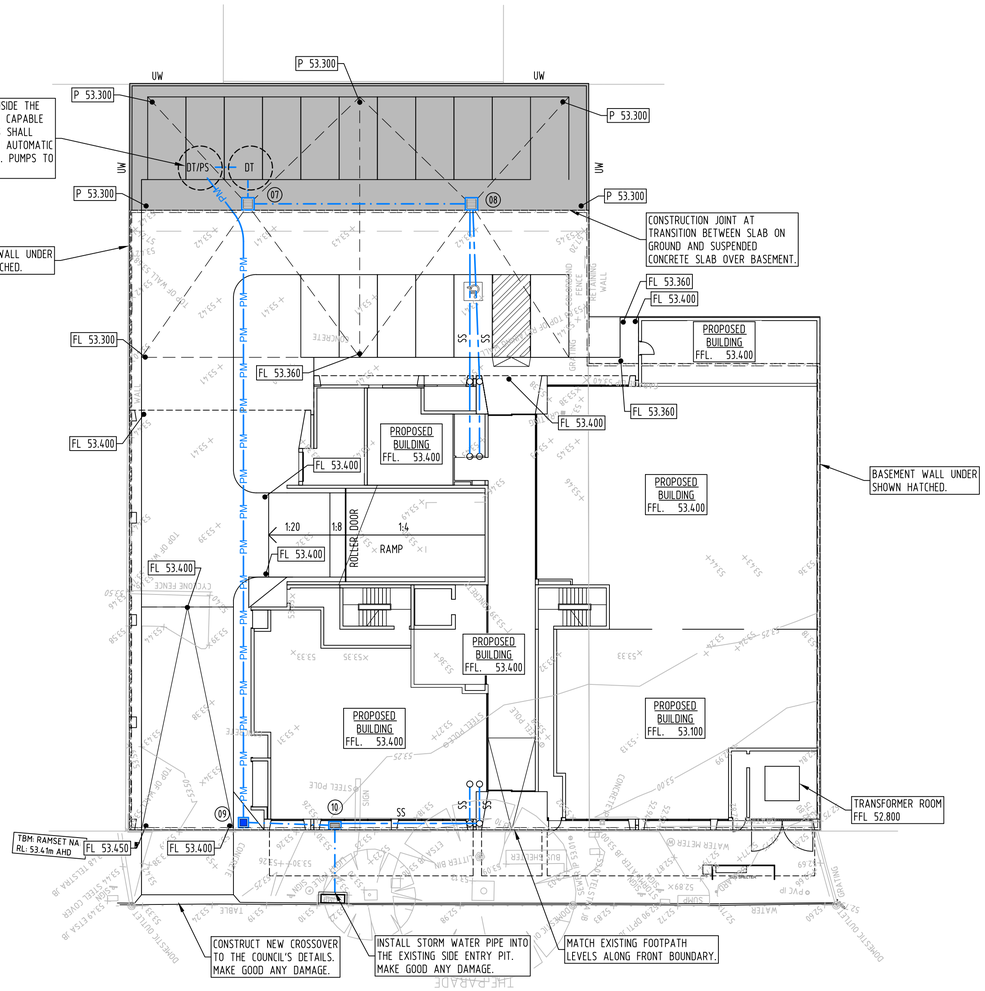
Attachment 1



GROUND FLOOR PLAN
1:200

PIT SCHEDULE

PIT No	RL TOP	TYPE	SIZE	IL IN	IL OUT	COVER	
						CLASS	TYPE
01	50.050	GIP	600 x 600	49.100	49.100	D	GRATE
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03	50.000	GIP	600 x 600	49.250	49.250	D	GRATE
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05	50.000	GIP	450 x 450	49.400	49.400	D	GRATE
06	50.050	GIP	450 x 450	49.600	49.600	D	GRATE
07	53.200	GIP	600 x 600	52.350	52.350	D	GRATE
08	53.200	GIP	600 x 600	52.500	52.500	D	GRATE
09	53.400	JB	450 x 450	52.800	52.800	D	COVER
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PC	PLANNING ISSUE AMENDED	JDH	--	02.07.25
PB	PLANNING ISSUE AMENDED	JDH	--	02.07.25
PA	PLANNING ISSUE	JDH	--	27.06.25

PROJECT
52 THE PARADE NORWOOD
MIXED USE DEVELOPMENT
52 THE PARADE NORWOOD SA

DRAWING TITLE
CIVIL WORKS - GROUND FLOOR

Civil, Geotechnical, Environmental, Structural, Mechanical, Electrical, Fire, Hydraulics, Forensic, Construction Assist, Vertical Transport
Adelaide Office: 08 8238 4100
Melbourne Office: 08 8238 4115
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DATE: JUNE 2025
ENGINEER: JDH
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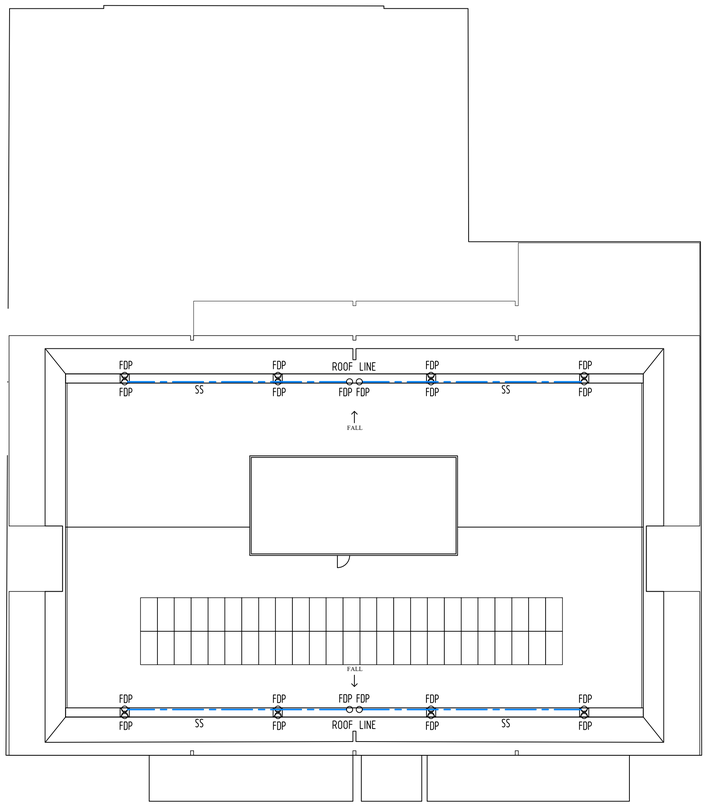
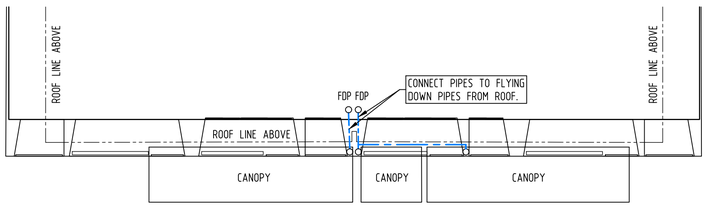
Attachment 1



ROOF PLAN
1:200



LEVEL 1 CANOPIES PLAN
1:200

LEGEND

99.89	DESIGN LEVEL
T.K.	TOP OF KERB.
W.T.	WATER TABLE.
P.	PAVEMENT.
C.L.	COVER LEVEL
I.L.	INVERT LEVEL
F.F.L.	FINISHED FLOOR LEVEL
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	STORM WATER PIPE
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UW	UP-STAND WALL
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PROJECT
52 THE PARADE NORWOOD
MIXED USE DEVELOPMENT
52 THE PARADE NORWOOD SA

DRAWING TITLE
CIVIL WORKS - ROOF AND LEVEL 1 CANOPIES

Civil
Geotechnical
Environmental
Structural
Mechanical
Electrical
Fire
Hydraulics
Forensic
Construction Assist
Vertical Transport

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Melbourne Office: 08 8238 4115
Riverland Office: 08 8582 3970
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DATE JUNE 2025
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DRAWING No.
2506026-C3/PC

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TMK Consulting Engineers
Level 6 100 Pirie Street Adelaide SA 5000
Civil • Environmental • Structural
Geotechnical • Mechanical • Electrical
Fire • Green ESD • Lifts • Hydraulics
Tel: 08 8238 4100 • Fax: 08 8410 1405
Email: tmksa@tmkeng.com.au

STORMWATER CALCULATIONS (SWC-B)

Client:	ENZO CAROSCIO	**Job Number:**	2506026
Project:	52 The Parade Norwood Mixed Use Development	**Date:**	02/07/2025
Site:	52 The Parade Norwood SA		

ATTACHMENTS:

SW1 – SW3 - Stormwater Calculations, 'Critical Storm' Duration

DESIGN:

The allotment is approximately 1994m^2 with the total pre-development discharge from a 20% AEP of 36.2.L/s.
The storm water runoff from the southern side of the roof of the proposed building will be discharged to grated pit "08".
The storm water runoff from the northern side of the roof of the proposed building will be discharged to grated pit "10"
The storm water runoff from the ground floor car parking area will be captured in the grated sumps and discharge into the underground detention tanks.
Any water captured in the basement will drain to the packaged pumping station and be pumped to the grated sump "07" at ground floor level and discharge to the detention tanks and then pumped to junction box "09" then gravitate to sump "10" to be discharged to the existing side entry pit.
Al storm water in the detention tanks is considered detained.
The storm water from the northern side of the roof is considered un-detained.
The attached storm water calculations have considered the detained and un-detained discharge to ensure that the storm water flow from the site is no greater than the pre-developed flow rate.
The storm water quality from the basement and ground floor car parking areas will be improved by installing SPEL Stormsacks in all the grated sumps except sump "10".

PRE-CHECK DISCHARGE FLOW RATE				
EVENT		PRE	TOTAL	FLOW RATE
20	% AEP	36.2	20.2	**Flow rate satisfies**
1	% AEP	36.2	36.2	**Flow rate satisfies**

Note: our discharge flow rate of 36.2 L/s is not more than the pre-developed rate.
We will not be increasing the storm water flow leaving the site.

Total Detention Volume

Required Detention Volume: 25,764 L
Proposed Detention Volume: 26,000 L

GENERAL NOTES:

1. These calculations are to be read in conjunction with the relevant associated Drawings, Footing Construction Report, Civil Drawings and / or details.

2. All work is to comply with relevant SAA Standards and Guides.

AS 2200:	*Design charts for water supply and sewerage*
AS/NZS 3500:	*Plumbing and drainage*
AS 3798:	*Guidelines on earthworks for commercial and residential developments*
AS 4000: and AS 2124:	*General conditions of contract*

ARRB Special Report 35: Subsurface drainage of road structures
Australian Rainfall and Run-off Volumes 1 and 2: A guide to flood estimation
Austroads 2008 – Guide to pavement technology
NAASRA 1987 – Pavement design
Storm drainage design in small urban catchments: A handbook for Australian practice
Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormwater
Water Services Association of Australia Code (WSAA).

For and on behalf of
TMK Consulting Engineers

JOHN HOLMES - SENIOR CIVIL DESIGNER

JOB NUMBER: 2506026
DATE: 30/06/2025
PAGE: SW1
DESIGN: JDH

STORMWATER CALCULATIONS - DETENTION VOLUMES

MINOR STORM EVENT 20 % AEP

MAJOR STORM EVENT 1 % AEP

PRE-DEVELOPMENT:

1. CATCHMENT DETAILS

	Coefficient	Area (m^2)	Area (%)
Roof:	0.90	710	36
Paving:	0.75	1284	64
Landscaping:	0.30	0	0
Total Pre-Dev	**0.80**	**1994**	**100**

2. PRE-DEVELOPMENT SITE DISCHARGE

Design Storm Event	20	% AEP
Time of Concentration	5 min	
Run-off Coefficient (C)	0.80	
Rainfall Intensity	81.50	mm/hr
Catchment Area	1994	m^2
Allowable Discharge	**36.27**	**L/sec**

POST-DEVELOPMENT:

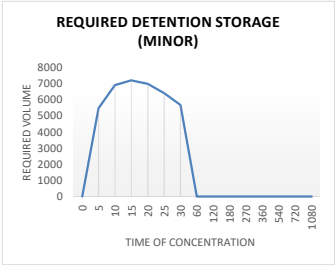
Proposed Detained:	Coefficient	Area (m^2)	Area (%)
Roof:	0.90	676	34
Paving:	0.75	643	32
Landscaping:	0.30	0	0
	0.83	**1319**	**66**

Proposed Undetained:	Coefficient	Area (m^2)	Area (%)
Roof:	0.90	675	34
Paving:	0.75	0	0
Landscaping:	0.30	0	0
	0.90	**675**	34
Total Post-Dev	**0.85**	**1994**	**100**

3. REQUIRED DETENTION STORAGE - 20% AEP (MINOR STORM EVENT)

Design Storm Event	**20**	% AEP
Catchment Area to Detention	**1319**	m^2
Run-off Coefficient (Detained Areas)	**0.83**	
Discharge	**6.50**	L/sec

Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	81.50	24.69	6.50	5457
10	59.30	17.97	6.50	6879
15	47.80	14.48	6.50	7183
20	40.60	12.30	6.50	6960
25	35.50	10.76	6.50	6383
30	31.80	9.63	6.50	5641
60	20.40	6.18	6.18	0
120	12.90	3.91	3.91	0
180	9.79	2.97	2.97	0
270	7.42	2.25	2.25	0
360	6.08	1.84	1.84	0
540	4.58	1.39	1.39	0
720	3.74	1.13	1.13	0
1080	2.79	0.85	0.85	0
Critical Detention Volume (L)				**7183**



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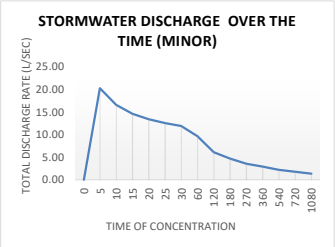
4. PROPOSED MAX DISCHARGE RATE - 20% AEP

Design Storm Event	20	% AEP
Run-off Coefficient (C) Undetained Area	0.90	
Catchment Area	675	m^2

Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Undetained Discharge (L/sec)	Detained Discharge (L/sec)	Total Discharge (L/sec)
0	0	0	0.00	0.00
5	81.50	13.75	6.50	20.25
10	59.30	10.01	6.50	16.51
15	47.80	8.07	6.50	14.57
20	40.60	6.85	6.50	13.35
25	35.50	5.99	6.50	12.49
30	31.80	5.37	6.50	11.87
60	20.40	3.44	6.18	9.62
120	12.90	2.18	3.91	6.09
180	9.79	1.65	2.97	4.62
270	7.42	1.25	2.25	3.50
360	6.08	1.03	1.84	2.87
540	4.58	0.77	1.39	2.16
720	3.74	0.63	1.13	1.76
1080	2.79	0.47	0.85	1.32
Max Discharge Rate Minor Storm Event				**20.25**
Pre Development Flow				**36.27**
Flow rate satisfies				



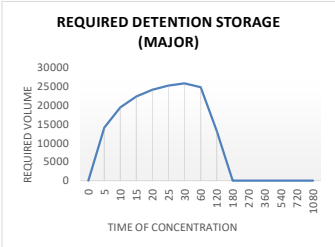
5. STORAGE SIZE AND PUMP DISCHARGE RATE - 20% AEP

Proposed Number of Detention Storage	1	
Detention Storage Required (Total)	7183	L
Detention Storage Required (Per Tank)	7183	L
Pump discharge rate	6.50	L/sec

6. REQUIRED DETENTION STORAGE - 1% AEP (MAJOR STORM EVENT)

Design Storm Event	**1**	% AEP
Catchment Area to Detention	**1319**	m^2
Run-off Coefficient (Detained Areas)	**0.83**	
Discharge	**6.50**	L/sec

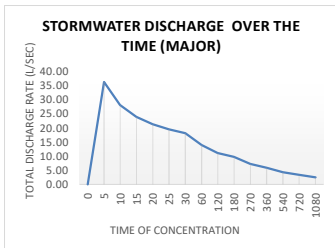
Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	176.00	53.32	6.50	14046
10	128.00	38.78	6.50	19367
15	103.00	31.20	6.50	22234
20	87.60	26.54	6.50	24047
25	76.80	23.27	6.50	25151
30	68.70	20.81	6.50	25764
60	44.10	13.36	6.50	24698
120	27.50	8.33	6.50	13186
180	20.70	6.27	6.27	0
270	15.40	4.67	4.67	0
360	12.50	3.79	3.79	0
540	9.19	2.78	2.78	0
720	7.36	2.23	2.23	0
1080	5.35	1.62	1.62	0
Critical Detention Volume (L)				**25764**



7. PROPOSED MAX DISCHARGE RATE - 1% AEP

Design Storm Event	1	% AEP
Run-off Coefficient (C) Undetained Area	0.90	
Catchment Area	675	m^2

Time of Concentration (mins)	Rainfall Intesity (mm/hr)	Undetained Discharge (L/sec)	Detained Discharge (L/sec)	Total Discharge (L/sec)
0	0	0	0.00	0.00
5	176.00	29.70	6.50	36.20
10	128.00	21.60	6.50	28.10
15	103.00	17.38	6.50	23.88
20	87.60	14.78	6.50	21.28
25	76.80	12.96	6.50	19.46
30	68.70	11.59	6.50	18.09
60	44.10	7.44	6.50	13.94
120	27.50	4.64	6.50	11.14
180	20.70	3.49	6.27	9.76
270	15.40	2.60	4.67	7.26
360	12.50	2.11	3.79	5.90
540	9.19	1.55	2.78	4.33
720	7.36	1.24	2.23	3.47
1080	5.35	0.90	1.62	2.52
Max Discharge Rate				**36.20**
Pre Development Flow				**36.27**
Flow rate satisfies				



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8. STORAGE SIZE AND PUMP DISCHARGE RATE - 1% AEP

Proposed Number of Detention Storage	1	
Detention Storage Required (Total)	25764	L
Detention Storage Required (Per Tank)	25764	L
Pump Discharge Rate	6.50	L/sec

9. OVERSIZED PIPE STORAGE VOLUME IF APPLICABLE

Pipe Diameter	0	mm
Pipe Length	0	m
EFFECTIVE VOLUME:	**0**	**L**

10. ABOVE GROUND DETENTION BASIN VOLUMES IF APPLICABLE

BASIN 1

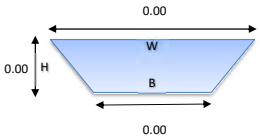
Area	0	m^2
Depth	0	m
BASIN VOLUME =	**0**	**L**

BASIN 2

Area	0	m^2
Depth	0	m
BASIN VOLUME =	**0**	**L**

11. SWALE VOLUMES IF APPLICABLE

Wide (W)	0.00	**m**
Base (B)	0.00	**m**
Height (H)	0.00	**m**
Length	0.00	**m**
SWALE VOLUME =	**0**	**L**



Total Basin Volume	0	**L**
Rainwater Tank	0	**L**
Total Swale volume	0	
Total Storage	26000	**L**
Total Storage Required	25764	**L**

(only tank volume not including oversized pipes ie. RI industries etc)

Therefore,
Total storage volume required has been achieved.

APPENDIX 5. DETAILED SITE INVESTIGATION REPORT

TMK Consulting Engineers

Adelaide | Melbourne | Riverland

2206154SRP
28th March 2024

SITE REMEDIATION PLAN (SRP) –

SRP – Site Remediation Plan (EMP)

52 The Parade, Norwood, South Australia

Prepared for

Erasmo Cutillo

Our Ref: 2206154SRP
28th March 2024

Erasmo Cutillo

ATTENTION: **Erasmo Cutillo** Email: jessie@internationalceramics.com.au

Dear Erasmo,

RE: **Site Remediation Plan (SRP)**
52 The Parade Norwood, SA

TMK Consulting Engineers is pleased to present this Site Remediation Plan (SRP), which has been generated as outlined within the SA EPA GAR 2019 document (item 9.3 within GAR).

If you require further information or clarification regarding this report, please do not hesitate to contact the undersigned.

For and on behalf of
TMK Consulting Engineers

John Weber

JOHN WEBER
Senior Scientist / Senior Associate

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Figure 2 Site Plan

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Figure 4a Soil Classifications with Hotspots Removed.

Appendix B Figure 5 Groundwater Well Locations and Listed Exceedances.

Figure 5a Calculated Groundwater Flow – Contours

Appendix C Figure 6 Locations and Listing of Reported Soil Vapour Values.

Appendix D Soil Volumes for Validation

Figures Showing Soil EPA Classification by Layer

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Figure 7c Fill Layer 0.75 – 1.0mBGL

Figure 7d Fill Layer 1.0 – 1.2mBGL

Figure 7e Fill Layer 1.2 – 1.5mBGL

Appendix E CSM - Point Sources

Appendix F Proposed Development Plan – Architectural Plans

1 EXECUTIVE SUMMARY

The Site Remediation Plan (SRP) is for the remediation of a former service station site at 52 The Parade, Norwood, South Australia.

At this site some historical remediation has occurred which appears to be the removal of the main underground storage tanks (USTs) and some of the above ground service station infrastructure. The historical remediation is undocumented. Validation of the former remediation will need to be included as part of the SRP.

This Site Remediation Plan (SRP) is proposed based on the data held for the site and the understanding that the site will be completely utilised for mixed use which will consist of upper floor residential occupancy with a basement car park area. The site was previously used as a service station and motor vehicle repair along with other historical commercial and retail use(s).

The previous investigations have identified that the majority of the contamination is associated with fill materials across the site. Widespread hydrocarbon contamination typical of service station sites has not been identified to date yet further hydrocarbon contamination is expected to be encountered during remediation works.

The objective of the site works is to make the site suitable for proposed mixed land use with commercial use (ASC NEPM HIL D) at basement level. Further to ensure no ongoing leachate risk to groundwater (should impacted soil(s) remain on-site). The investigations undertaken for this SRP are to confirm the nature and extent of soil impacts via visual and analytical sampling as needed during excavation and infrastructure removal. Including, though not limited to, underground storage tanks (USTs), bowser upstands, service pits and buried bitumen.

While soil, soil vapour and groundwater has been investigated across this site as part of the detailed site investigations (DSIs), only soil is proposed to be removed from site as part of the proposed redevelopment plan. With the proposed redevelopment having basement car park, significant amounts of the site's soil will be required to leave site. It is proposed that the excavation depth will be approximately three (3) metres in depth across much of the site.

Due to the proposed basement car park area, backfilling to current levels will not be carried out and removal of soil at this site satisfies two conditions, first it fulfils a large part of the remediation of the site, through the removal of soil containing CoPC, while the removal of non-contaminated soil identified across the site generates a void large enough to install the proposed basement car park area. Furthermore, specifically identified contaminated material which contains the likes of ash and cinders could be retained on site, beneath the permanent hardstand, subject to auditor approval provided it is determined to not be an added risk to human health and / or the environment.

The site's soil has been preliminary classified as outlined by the SA EPA. Based on the values held for this site, this SRP has been generated in terms of significant off-site disposal to satisfy both a remediation outcome as well as a development outcome. The SRP does have the capacity to potential utilise non-impacted soil (i.e., soil classified as waste soil) at non landfill sites, if material satisfies the SA EPA's guidelines, presented within the SA EPAs Waste Derived Fill document.

Additional information, yet to be generated for the SRP, will be for identified hotspots that include locations associated with an abandoned waste oil underground storage tank, an abandoned oil separation tank, as well as areas associated with filled-in service pits.

Soil vapour and groundwater investigations have not identified any chemical contamination that precludes the development of the site for its proposed use and therefore do not require remediation. As detailed through the SRP, other additional information will include additional groundwater data as well as soil observations which will be used to generate future data pertaining to possible soil vapour investigations.

Based on the data generated and the proposed development plan limited information pertaining to remediation options assessment (ROA) is supplied within this SRP.

2 INTRODUCTION

TMK Consulting Engineers (TMK) has completed a Detailed Site Investigation (DSI) for this site, as part of a site Audit investigation, with the nominated SA EPA accredited Auditor being Jean-Paul Pearce. Within the SA EPA audit process, it has been confirmed that soil has been impacted through previous site usage. This usage has consisted of higher risk activities, such as being utilised as a service station and mechanical garage.

While an unknown number of underground storage tanks (USTs) were on site to support the site's previous activities (i.e. service station), the site's USTs, although undocumented, all but one (1) UST appear to have been removed with those voided areas being backfilled. Currently, the one (1) UST. known on site, is assumed to be associated with used motor oil storage.

It is well known that groundwater impacts are common at historical Service Station sites, particularly due to the association with fuel storage and fill importation. However, the groundwater sampling event did not identify any volatile chemicals in exceedance of the adopted site criteria (described below). Some elevated metals and nitrogen were reported. With historic USTs being on site, detrimental groundwater impacts are often associated with these structures (activities), while the groundwater investigation has resulted in limited parameters being elevated, with one (1) location returning a reportable value for the ASC NEPM 2013, F2 fraction for organics (e.g., CoPC from PHCs = C_{10}–C_{16} fraction) other parameters of concern were limited and are presented within the site's DSI (previously generated document). Viewing this groundwater information, it has been concluded that an additional groundwater sampling event would be required to satisfy the audit process prior to any remediation program being caried out, to ensure the groundwater within this site is fully characterised. It is important to note that no F1 fractions of hydrocarbons was reported for this site, nor any TCE was reported to be above NATA accredited laboratories level of reporting (<LOR).

As with groundwater, soil vapour is also typically impacted due to activities carried out within a service station. Based on this knowledge, soil vapour was investigated at this site and while low positive detection values have been reported for various CoPC, all reported values were below any accepted ASC NEPM (2013) human health guideline for the proposed land use, therefore, results are considered to be sampling 'noise'. Holding this information, once again, in order to satisfy the Audit program, additional information will be required to be collected through this proposed remediation program, the additional collection of information may be limited to visual, and field collected data.

In accordance with the SA EPA's GAR (2019) the generation of a Site Remediation Plan (SRP) is to follow the site's Detail Site Investigation (DSI) once both the CoPC are understood through nature and extent as well as the proposed land use is determined.

For this site, CoPC have been identified and the approximate nature and extent within the site are understood with further defining of the site's soils as part of the proposed SRP work for this site. The proposed work is based on the proposed land use, consisting of mixed land use which would include lower level shops with residential land use, all above a proposed basement (i.e. under croft) car park area.

This SRP is generated with the current understanding of the site's soil, soil vapour and groundwater conditions against the backdrop of the proposed mixed-use redevelopment with proposed basement (under croft) car park.

2.1 What is an SRP

An SRP is a document that can be referred to by all stakeholders that documents how remediation works will be undertaken, as well as the environmental management protocols that will be implemented for the duration of the works.

In accordance with the SA EPA GAR (2019) document it is recommended that a site remediation plan (SRP) be developed which documents the remediation option(s) that will be implemented to achieve the remediation goals and objectives for the site. The SRP should detail procedures and plans to reduce human health and environmental risks to acceptable levels for the proposed land use or for the environmental values of the affected water.

While the SRP typically follows the remediation options assessment (ROA) in that the options considered to be off-site disposal or on-site retention reuse. Within the ROA little information is generated for that due to the fact that the site is proposed to be developed for a specific purpose and that action will require that approximately 3 metre of soil material will be required to be removed from across this entire site in order to generate the under croft parking area, therefore the remediation program is rolled into the redevelopment program for this site.

The SRP provides:

1. A summary of relevant environmental assessment works and a description of the nature and extent of site contamination.
2. Technical specifications for the handling, record keeping, transportation and management of impacted soils, including the remediation and validation actions required.
3. Environmental management guidance so that remediation works do not impact on site workers, the public and the environment.

4. Roles and responsibilities for the implementation of the SRP.

The SRP is to be used by the Site Owner and any third party involved with the site during the remediation works and should be considered a working document that will be reviewed and revised as necessary during the remediation works.

3 BACKGROUND

3.1 Site Details

The current address and legal property description details are presented in Table 1 below.

TABLE 1 SITE DETAILS

ADDRESS	52 The Parade, Norwood, South Australia
CURRENT CT REFERENCE	Volume 5078 Folio 801 Volume 5129 Folio 158
CURRENT DESCRIPTION OF LAND	Allotment 10 Filed Plan 1000060, In the Area Named Norwood, Hundred of Adelaide Allotment 22 Deposited Plan 143, In the Area Named Norwood, Hundred of Adelaide
CURRENT ZONING	Suburban/ Business
CURRENT LAND USE	Commercial
PREVIOUS (HISTORIC) LAND USE	Commercial/Service Station
APPROXIMATE SITE AREA	Approximately 1,997m^2

See Figure 1 and Figure 2 of the site.

3.2 Historical overview

It is evident that the site has been used for historic commercial activities that include historical activities such as motor vehicle repair or maintenance facility as well as operated as a service station. (The site has been involved with a number of automotive servicing businesses since the 1930s while also listed as a Coach and Carriage builder in the 1920s.)

Currently the structures on site are being utilised as a tile supplier / sales business.

3.3 Previous investigations

3.3.1 Preliminary Site Investigation – Site History Report – TMK

TMK completed a Preliminary Site Investigation (i.e., Site History, reference 2109169R1) on the 8th August 2021.

Based on the results from the site history research, the site has been used for historic commercial activities such as a motor vehicle repair or maintenance facility as well as operated as a service station. The risk to human health and / or the environment from a residential perspective would be listed as high due to the long history of higher risk activities on site.

Due to these higher risk activities being carried out on site and the proposed change of land use, which includes residential land use as part of the mixed use development, it was recommended, that in accordance with ASC NEPM (2103), the site be further investigated by carrying out a Detailed Site Investigation (DSI) which may include testing of the site's soil, soil vapour and groundwater.

3.3.2 Detailed Site Investigation (DSI) – with Passive Soil Vapour Investigation – TMK

TMK completed a Detailed Site Investigation (i.e., Detailed Site Investigation, reference 2206154R2) on the 12th of August 2022.

The grid based passive soil vapour investigation consisted of installing fifteen (15) Waterloo sampling units across the site. These units remained below ground for fourteen days prior to analysis so that reportable levels of contaminants of potential concern (CoPC) could be established.

- Detectable results but all below all land use screening criteria were recorded for the following analytes:
    - Ethylbenzene, Naphthalene, Tetrachloroethene, Toluene, (1,2,4) Trimethylbenzene, O-Xylene, m & p Xylene, Xylenes and total BTEX.

TMK conclude that no additional data would be required for this site if the site is to be used for commercial purposes within the current structures. Yet TMK would recommend that the abandoned storage systems (i.e., underground petroleum service systems – UPSS) that are still in place, are removed in accordance with applicable standards and guidelines prior to a site redevelopment that would include the removal of the current structures.

3.3.3 Detailed Site Investigation 2206154R3_DSI

It is evident that the site has been used for historic commercial activities that include historical activities such as a motor vehicle repair or maintenance facility as well as operated as a service station. (The site was involved with several automotive servicing businesses since the 1930s while also listed as a Coach and Carriage builder in the 1920s).

The risk to human health and / or the environment from a residential perspective would be listed as high due to the long history of higher risk activities on site. The SA EPA EP Regulations (2009) lists service stations as well as motor vehicle repair or maintenance as Potentially contaminating activities (Reg 50). While the SA State Planning Commission – Practice Direction 14, Site Contamination Assessment 2021 lists motor vehicle repair or maintenance as a Class 2 activity while Service Stations are listed as Class 1 activities (i.e., highest risk activities).

Following the conclusion of the DSI into the detailed soil and groundwater collection and analysis, resulted in exceedances of soil Lead (Pb), PAHs (Benzo(a)pyrene), and TRH/TPHs within the soil environment, while Nitrogen, metals (manganese and chromium), (and detections of TRH/TPHs) were reported within the site's groundwater (based on information collected for this site, groundwater has been found to exceed the NEPM GILs, nitrogen and metals impacts were identified above screening levels, but are not considered to require remediation is suitable for the purposes of this SRP.

The extent of the soil contamination impact is reached within a minimal depth of 0.25 m below ground level to maximum depth of 1.65 m below ground level across this site. It is noted that the proposed development includes the development of a basement (under croft) car park which is assumed to extend up to 3 metre across a majority of the site. Therefore, it is likely that the soils with contaminants of potential concern (CoPC) will be disposed (removed) under current SA EPA Waste Fill guidelines- therefore removing the risk of elevated soils with CoPC from future workers and residents. It is noteworthy to state that the elevated CoPC were almost exclusively reported within the site's fill soil therefore the site has shown minimal impacts to the natural soils across this site.

Specifically:

- Soil lead (Pb), was elevated within fifteen (15) primary soil samples which were above accepted HIL Residential A guideline value of 300 mg/kg with six (6) of the primary soil samples also above Site Specific EILs for residential and open public spaces guideline value of 1100 mg/kg. Five (5) primary soil samples were above HIL B guideline value of 1200 mg/kg. Four primary (4) soil samples were above HIL D values, these are the only primary samples outside HIL D guidelines across the site for all CoPC received.
- Soil benzo(a)pyrene (TEQ), was reported to be elevated at multiple locations. For HIL A, the guideline value is 3 mg/kg, for HIL B and C, the guideline value is 4 mg/kg and for HIL D, the guideline value is 40 mg/kg. Twelve (12) primary soil samples returned values which are above the NEPM HIL Residential A guidelines of 3 mg/kg for Benzo(a)pyrene TEQ. Eleven (11) primary soil samples returned values which are above the NEPM HIL Residential B and C guidelines of 4 mg/kg for Benzo(a)pyrene TEQ.
- For soil TRH/TPH, two (2) locations and five (5) primary soil samples are above guideline values for ESLs for Urban Residential soil. Five (5) primary soil results for C_{16}-C_{34} Fraction (F3) are above ESLs for Urban Residential guideline values and two (2) primary soil results are above Commercial/Industrial ESLs. For C_{34}-C_{40} Fraction (F4), one (1) primary soil value is above ESLs for Urban Residential soil and also above Commercial/Industrial ESLs. As the results have shown a number of exceedances above NEPM HIL A and D guideline values, these locations will be further addressed within a remediation management plan for the site.
- Soil PCB values were above the ASC HIL A guideline value at one location (across two primary samples) but all data was within ASC HIL D (commercial) guidelines.
- Soil copper (Cu) was found to be above ASC EIL A values at four (4) locations and three (3) of these primary samples were also above accepted ASC EIL D (commercial) guidelines. No soil results are above HIL B and C guidelines for soil copper.

3.4 SA EPA Assessment area

The investigation is the full extent of the two CTs listed as:

Volume 5078 Folio 801 and Volume 5129 Folio 158

With the current description of the land being Allotment 10 Filed Plan 1000060, In the Area Named Norwood, Hundred of Adelaide and Allotment 22 Deposited Plan 143, In the Area Named Norwood, Hundred of Adelaide.

See Figure 1 and Figure 2 of the site.

4 REGULATORY FRAMEWORK

4.1 Legislation

In South Australia, the assessment, management and remediation of site contamination is governed by the Environment Protection Act, 1993 (EP Act, 1993) and the Environment Protection Regulations, 2009. The EP Act (1993) defines site contamination as follows:

Section 5B – Site Contamination

(1) For the purposes of this Act, site contamination exists at a site if—

(a) chemical substances are present on or below the surface of the site in concentrations above the background concentrations (if any); and

(b) the chemical substances have, at least in part, come to be present there as a result of an activity at the site or elsewhere; and

(c) the presence of the chemical substances in those concentrations has resulted in—

(i) actual or potential harm to the health or safety of human beings that is not trivial, taking into account current or proposed land uses; or

(ii) actual or potential harm to water that is not trivial; or

(iii) other actual or potential environmental harm that is not trivial, taking into account current or proposed land uses.

(2) For the purposes of this Act, environmental harm is caused by the presence of chemical substances—

(a) whether the harm is a direct or indirect result of the presence of the chemical substances; and

(b) whether the harm results from the presence of the chemical substances alone or the combined effects of the presence of the chemical substances and other factors.

(3) For the purposes of this Act, site contamination does not exist at a site if circumstances of a kind prescribed by regulation apply to the site.

A key aspect in the definition of site contamination, is whether chemical substances have been added to the site through an activity, and whether these substances are above background concentrations. This is what the PSI, and subsequent DSI aimed to assess.

Where chemical substances are determined to be present due to an activity above background concentrations, the DSI determines whether these concentrations have resulted in actual or potential harm to the health or safety of human beings or the environment that is not trivial. As part of the previous investigation a S83A was submitted to the SA EPA.

4.2 Guidance

The primary reference for the assessment and management of site contamination in South Australia is the SA EPA 'Guidelines for the assessment and remediation of site contamination', updated November 2019 (herein referred to as the 'GAR').

Other key documents referenced in the GAR include:

- EPA 'Guidelines for the site contamination audit system' (2019).
- EPA 'Guideline for the assessment of background concentrations' (2018).
- EPA 'Site contamination policy: certification of practitioners' (2018).
- EPA 'Site contamination: regulatory and orphan site management framework' (2017).
- EPA 'Site contamination: honesty in reporting' (2008).
- PFAS National Environmental Management Plan (January 2018).
- National Environment Protection (Assessment of Site Contamination) Measure, 1999 (as amended 2013 ('ASC NEPM').
- NHMRC 'Australian Drinking Water Guidelines' (2011, updated November 2016).

- WHO 'Guidelines for drinking water quality' (2017).
- NHMRC 'Guidelines for Managing Risks in Recreational Water' (2008).
- ANZAST 'Australian and New Zealand Guidelines for Fresh and Marine Water Quality' (August 2018).
- *Australian Standard AS4482.1-2005 'Guide to the investigation and sampling of sites with potentially contaminated soil, Part 1: Non-volatile and semi-volatile compounds (superseded by NSW EPA Sampling, Parts 1 and 2 below for this site).*
- NSW EPA Sampling Design Part 1 – Application (EPA 2022P3915, August 2022).
- NSW EPA Sampling Design Part 2 – Interpretation (EPA 2022P3916, August 2022).
- Appendix 3 of the SA EPA Waste Derived Fill Standard (WDF Standard); and
- EPA Victoria (2010) 'Industrial Waste Resource Guidelines, Sampling and Analysis: Soil Sampling'.
- NSW EPA Service Station Guidelines (EPA2023P4441, July 2023).

If site contamination is determined to be present at a site, the EP Act provides mechanisms to assign responsibility for the contamination and appropriate assessment and remediation / management of the site contamination.

4.3 Assessment, Remediation and Auditing in SA

This site is currently under a site Audit as outlined by the SA EPA; the SA EPA accredited Site Contamination Auditor is Jean-Paul Pearce. In accordance with SA EPA (GAR 2019), Site contamination assessment may be required where site contamination exists at a site, or where it is suspected due to a potentially contaminating activity having taken place there.

Assessment of site contamination at a site may be as a result of non-statutory or voluntary mechanisms, or via statutory requirements, such as an SCAO issued by the EPA. The nature of the trigger will determine the extent and duration of assessment, and remediation (if necessary). In some instances, this may include the requirement for a site contamination audit (audit).

Where assessment of site contamination is required or reviewed by the EPA, the EPA requires that assessment to be undertaken in accordance with the ASC NEPM. The guidance set out in the ASC NEPM provides for a consistent approach to undertaking robust scientific investigations of site contamination. Schedules A and B2 of the ASC NEPM outline and provide direction on the tiered-risk approach for the assessment of site contamination.

Further guidance on the regulatory requirements for the assessment and remediation of site contamination is available in the EPA publication Site contamination: regulatory and orphan site management framework (2017). www.epa.sa.gov.au/files/13049_sc_orphan_sites.pdf

Also of importance is the SA EPA's Guidelines for the assessment and remediation of site contamination (GAR – 2019), this guideline, in accordance with the SA EPA has been prepared for site contamination consultants (consultants), certified practitioners and site contamination auditors (auditors) undertaking the assessment and remediation of site contamination. The purpose of this guideline is to provide information to assist consultants and auditors to adopt a consistent and compliant interpretation of relevant legislation, policy and guidance. This guideline also provides information to ensure the assessment and remediation of site contamination is conducted to an appropriate standard in South Australia. The GAR can be found at: www.epa.sa.gov.au/files/13544_sc_groundwater_assessment.pdf

4.4 Overview and Remediation Hierarchy

The GAR presents the overview of the site remediation hierarchy, noting that it is essential that a remediation strategy be prepared that is site-specific and addresses the source(s) of site contamination, categorises the chemical substances, and prioritises the risks identified from the assessment work completed for the site.

In accordance with the Environment Protection Act, 1993 the four remediation options include:

1. Treat
2. Contain
3. Remove
4. Manage

While many remediation technologies and methodologies exist that can successfully achieve the remediation endpoint for a site in terms of hierarchy, the GAR recognises remediation options as being either active or passive.

Active remediation strategies usually incorporate mechanical components and can require monitoring, regular maintenance and inspection. Passive remediation is considered to include all management strategies for a site.

In accordance with the SA EPA GAR (2019), the EPA expects that active remediation of source areas of site contamination be undertaken.

For this site is it clear that the active remediation option will be removal and will consist of removal of contaminated and uncontaminated soil.

The removal for soil at this site will be required due to the proposed development plan which includes a basement (Under croft) car park therefore approximately 3m (in depth) of material will be required to be removed from across a majority of the site. As part of this re-development program, it becomes prudent to work to combine the limited containment of higher off-site disposal of CoPC material to locations such as below structures (e.g., ramps or footings), if site risks allow.

Due to the proposed basement (under croft) car park area, backfilling to current levels will not be carried therefore the removal of proposed soil volumes, at this site, satisfies two conditions, first it remediates the site through the removal of soil containing CoPC, yet the removal of impacted material as well as the non-contaminated soil, generates a location large enough to install the proposed basement (undercroft) car park area.

Through the development process it is envisioned that no exposed soil will be accessible for this site once the proposed development is completed. If site soils are exposed (garden areas) materials fit for purpose will be supplied for those areas, therefore exposed soil will either be natural soil which satisfies HIL A guidelines or will be off-site sources material that is fit for purpose and approved for use by the engaged site contamination auditor (e.g. Jean Paul Pearce).

5 ASSESSMENT CRITERIA

5.1 Soil

In accordance with ASC NEPM 2013 Schedule B1 Guideline on investigation levels for soil and groundwater, these guidelines provide general guidance in relation to investigation levels for soil, soil gas and groundwater in the assessment of site contamination.

The purpose of site assessment is to determine the human health and ecological risks associated with existing site contamination and to inform any remediation or management plan to make the site fit for the proposed land use. The appropriate use of investigation levels is an integral component of the assessment process.

The selection of the most appropriate investigation levels for use in a range of environmental settings and land-use scenarios should consider factors including the protection of health, ecology, groundwater and aesthetics. A balance between the use of soil and groundwater criteria and site-specific considerations is essential practice in site assessment.

For this site it is proposed that the site be utilised for mixed use consisting of basement (under croft) car park, ground level shops with upper-level residential usage.

For this site, TMK are listing the ASC NEPM (2013) criteria for proposed land use to be HIL B guidelines for human health and ecological protection.

5.1.1 SA EPA Soil Classification Criteria

In South Australia, soil materials that meet the chemical and physical definition for 'Waste Fill' as defined in the Environment Protection Regulations, 2009 are more commonly known as 'Clean Fill'. These materials can in most cases be re-used without restriction and do not incur additional costs above typical civil and transport costs.

However, any Waste Fill classified soils from this site will only be able to be reused at another site (rather than disposal) if the receiving site is under audit and that the auditor approves its use. However, reuse at a commercial / industrial site does not require auditor approval at the receiving site.

Part of the investigation into the soils during the remediation should be initially screened with PID.

Where the materials exceed the chemical criteria for Waste Fill, but meet the Intermediate criteria as defined in the SA Waste Disposal Information Sheet 3 then there are opportunities for re-use under certain conditions (refer to the Waste Derived Fill Standard4 for more detail), or the materials must be disposed to an EPA licenced facility. Intermediate materials incur additional re-use or disposal costs above typical civil and transport costs. The reuse of these material require an auditor at the receiving site AND the receiving site cannot be a sensitive land use.

Materials that exceed the Intermediate criteria (i.e., Low Level Contaminated Waste or High-Level Contaminated Waste) must be disposed to an EPA licenced facility. Low Level and High-Level materials incur additional disposal costs above typical civil and transport costs.

In order to assess off-site disposal options, all chemical concentrations reported in all soil samples collected during the site assessment were compared to the SA EPA soil classification criteria.

Soil analytical results were compared to the SA EPA waste classification criteria, which is relevant for material proposed to be moved off-site for disposal and/or re-use (in the case of waste fill classified soil).

It is envisioned that either all soil from this site will be removed and disposed of off-site (in accordance with SA EPA guidelines) or possibly reused on site, during and post the activities listed within this SRP. This is subject to auditor hold points during the SRP. Furthermore, it is possible that bitumen, ash and cinders maybe be present laterally across the site, if this proves to be the case then chase out and segregation of the CoPC should be undertaken during the excavation with the guidance of the environmental consultant.

See Appendix A, Figure 4 for image of current soil classifications (SA EPA waste criteria) and Figure 4a of waste classification with the removal of areas of interest.

5.2 Groundwater

In accordance with the 2018 / 2019 SA EPA GAR and NEPM GILs drinking water guidelines, with reference to the site's location and as documented within the DSI for this site, the current and realistic future environmental values of groundwater at the site have been determined. The most sensitive environmental values to provide the highest level of protection for the site are drinking water and fresh aquatic ecosystems and recreational environmental values.

As part of the Audit program, a confirmatory groundwater monitoring event (GME) will be undertaken as part of the SRP.

The groundwater is not expected to be detrimentally impacted by the remediation program, with limited site impacts shown to be within the groundwater TMK see no reason to assume water quality would be detrimentally impacted and therefore are not suggesting that any groundwater investigations are carried out at the completion of the remediation program. Stating this it is proposed that groundwater is collected in accordance with a standard groundwater monitoring event (GME) which may require redevelopment if an extended period of time has passed since previous sampling, to ensure appropriate data is collected.

- Below are the groundwater assessment criteria references:
- Australian Drinking Water Guidelines, updated 2018 (NHMRC, NRMMC, 2011);
- World Health Organization Guidelines for Drinking Water Quality (WHO, 2017);
- ASC NEPM Health based Screening Levels;
- Guidelines for Managing Risks in Recreational Water (NHMRC, 2008);
- Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG, 2018)
- Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC, 2000)

See Appendix B, Figure 5 for SA EPA and NEPM exceedances and Figure 5a illustrating calculated groundwater flow contours with assumed groundwater flow direction.

5.3 Soil Vapour

Soil vapour results have been compared to published interim ASC ENPM Tier 1 screening values appropriate for the proposed mixed-use site which will include upper floor residential development (current proposed development).

While it is known that measured values in soil gas are not a measure of the exposure concentration. Where volatiles in soil gas migrate from a subsurface soil or groundwater source into a building overlying the impacts, the volatiles will be subject to one or more processes such as diffusion, degradation, mixing, and dispersion. These processes have the overall effect of a reduction in indoor air concentrations compared to those in the underlying soil vapour.

Due the possibility of unknown sources of measured soil vapour results for this site, it is proposed that additional information is collected during the activation of this remediation plan (SRP). It is understood that sampling for soil vapour within the soil profile can generate 'noise' within returned results, this presents itself through the reporting of low positive detections which are below accepted ASC NEPM (2013) human health guideline criteria. While values may be below any ASC NEPM investigation level for a specific land use, values can be returned which are above a NATA accredited laboratories level of reporting (LOR). Following on from the results of 'detected' soil vapour values, the use of a PID with UV detection lamp will be utilised, for the investigation of soil vapour, during the remediation program. For this site, limited values for BTEXN and PCE have been reported, for completeness it is proposed that limited soil vapour investigations are carried out through the SRP work, which may be limited to visually inspecting soils as site excavation is being carried out, looking for staining etc. If data collected at this site suggests further soil vapour data, this may include the inserting of passive vapour samplers at a depth of 3.5 to 4 m below ground level (current site levels) following the removal and validation of various areas of concern (e.g., old oil UST, separation tank, service pits etc.), those removals would coincide with the removal of all site improvements which would include the main structure, front bowser area as well as the site's concrete. Areas in question can be investigated through the use of a calibrated PID during the excavation process, taking on visual cues as well as olfactory notes.

As a minimum, observational data will be collected during the excavation of the site's soils to document the soil conditions and therefore contributing to multiple lines of evidence for either no additional soil vapour investigations or further investigations based on data collected during the SRP site works.

See Appendix C, Figure 6 for locations of, and results from passive vapour sampling. Values are below any listed ASC NEPM (2013) human health guideline and therefore are considered sampling 'noise' unless additional information is received during site remediation works.

6 CONCEPTUAL SITE MODEL

A Conceptual Site Model (CSM) uses available information to determine the presence of plausible complete exposure pathways from contamination sources to receptors such as humans or the environment. For an identifiable risk to exist, an exposure pathway must be present which requires each of the following to be identified: presence of substances that may cause harm (source); presence of a receptor which may be harmed (receptor); and existence of a means of exposing a receptor to the source (exposure route).

As outlined in the ASC NEPM (2013), a detailed Conceptual Site Model (CSM) should include information on:

1. Sources - known and potential sources of contamination and contaminants of concern including the mechanism(s) of contamination (e.g., 'top down' spill or sub-surface release from corroded tank or pipe), including the nature and extent of site contamination;
2. Relevant media - potentially affected media (soil, sediment, groundwater, surface water, indoor and ambient air);
3. Relevant receptors - human and ecological receptors; and
4. Exposure pathways - potential and complete exposure pathways to relevant receptors.

A CSM is generally a written description of the site that is accompanied by a schematic, graphical interpretation that depicts what is known or has been inferred about the site. This section presents a written summary of the CSM that relates to the condition of the site – based on the information obtained from previous investigations by others. The CSM will be finalized during the SRP and presented in the RVR following the data provided by the visual and targeted analytical investigation.

The CSM for this site is shown in detail within the site's DSI, the CSM will be updated as part of the Site Remediation and Validation document. TMK are confident that once the remediation (Civil) work is carried out at this site all CoPC pathways will be removed and therefore all risks will be within acceptable parameters in accordance with ASC NEPM (2013) guidelines. Appendix E.

7 SITE REMEDIATION PLAN (SRP)

The following section provides an overview of the recommended remediation methodology for the site. It is noted that following engagement of the remediation (Civil) contractor, that aspects of the design will likely change (i.e., site demolition, removal and validation of UST etc., excavation staging, possible stockpile locations (both on and off-site is possible), etc.).

A detailed remediation specification will be prepared in the future that provides these details once the proposed development is approved and the civil contractor is engaged.

7.1 Remediation Objectives

The nominated remediation objectives are:

- To remediate the site soils to a level that poses no unacceptable risks to current / future receptors, and in conjunction with geotechnical and development requirements (i.e. cut and fill to meet necessary site levels) via:
  - Excavation and off-site disposal (or reuse where acceptable).
  - On-site reuse where applicable.
- To remove contaminated and uncontaminated soil from across the site, prior to redevelopment, which may include possible sorbed contamination (possible source of low positive detection soil vapour results).
- To potentially contain limited soils with CoPC on site, below structures or footings; and
- To perform the remedial and site works in a manner that does not impact on human health or the environment; and
- To document the remedial activities undertaken at the site which will be presented within a Remediation Validation Report (RVR).
  - Remediation activities will include items such as removal and validation of identified 'hot spot' areas (e.g., oil storage tank, separation tank, service pits etc.), along with general non-specific removal of contaminated and uncontaminated soil.
  - Possible moving and containing CoPC within the site.

7.2 Stakeholders, Roles and Responsibilities

The roles and responsibilities of key stakeholder involved with the remediation are presented in Table 2 below.

TABLE 2 ROLES & RESPONSIBILITIES

Role	Company	Name	Responsibilities
Site Contamination Auditor	**Australian Environmental Auditors**	**Jean-Paul Pearce**	• Review and endorse remediation approach and documentation before remediation • Review of site status and verification of data at specified hold points prior to progression of works • Prepare Interim Audit Advice if required • Review of remediation activities • Review and endorse Remediation Validation Report (RVR) after remediation • Preparation of Site Contamination Audit Report
Site Owner		**Erasmo Cutillo**	• Provide access to site • Management of tenant's activities • Communicate with the Site Contamination Auditor and environmental consultant as required
Environmental Consultant	**TMK Consulting Engineers**	**John Weber**	• Liaison with the client, contractor and auditor • Validation of excavations • Classification of stockpiles • Review materials tracking documentation • Documentation of remediation works (field notes, photographs) • Preparation of RVR, management plans if required

			• Implement environmental management protocols
Remediation Contractor (Civil)	**TBD**	**TBD**	• Follow all reasonable instructions and directions provided by the Environmental Consultant regarding implementation of this SRP. • ACM / hazardous materials / building survey • Removal of above and below ground structures, not limited to UST infrastructure. • • Materials and disposal tracking • Comply with environmental management protocols • Communicate with the Environmental Consultant as required

7.3 Preliminaries

The following preliminary tasks will need to be undertaken prior to remediation works commencing onsite.

7.3.1 Underground Services

All plans documenting underground services on the site will be made available prior to commencing on-site excavation. Any services identified during the asbestos register inspection shall be communicated to those who are disconnecting or relocating those services.

While the location of all utility services present at the site have not been shown in a site plan, it is proposed that all excavation areas will be service cleared and existing services will be marked up by a professional service locator prior to the commencement of any earthworks / intrusive site works.

The service locator has been utilised prior to the commencement of previous site works, which were carried out during the site investigation programs, as part of the two DSIs completed for this site.

Any existing service (lines) encountered during excavation will need to be relocated as directed or cut and terminated as required, in accordance with local supply authority requirements.

Listing of any undiscovered underground service will be shown within the remediation validation report (RVR).

7.3.2 Site Survey(s)

A pre-remediation survey in mAHD, needs to be undertaken in order to document the pre-remediation condition of the site, this survey would be used to assist with any post-remediation reporting and would be carried out once all current infrastructure is removed (i.e., site at soil level). With the current data held it is not envisioned that information collected will be required post remediation / completion of site civil works yet will be required as part of the validation reporting process.

The survey data should include:

- The co-ordinates of all areas that are assumed to be hot spots and or areas that will be excavated and validation samples collected.
- Illustration of areas that may be excavated and utilised as containment material.
- The locations of potential soil vapour investigations (points) and
- The pre-remediation ground surface elevations across the proposed site excavation.

The results of the pre-remediation survey will be included in the RVR to be prepared for the site.

The post-remediation surveys should occur after all bulk excavations prior to structural or basement works.

- The final ground surface elevations of the site excavation post-remediation.
- The results of the post-remediation survey will be included in the RVR to be prepared for the site.

- The surveys should be provided to the Environmental Consultant in PDF and DWG format.

7.3.3 Demolition

This SRP has been generated with the understanding that demolition activities for the site have not been finalised, but it recognises that demolition will include the removal off all site improvements, which include the removal of all hardstand areas, in order to complete the proposed remediation works outlined herein.

To meet WHS requirements of the Audit program, an Asbestos Register inspection with associated report will need to be completed before demolition commences.

Prior to the demolition it is requested that the groundwater wells on site are redeveloped, sampled, data summarised and reviewed by the SA EPA accredited Site Contamination Auditor (i.e. Jean Paul Pearce) prior to the wells being decommissioned in accordance with SA DEW / SA EPA guidelines which would include the application to decommission, as well as the engagement of a licenced well driller to complete the task and then file required paperwork to SA DEW.

While it is assumed that some ACM is within the current structure and / or would be part of the non-removed fuel system for the site. Investigations into non ASC NEPM (2013) ACM concerns are outside of the SRPs scope yet if removal of ACM is required this will be listed within the RVR for completeness.

7.3.4 Groundwater Monitoring Wells

As stated above, prior to the commencement of on-site excavation works, the following four existing serviceable groundwater monitoring wells will need to be decommissioned by a licensed driller in accordance with the Department of Environment and Water (DEW) well decommissioning permits and the Minimum Construction Requirements for Water Bores in Australia (4th Edition):

GW101

GW102

GW103

GW104

TMK are assuming the proposed sampling of groundwater conditions will be similar to those already reported and as such, TMK are not proposing to reinstall groundwater wells at this site following the remediation / civil works for this site.

The results from the additional groundwater testing listed within this SRP, will determine if any post remediation investigation of the site's groundwater will be required but current reported data does not suggest post remediation groundwater works would be required.

See Appendix B, Figure 5 for listed exceedances and locations.

7.3.5 Soil Vapour Bores (Passive Investigation)

If visual, or field (e.g., PID) investigations warrant such actions during the demolition process TMK would propose the installation of vapor sampling points, restricted to confined areas of interest, which may include the area south of the abandoned separation tank (which is south of the main building) and may extend to the southern border on the western side of the site. While no ASC NEPM (2013) human health guideline for detected, low positive soil vapour results have exceeded the 'noise' evaluation, soil vapour values returned from a previous investigation warrant further investigations if visual or field data collected during the remediation program suggests such an investigation is warranted.

Any investigation would be proposed to be installed post the removal of the hot spot areas as well as post the removal of the site's hard stand. It is assumed that the depth of the investigation will be deeper than the current proposed 3mBGL depth.

7.4 Soil Remediation

In broad terms, it is proposed to excavate impacted and non-impacted soils from across the entire site as part of the proposed redevelopment (i.e., mixed use with a basement (under croft) car park) and remediation program, which assumes an excavation of approximately 3m across the entire site in order to establish a basement (under croft) car park area below the proposed mixed use (shops and residential) multi storey structure.

Through the DSI process, it is clear, that soil contamination exists at this site with some 'fill' soil returning values above Waste Fill guidelines (SA EPA Waste Derived Fill guidelines), minimal soil impacts are seen within the sampled 'natural' soil at this site, however, fill impacts are not fully delineated across the site yet this matter will be addressed within this SRP.

Data from the DSI has returned data, which would suggest, that various layers of fill material has been placed or generated at this site through historical activities. In general terms, TMK have concluded that three (3) layers of fill exist at this site and these layers are generally described as:

- Layer 1, which is closest to surface (underlying concrete pads) and consists largely of sand / sands;
- Layer 2 is directly below layer 1 and consists of sands, sandy clay and silty clay and data suggests this layer has the majority of the higher values of the identified CoPC;
- Layer 3 has been described as sandy clay, soil material located below this third layer has been described as natural soil.

Generated data for the site, which also consists of sampling and analysing natural soil across the site has been shown to be within waste fill guidelines and therefore the remediation program is largely confined to the described fill layers. It is proposed that additional sampling of the natural soil is carried out to ensure sampling density is within accepted guidelines (e.g., AS 4482.1 and IWRG702) so that possible off-site reuse can occur (See SA EPA's Standard for the production and use of Waste Derived Fill). Off-site use in a location that is a sensitive land use would require an audit at the receiving site. The generation of images illustrating the depths of the three (3) fill layers is included within Appendix D, Figure 7a -7e of this SRP. Two (2) versions of these illustrations have been generated to illustrate depths in terms of meters below ground level using current surface as well as converting values to AHD (for future reference), based on survey values collected for the site during the generation of the DSI phase.

The remediation program will consist of various options which may include both the reuse of soil impacted with CoPC (limited soil quantity) as well as off-site disposal at a SA EPA Licensed facility. While the 'remediation' program will also extend to the handling of soil which would be classified as waste fill (in accordance with SA EPA) therefore may be used off-site in accordance with the SA EPA's Standard for the production and use of Waste Derived Fill.

The material that will be sent to a licensed facility, may be stockpiled at the facility, prior to disposal at the facility, as a result of limited space within the site to store stockpiles needing further classification.

There is a possibility that natural soil (soil below the fill layers) from the site would be appropriate for off-site reuse, this process would be carried out in accordance with SA EPA's Standard for the production and use of Waste Derived Fill. Therefore, there is potential for some of the site's soils to be outside of a remediation program but for completeness is listed within this SRP.

7.4.1 Remediation Approach Overview

The following general approach to soil remediation is proposed:

- Complete a groundwater monitoring event – full HIL screen with PFAS investigation, major cations and anions, coliforms, nitrates, etc. (review data)
- Remove groundwater wells, post appropriate data outcome.
- Removal of all surface structures and site improvements.
- Updated survey of location of interest (e.g., removed pipework, service pits unexpected finds).
- The removal and validation of identified areas / items (e.g., old oil collection tank system, separation tank system, filled service pits, unidentified areas (located during clearing of site), etc.).
- Record keeping of moved soil (continuing).
- Removal of identified 'clean' fill (e.g., backfilled areas of historic tank farm)
- Compile fill material from areas illustrating elevated (above Low-Level Contaminated Waste values) CoPC values and utilities this material on site (e.g., in the development of the site's ramp). Currently areas would include BH 204, 205, 206 and 212 but potentially can utilise other areas across the site if more material is required on site as part of the re-development plan. Through the use of auditor approved (i.e. low risk) soils that would be expensive and difficult to dispose of off-site (i.e. locations 204, 205 and 212), soils from these areas may be used beneath structures if required (and acceptable). It is clear that the initial groundwater results have been <LOR in CoPC so there appears to be minimal leachate from the CoPC soils on site and this would need to be considered.
- Systematic removal of remaining soil layers,

- Layers (identified as 1, 2 & 3) can be moved and stockpiled, on-site or at a SA EPA licenced facility where additional soil testing can be carried out to establish waste classification in accordance with SA EPA waste classification guidelines prior to disposal.
- Visual monitoring of soils being removed should also include odour investigation.
- Removal of identified fill layers would likely conclude that only natural soil is within this site, this material can be tested in-situ or ex-situ but assumed would be classified as waste fill (in accordance with SA EPA waste criteria).
- Continued excavation and soil tracking until proposed final depth / levels are reached.
- Material utilised for ramp and other site works can remain on site but need to be tracked and would need to be below footings of proposed development at the completion of the SRP.

The entire remediation program (soil analysis and inspections) along with groundwater data will be utilised to determine if additional soil vapour data will be required. The justification will be based on data collected and all data will be supplied to the site's contamination site Auditor (i.e., multiple lines of evidence). The Auditor will determine if there is a realistic data gap in the area of soil vapour based on the proposed mixed-use development, consisting of a basement (under croft) car park area and the site being used for mixed usage, consisting of residential use.

7.4.1.1 Hotspot Work

As part of the site's remediation program, it is envisioned that several locations will need to be treated as if these identified locations consisted of a UST (e.g., AS 4976 – The removal and disposal of underground storage tanks), these locations will consist of the location currently known to contain the used oil tank, the separation tank, the known and yet to be confirmed service pits. This investigation work will also extend to the areas where the bowsers were located since it is assumed that pipework from the removed USTs has not been removed during the historic removal of the site's USTs.

The removal of all USTs, product lines, vent pipes, inspection pits, in ground hoists and pit(s) is required before soil remediation works can commence. The fill used to backfill the UST pits should be segregated and sampled separately as this material was imported to the site and has a different province.

Documentation and reporting of this work are required to be listed within the Remediation validation report (RVR), it is suggested that locations are surveyed as part of the remediation program (as a minimum, locations are measured from a known location).

- Excavations to be surveyed in AHD, including removed infrastructure.
- Details of removed infrastructure (i.e. contents -if any, condition of tank / infrastructure).
- Disposal certificates / records.
- Visual observations of surrounding soils (visual / olfactory).
- PID results and locations of sample.

7.4.2 Materials Tracking

As a minimum, materials tracking during soil remediation works will include the following:

- Recording on a site plan, the locations of soils removed (moved) for each truckload.
- Recording on a site plan the locations where soils containing CoPC have been re-used onsite to either generated items such a ramp(s) or were used to backfill the excavation, at completion.
- Documenting all details relating to off-site soil disposal and / or importation of any soils to the site; and
- Photographs of site works.

The materials tracking records will be prepared by the Remediation Contractor (Civil contractor) and collated by the Environmental Consultant for inclusion in the RVR to be prepared for the site, the contractor should collect data through updated surveys.

While outside a typical remediation program, if soil leaves site as waste fill and satisfies the SA EPA's waste derived fill guidelines, it is recommended that the estimated volume is recorded, and final location of use is recorded for completeness of the site's RVR.

7.4.3 Excavation Validation

As part of the validation sampling reference should be made to satisfy the requirements of the NSW EPA Service Station Guidelines (EPA2023P4441, July 2023). The following approach will be implemented during chemical validation of the on-site excavation:

- Following the removal of impacted soil materials, the Environmental Consultant will visually inspect the excavation for signs of chemicals impacts (i.e., staining, odours, elevated field screening results);
    - Required to assist in the decision process for further soil vapour investigations.
- When require, soil validation sampling will be completed using the excavator bucket and / or hand tools and / or glass sampling jar (e.g., shovel, hand auger, NATA lab supplied sampling jar from clean face of an excavation);

From the determined hot spots (In-situ), soil validation sampling will be completed as outlined in AS 4976 at the following minimum rate:

- One sample per 5 linear meters of lateral (length) wall.
- One sample per 2 linear meters of vertical wall.
- One sample per 25m^2 (i.e., 5m x 5m grid) of excavation base.

Further procedures and requirements:

- Primary, secondary and intra-laboratory replicate soil samples will be analysed at NATA accredited laboratories.
- In-situ soil validation samples collected from the walls and base of the excavation will be submitted to address the waste fill guidelines;
- A photoionisation detector (PID) will be used to screen for volatile contaminants and the materials encountered will be logged and sampled for environmental testing.

Quality assurance / quality control (QA / QC) testing will be conducted in accordance with the ASC NEPM and will include as a minimum:

- 1 in 20 blind replicate
- 1 in 20 interlaboratory split sample
- 1 trip blank (per day)
- 1 trip spike (per day)

All re-useable soil sampling equipment will be washed using Decon 90 (phosphate free) detergent between locations.

Following receipt of laboratory data, the results will be compared to the SA EPA Waste Derived Fill guidelines.

7.4.4 Stockpile Management

Due to the limited area of the site management of stockpiles needs to be a significant area of consideration as to whether soils are kept on site and / or material is moved directly to a landfill and materials sampled and classified once delivered to the SA EPA licensed facility. Where temporary stockpiling of soil is required, stockpiles will be managed to prevent potential impacts to the site and surrounding areas. Management of stockpiles shall ensure that stockpiles are on-site for the shortest time possible and that any resulting impacts to the site, surrounding land users and the environment, are minimised.

In selecting a location to be used for stockpiling the following areas must be avoided:

- Immediately adjacent to site boundaries of occupied properties or footpaths.
- Adjacent to drainage lines.
- Low lying areas subject to excessive surface water run-off and inundation or flooding.
- Stormwater drains and sumps.

For soil that is being transported to the landfill (even if requiring further classification), this material must be transported in accordance with the SA EPA's guidelines for the transport of such material.

Independent if stockpiles are on site or off-site, for safety and stockpile stability reasons the following must be considered:

A suitable surface will need to be selected for stockpiling. The Environmental Consultant must ensure that underlying surfaces (i.e., stockpile footprints) are either hardstand areas (concrete or bitumen surfaces), or where bare earth surfaces are to be used, that these unsealed surfaces are covered with plastic sheeting or similar prior to establishing the

Stockpile, or 10cm below the stockpile is removed during the stockpile removal process.

While many of these items are listed for larger projects and or for locations with larger areas to store stockpiles, these items still need to be considered during the remediation / civil program for this site.

- Stockpiles and stockpile areas must be designed in such a way that stormwater does not flow into them, and that sediment does not wash out of them.
- Where precipitation and surface water runoff issues are identified to possibly exist, suitable bunds must be used (i.e., hay bales, silt fences or similar appropriate controls) to contain all stockpiled soils during the site works to prevent run-off of any potentially contaminated water or soil to the surrounding environment, including Council stormwater systems.
- In the case of severe weather events, the Civil Contractor must be prepared to cover all stockpiles at short notice to prevent dust generation, erosion via water runoff and potential infiltration to surrounding areas. Suitable covers may include tarpaulins, geofabric or plastic sheeting, appropriately weighed down to prevent being blown off by wind.
- The height of the stockpile must be minimised by maximising the footprint of the stockpile, within the limitations of the project site.
- The maximum height of the stockpile must not exceed the height of the nearest boundary fence, i.e., must not exceed 2m in height. The upper surface of the stockpile must be horizontal, and the edges of the stockpile must be allowed to achieve a natural batter slope during construction.
- While it is assumed there will be minimal stockpile on site, off-site stockpiles are likely to be more numerous. To avoid confusion, each individual stockpile must be given a unique identifier immediately upon its creation and must be clearly marked with a unique stockpile identification number (e.g., stockpile LF1).

7.4.5 Stockpile Classification

While soil sampling was carried out across this site, to determine the nature and extent of site impacts due to historical usage of the site, further information will be required for soils at this site to satisfy waste soil classification, in accordance with SA EPA waste derived fill guidelines.

As a general procedure, the following approach will be implemented for the classification of stockpiles (on or off site):

- The Environmental Consultant will visually inspect each excavation for signs of chemical impacts (i.e., staining, odours, elevated field screening results), this is critical for both the RVR as well as assisting if additional soil vapour work is warranted as part of this SRP.
- For stockpiled soils, a minimum sampling rate of one sample per 25m^3 of soils will be undertaken (refer to IWRG702 for details) (lower sampling rate (e.g., 1 per 250m^3) may be activated for larger stockpiles);
- Primary, secondary and intra-laboratory replicate soil samples will be analysed at NATA accredited laboratories.
- Soil samples will be collected and submitted for laboratory testing for a range of chemicals in order to confirm the waste soil classification of the materials in accordance SA EPA requirements for off-site soil disposal.
- Quality assurance / quality control (QA / QC) testing will be conducted in accordance with the ASC NEPM and will include as a minimum:
    - 1 in 20 blind replicate(s).
    - 1 in 20 interlaboratory split sample

For the required off-site disposal, soil results will be compared to relevant SA EPA waste soil classification criteria. Where dry weight analytical results exceed relevant waste classification criteria, leachability testing will also be completed for the purposes of classification for off-site disposal.

The location and movements of all soils will be documented in accordance with the materials tracking procedure for this site.

7.4.6 Soil Importation

While not required as part of the proposed remediation program (SRP) if any soil is imported to the site it needs to be suitable for the application and sourced from a commercial supplier (e.g., commercial quarry). Where imported soils (if required) are proven to be sourced from a virgin quarry source, validation sampling will not be required.

Should waste soils be generated from another site to be imported to the site, then the soils should be classified by an appropriately qualified Environmental Consultant as meeting the Waste Fill criteria presented in the Environment Protection Regulations, 2009.

Approval from the Site Contamination Auditor will be required if soil materials from another site are proposed to be imported to the site for use as backfill.

7.4.7 Backfilling

While this is likely to be part of the site building works, the Environmental Consultant shall confirm in writing, that excavation 'backfilling' activities can commence on-site, once the proposed depth is reached and all soil consisting of CoPC is accounted for (location known).

Due to the proposed basement (under croft) car park area, backfilling to current levels will not be carried out and removal of soil at this site satisfies two conditions, first it remediates the site through the removal of soil containing CoPC, while the removal of this material as well as the non-contaminated soil generates a void large enough to install the proposed basement (under croft) car park area. If required, backfilling will be undertaken using approved materials only, consisting of clean soil materials sourced from either a commercial quarry or other approved source, or from existing on-site materials that have been approved for re-use by the Site Contamination Auditor which may be pending advice from the auditor's risk specialist.

An exception, while not backfilling, would be the site reuse of selected site materials for the construction of site items, such as a ramp (required to reach the bottom of the excavation).

It is assumed that fill material from locations BH 204, 205, 206 and 212 will be utilised but may also include materials that are yet to be classified, examples are from the validation work of areas such as the used oil tank, separation tank, service pits etc. but may include finds not yet described.

7.4.8 Off-Site Disposal

Waste soil classifications for offsite disposal at a licensed waste depot shall occur in accordance with EPA Information Sheet (March 2010) Current criteria for the classification of waste - including Industrial and Commercial Waste (Listed) and Waste Soil.

The Environmental Consultant will provide appropriate documentation in advance of any off-site disposal of soil materials.

The Remediation Contractor shall ensure that:

- Each load of soil removed from the site is accompanied by a completed Waste Transport Certificate in accordance with EPA requirements.
- Licensed trucks are used where required.
- Soil or mud from vehicle tyres is not tracked offsite.
- The subject soils are disposed only to the licensed waste depot / receiving site approved to accept the soil materials being removed from the site.

Following completion of off-site disposal activities, the Remediation Contractor shall provide the Environmental Consultant with copies of all Waste Tracking Certificates, weighbridge dockets and any associated documentation from the licensed waste depot / receiving site for inclusion in the RVR to be prepared for the site.

7.4.9 Unexpected Finds

Should any unexpected or unforeseen materials be encountered during excavation works that are suspected to be contaminated and / or are inconsistent with those previously observed at the site (e.g., odours and / or staining, ACM and underground structures), these materials should be segregated, and advice sought from the Environmental Consultant.

Furthermore, should any significant deviation from the known general aesthetic impacts be encountered during remediation activities, the Site Contamination Auditor should be notified in order to allow for possible inspection. In particular, odours and / or staining, ACM and underground structures in soils which were not encountered during previous site investigations.

The identification of such materials may require additional environmental inspection, assessment, and / or validation activities to be completed at the site by a qualified Environmental Consultant (subject to Site Contamination Auditor approvals).

In particular, any Asbestos Fines (AF) and / or Friable Asbestos (FA) must be quarantined for removal by a licensed asbestos contractor.

The possible presence of CHCs or PHCs in soils beneath former areas used as service pits, waste oil tank, abandoned separation tank and removed hydraulic lifts will be investigated as an unexpected find as will the possibility of locating ACM while removal of the historic fuel lines / bowsers etc.

The possibility of unexpected finds will also assist in determining if further investigations into the site's soil vapour is warranted.

7.4.10 Hold Points

TABLE 3 HOLD POINTS

Number	Hold point	Until
1	SRP review	Document has been reviewed to be applicable for this development.
2	Engagement of Contractors	Ensure all contractors are qualified (with all licenses and approvals) for the work being undertaken. Stakeholder engagement completed.
3	Clearance of site must not Occur	Ensure updated Asbestos Register is supplied to the environmental consultant, site auditor and civil contractor. Groundwater wells are sampled, data returned and summarised, data is reviewed and approved by the Site's Auditor. Wells are removed and backfill by a licenced driller in accordance with SA DEW Dilapidation report for bordering structures is completed.
4	Removal of hotspots / Validation sampling (i.e., further clearance of site)- Must not occur	To include areas of USTs, product lines and vents. Ensure all locations have been added to the site's survey. Validation data is returned and reviewed by the consultant and SA EPA Auditor prior to further excavation across the site. Further excavation and validation maybe required for failed validation areas.
5	At completion of removing all Fill material and associated hotspots	Soil data is reviewed and compiled to determine if additional soil vapor work is required, to be determined by the engaged site contamination auditor.
6	Prior to basement slab install	Excavation extent validation prior to basement slab installation.

7.5 Groundwater Remediation

7.5.1 Overview

Reviewing data from the completed DSI for this site, suggests that remediation of the groundwater is not required. While additional data from the groundwater at this site is required to complete the SRP, it is not envisioned that groundwater conditions will significantly change from initial conditions.

The review and reassessment of the data is listed as a hold point, and therefore if required this section of the SRP would be updated / altered if data required such action.

In accordance with ASC NEPM (2013) the CSM will be updated as additional information is returned.

7.6 Soil Vapour

7.6.1 Overview

As with the groundwater conditions at this site, data collected for the site does not suggest that vapour intrusion would be of a concern, for the proposed site development, based on data collected at the site thus far.

The continuation of collecting soil date in terms of visual aspects as well as olfactory, along with field data (e.g., PID values), will determine if additional information is required. The detected low positive soil vapour values that are currently held as 'noise' will continue to be noise if no additional information is generated. This will change if visual staining and / or elevated PID / odours (e.g., hydrocarbon) are recorded during the excavation (remediation) phase of this SRP. This is particularly true if significant signs of hydrocarbons are noted within the south-eastern portion of the site (e.g., location listed as PV 115).

As with the Groundwater component of this SRP, additional information will be collected and reviewed if additional information pertaining to soil vapour is required.

As with groundwater data, in accordance with ASC NEPM (2013) the CSM will be updated as additional information is returned that suggests soil vapour is a pathway for an identified CoPC.

7.6.2 Soil Vapour Monitoring

The monitoring of post-remediation soil vapour is not considered to be required based on data held and proposed development plans.

If site data from soil validation suggests that additional information is required, a plan will be submitted to the engaged site contamination auditor for approval. It is assumed data collected would occur post the removal of all identified hotspot areas and depth of investigation would focus on areas below the current 3mBGL surface since soil above this point will largely be removed during the development stage of the site.

7.6.3 Timing and Frequency

For this site, post-remediation monitoring is not considered warranted at this site at this time, if groundwater and / or soil vapour is proposed to be monitored it will be completed as soon as practicable following the completion of the site's remediation activities.

In the event that any remediation targets are not met by the conclusion of the remediation program, the auditor will be consulted to determine whether further monitoring is required to either groundwater and / or soil vapour.

7.7 Reporting

At the completion of the validation period, the validation data will be reviewed to assess whether the remediation objectives and targets have been met. If the objectives and targets have been met to the satisfaction of the auditor, a Remediation Validation Report (RVR) will be prepared. While not foreseen this may be complemented by a Site Management Plan (SMP) specifying any ongoing monitoring requirements for the Site.

A Remediation Validation Report (RVR) will be prepared outlining the scope of works, methods, summary of all results, and findings of the remediation activities. All relevant information, including photographs, materials encountered, summary results tables, figures and laboratory Certificates of Analysis will be appended to the RVR.

Following completion of the RVR, and depending on the level of success in achieving the remediation objectives, it is possible that one or more of the following additional documents may also need to be prepared for the site:

Site Monitoring Plan (SMP): Should further groundwater and / or soil vapour monitoring is considered warranted at the site, development of a SMP will be discussed in conjunction with all stakeholders prior to any further monitoring activities being undertaken at the site; and

While not envisioned, Environmental Management Plan (EMP): To be prepared for the site in order to document and educate future users of residual contamination issues at the site that require administrative controls as part of future use. These controls may include:

- Restriction on extraction of shallow groundwater
- Requirements for management measured for any subsurface construction or maintenance activities
- Maintenance of vapour barriers beneath building (if required)
- Maintenance of vapour barriers within preferential pathways in service trenches (if required)

In the event that a SMP and / or EMP are required for the site, these documents are usually conditioned in the Site Contamination Audit Report (SCAR), as prepared for the site by the Site Contamination Auditor.

7.8 Possible Future Additional Remediation Requirements

While TMK believe all site contamination issues have been addressed and therefore the nature and extent of contaminants of potential concern (CoPC) have been investigated, while highly unlikely the following additional remediation measures may be warranted, depending on the information generated during the completion of the SRP:

- Vapour mitigation (barriers) beneath buildings; and/or
- Vapour mitigation within underground services, through the installation of appropriate material / items within service trenches.

7.9 Health & Safety

7.9.1 Job Safety & Environmental Assessment (JSEA & SWMS)

It is the responsibility of the Remediation Contractor to develop a Health and Safety Plan for the site.

A Job Safety and Environmental Assessment (JSEA) will be developed by the Environmental Consultant including site specific safety requirements and personal protective equipment (PPE) for the monitoring and validation aspects.

The Safe Work Method Statement (SWMS) will be completed before any high-risk construction / remediation work takes place on site; this is a legal requirement. The person carrying out high-risk work is responsible for completing a SWMS properly and making sure the principal contractor has been given a copy once completed.

A SWMS identifies work that is considered ‘high risk’ outlines the hazards that could arise, and the measures to be put in place to control each risk. A SWMS also describes how each safety measure will be rolled out, monitored, and reviewed.

Supervision of all aspects of the remediation activities will be undertaken by a representative of the Environmental Consultant.

The excavation of asbestos and hazardous materials must be handled by appropriately licenced contractors with their own JSEA / SWMS.

7.9.2 Personal Protective Equipment (PPE)

As a minimum, all field staff must wear the following personal protective equipment (PPE) at all times when undertaking activities associated with handling and management of known contaminated soils:

Protective gloves (to be worn whenever there is potential for dermal contact with soil, or if mechanical injuries are possible).

- Safety glasses.
- Steel toed boots.
- Hard hat.
- Respirators equipped with applicable organic vapour cartridges must be available for use (when handling CHC impacted soil).
- Coveralls / long pants & long-sleeved shirt.
- High visibility clothing and / or a fluorescent traffic vest.

Good hygiene needs to be observed at all times, including washing of hands and face prior to eating, drinking and smoking.

7.9.3 Site Security and Signage

Issues relating to site security and signage will need to be considered and managed throughout the course of site remediation works. As a minimum, the following measures will need to be implemented:

- The work area will be defined / isolated by the erection of temporary fencing, barricades, barriers and / or hoardings, as appropriate.
- The work area will be identified by appropriate, approved signage, suitably worded to prevent access to the work area and / or exclusion zones around or below the work area, and to provide direction on legislative requirements for all activities that will be conducted within the defined work area. In particular, signage will be positioned to prevent the entry of unauthorised / unprotected personnel and vehicles to the work area.

To prevent unauthorised access to the site works, the site will be locked up during nonworking hours. Visitor access to the site will be controlled during both working and nonworking hours.

7.9.4 Excavation Management

Given the proposed site activities require, (combination of remediation and finished levels for basement (under croft) car park) the excavation of soils to a depth of up to 3mBGL, the management of health and safety risks associated with excavation works will need to be undertaken in order to achieve compliance with relevant work, health and safety regulatory requirements.

The Remediation (Civil) Contractor will be responsible for identifying potential hazards, assessing the potential risks associated with the identifiable hazards, and implementing any necessary control measures to effectively minimise any potential risks associated with excavation works at the site.

As a minimum, the following controls must be implemented during site works:

- Benching, battering and / or shoring of the sides of the excavation to reduce the risk of ground collapse.
- Construction of at least one continuous access ramp connecting the base of the excavation to the ground surface level.

If boundary piling works are undertaken in areas that have a high risk of producing contaminated spoil prior to bulk earthworks, the works should be supervised by the environmental consultant.

Asbestos and air monitoring maybe required should these be identified during building inspection (Asbestos Register). Highly odorous soils encountered during remediation works than personal and ambient air monitoring maybe required. TMK note that if highly odorous materials are uncovered these materials should be removed from site as soon as practicable due to the location of the site (I.e. along The Parade in Norwood).

7.9.5 Vehicle Traffic

While not likely due to the size of the site, if any drag out becomes an issue during excavation, then all truck wheels will be cleaned prior to exiting the site (i.e., by use of brooms or brushes or a rumble bar to shake off material) to prevent potentially contaminated soil from being transported off-site.

A review will be undertaken during the works to determine the requirement for a wheel wash facility to be erected. Any drag out on the roadway will be required to be cleaned by the Remediation (Civil) Contractor by means of road sweeper or other suitable method.

7.10 SRP Monitoring

The environmental consultant should review ongoing compliance with works of the SRP processes and document any non-conformances, changes, complaints, and record keeping.

8 ENVIRONMENTAL MANAGEMENT PLAN

Table 4 provides a summary of the potential environmental aspects and proposed management measures in accordance with the South Australian EPA Guidelines for the assessment and remediation of site contamination (GAR, updated November 2019).

TABLE 4 EMP

ACTIVITY	POTENTIAL ENVIRONMENTAL ISSUES	MANAGEMENT MEASURES	RESPONSIBILITY
Soil Management	The Movement of Contaminated soil needs to be controlled to avoid off-site impacts and appropriate management of contaminated Soils On-site	Identification of active excavation areas prior to commencing works Supervision of site works Work shall be confined to designated work areas. Disposal of materials to off-site landfill locations shall be in accordance with licence conditions as applicable to landfills licensed by the SA EPA to receive these materials. Building materials suspected of containing asbestos will be removed from site prior to excavation activities. Cleaning of plant and equipment prior to arriving on site and prior to leaving the site All soils imported to the site must comply with Waste Fill criteria as defined in the *SA Environment Protection Regulation, 2009* Post remediation validation testing of soils	Environmental Consultant Remediation Contractor Environmental Consultant
Stockpile Management	The Stockpiles need to be managed to ensure tracking of materials and to avoid impacts to surrounding receptors	Minimise the number and size of stockpiles. Locate stockpiles where they are protected from wind and away from drainage lines. Where stockpiling is undertaken on-site, this SRP will be followed. Construct the stockpile with no slope greater than 2:1 (horizontal to vertical). Assess erosion risk. Do not place any contaminated soil materials in other areas of the site, or in gutters or roadways. Establish sediment controls around non-stabilised stockpiles. Regularly check that sediment control measures are adequate and undertake more frequent inspections during rain periods.	Environmental Consultant
Waste Materials	The movement of waste Materials need to be managed and tracked for off-site disposal.	All movement of other waste materials at the site must be tracked to ensure its origin, contamination status and fate are documented in line with Site Contamination Auditor requirements. These tracking forms are to be completed by the Environmental consultant. For tracking purposes, the site can be divided, or grid can be established to assist in identifying moved material. Supervision of site works Disposal of materials to off-site landfill locations shall be in accordance with licence conditions as applicable to landfill licensed by the EPA to receive these materials.	Environmental Consultant Remediation Contractor

		Cleaning of plant and equipment prior to arriving on site and prior to leaving the site.	
Surface Water Management	Surface water runoff may facilitate the migration of contaminants to off-site receptors of groundwater	Planning of site works to ensure no discharge of water from the site. Weather forecasts shall be considered when planning site activities to be prepared for storm events. No storage of fuels or chemicals on site during remediation works. No servicing of plant and equipment on site during remediation works. Implementation of sediment controls (e.g., silt fences, filter socks, hay bales) to protect the stormwater system at exit points. All work shall comply with the Stormwater Pollution Prevention – Code of practice for the Building and Construction Industry.	Environmental Consultant
Air Quality	Dust and odour issues: The excavation and backfilling is expected to generate dust and possible odour. If this should occur it could give rise to community concern.	Site operations will be planned and implemented to reduce the creation and dispersion of dust including minimising site vehicle movements where possible. Application of water for dust suppression will be carried out using a water cart available on-site. Water sprays to be used during excavation activities and to keep exposed surfaces adequately wetted, including stockpiles that aren't covered. Odour suppressants to be available during remediation works to ensure odours do not adversely affect neighbours and contractors. Loads of soil leaving the site to be covered as appropriate for the soil to be transported, the transporting vehicle and prevailing environmental conditions. Dust generating activities to be minimise during dry and windy conditions, or if required site works to cease during windy dry conditions. Limiting or scheduling any excavation or movement of potentially odorous soils to short and / or predetermined time periods and being cognisant of nearby sensitive receptors. Avoiding extended stockpiling of odorous soils on-site If unacceptable dust or odour levels are observed by the Environmental Consultant, they shall instruct the Remediation Contractor to make immediate changes to site operations to ensure future compliance. If future observations demonstrate future non-compliance, the Environmental Consultant may request the Remediation Contractor to stop work. Site works shall only resume after the Remediation Contractor has implemented changes to work practices that will ensure future compliance. A register of complaints in relation to various issues (including dust and odour) will be established. Additional management measures will be reviewed and implemented if complaints are registered in relation to odours (e.g., use of odour suppressants).	Environmental consultant Remediation contractor Environmental consultant

Asbestos	Management of asbestos containing materials	Inspection of the excavation work to identify potential asbestos materials. If asbestos is encountered during intrusive works (e.g., potential asbestos fragments) work shall cease in this area and stakeholder (i.e., Environmental Consultant, Site Auditor and Site owner) are contacted to determine an appropriate way forward.	Environmental Consultant
Noise	Increased noise levels are likely during the site remediation works due to the earthmoving activities to be carried out on the site.	All works shall be carried out in accordance with the Environment Protection (noise) Policy 2023 Working hours shall be from 7am to 5pm, Monday to Saturday. Only machinery which has been fitted with appropriately maintained silencing equipment shall be used on site. Equipment shall be shut down or throttled down when it is not in sue by the Remediation Contractor. Equipment shall not be operated if repairs would eliminate or reduce noise resulting from its operation.	Remediation contractor
Vibration	Vibrations generated during remediation activities may cause damage to nearby buildings and infrastructure.	Identification of equipment and work methods appropriate for the site. Training of site personnel in how to operate plant to minimise vibrations. Supervision of site works.	Environmental Consultant Remediation contractor Environmental consultant
Management of Equipment	To control the movement of vehicles from work areas during excavation works	All vehicles transporting contaminated materials should be operated in a manner so as to prevent any loss of materials during loading, transport and unloading activities. All equipment that comes in contact with any odorous soil or asbestos containing materials or other waste materials should be washed and cleaned before its removal from the site. All vehicles leaving the site should have clean wheels and underbodies. A high-pressure washer may be used to effectively clean all plan prior to leaving the site. Appropriate wash-down / decontamination areas should be identified and managed. All surfaces carrying vehicular traffic should be kept free of the waste materials present at the site. Ensure any fuel, oil or other chemicals are stored safely and securely and are prevented from leaking. Clean up any spilt fuel, oil or other chemicals.	Remediation Contractor Environmental Consultant Remediation Contractor
Security And Safety	Unauthorised persons may enter the site and incur injuries	Identification of road entry and exit points prior to commencing works on site. Regular inspection and maintenance of site security fence. All site access points shall be locked and secured outside working hours.	Environmental consultant

		Site induction for all workers and visitors to the site. A dedicated site supervisor is to be onsite at all times when the site is in operation to ensure that the management strategies of the SRP are adhered to.	
Complaints	From neighbours or the public	If any complaints are received the Site Owner shall be contacted as soon as possible. All complainants received to be provided to Auditor.	Environmental consultant
General	Compliance with SA EPA Guidelines	Regular inspections of the site to ensure compliance with this SRP.	Site Contamination Auditor

9 EMERGENCY PROCEDURES

The remediation works have the potential to generate emergency situations caused by the excavation of contaminated soils present on site, and the use of excavation machinery and heavy vehicles used for transport of soils off-site.

9.1 Principles

A SWMS / JSEA shall be developed by the Environmental Consultant. The SWMS / JSEA's shall include the following as a minimum:

- The identification of risks specific to the proposed site works. Prevention activities shall include risk identification, safe practice, occupational safety, compliance with regulations and legislation.
- The planning of processes to be undertaken when an emergency occurs. Preparedness activities shall include planning, site inductions, and role definition.
- Implementing planned procedures to ensure safety of site workers and the community.
- Response activities shall include coordination, rescue, safety, first aid, communication, liaising with agencies, adjusting, and maintaining site operations, managing the media.

9.2 Anticipated Risks

As a minimum, the following environmental issues shall be considered during site works:

- Contaminated materials releasing volatiles or odours or dust.
- Fuel or fuel product spill during infrastructure removal.
- Confined space (excavations).
- Oxygen depletion due to contamination.
- Explosive risk from hydrocarbon vapours.
- Friable or loose asbestos.
- Uncontrolled ingress of water into excavated areas.
- Flooding of excavated pits.
- Sliding or collapse of sides of excavations and damage to adjacent properties and infrastructure.
- Uncontrolled emissions of dust, contaminants contained in dust, stormwater, volatiles, asbestos fibres.

Notwithstanding the above list, the Environmental Consultant shall ensure that all issues that could reasonably have been expected are addressed in the SWMS / JSEA for this site work.

9.3 Typical Approach to Emergencies

Generally, the following approach is suggested in the event of an emergency:

- Notification of emergency by Environmental Consultant (i.e., anyone who has control of the site during the emergency).
- Identification of scope and nature of emergency, stopping of work in affected areas.
- Notification to the Site Owner and, if required, EPA and other government agencies.
- Implementation of management measures and monitoring of effectiveness of management Measures

9.4 Emergency Contacts

Any Safe Work Method Statements or Job Safety Environment Analysis documents (SWMS / JSEA) to be prepared by the Environmental Consultant shall include a list of emergency contacts for essential services including police, fire, ambulance, hospital, doctor, and the Site Owner. In addition, the plan shall include the closest route to emergency services.

10 STAKEHOLDER ENGAGEMENT

No stakeholder engagement with the neighbouring community has been undertaken to date for the remediation works.

Prior to remediation works occurring at the site, community engagement will be undertaken to ensure that immediate neighbours are aware of the planned remediation works. The stakeholder engagement will include door knocking and letter drops. Due to the proposed site works both prior to and during redevelopment, TMK envisions that a dilapidation survey report will be required for the site prior to any site demolition is carried out. The dilapidation survey is to include the footpath adjacent to the site. The Council and EPA will be informed of the commencement of site works.

The landowner ('client') has been kept informed of the assessment and remediation works at the site. The EPA is aware of the contamination issues at the site, by being updated as part of Section 83A notifications as well as their involvement in the Audit process (e.g., interim audit advice).

This report and the opinions expressed above are subject to the limitations presented in Section 11. It is important that the reader make themselves aware of these limitations.

11 LIMITATIONS

11.1 Scope of Services

This Site Remediation Plan ('the report') has been prepared in accordance with the scope of services set out in the contract, or as otherwise agreed (i.e., 'scope of services'). In some circumstances, the scope of services may have been limited by a range of factors such as time, budget, access and / or site disturbance constraints.

11.2 Reliance on Data

In preparing the report, TMK Consulting Engineers has relied upon data, surveys, analyses, designs, plans and other information provided by other individuals and organisations, most of which are referred to in the report ('the data'). Except as otherwise stated in the report, TMK Consulting Engineers have not verified the accuracy or completeness of the data. To the extent that the statements, opinions, facts, information, conclusions and/or recommendations in the report ('conclusions') are based in whole or part on the data, those conclusions are contingent upon the accuracy and completeness of the data. TMK Consulting Engineers will not be liable in relation to incorrect conclusions should any data, information or condition be incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to TMK Consulting Engineers.

11.3 Desktop Environmental Conclusions

In accordance with the scope of services, TMK Consulting Engineers has relied upon the data and has conducted desktop site history research in the preparation of the report. The nature and extent of investigation conducted is described in the report.

No investigation, no matter how thorough, can eliminate the possibility that not all potentially contaminating activities identified, or provide sufficient confidence to determine the suitability of a site for a given use. The conclusions are based only upon the data and information available to TMK Consulting Engineers at the time of preparing this report.

Within the limitations imposed by the scope of services, the investigation and preparation of this report have been undertaken and performed in a professional manner, in accordance with generally accepted practices and using a degree of skill and care ordinarily exercised by reputable environmental consultants under similar circumstances. No other warranty, expressed or implied, is made.

11.4 Report for the Benefit of the Client

The report has been prepared for the benefit of Erasmo Cutillo and no other party.

TMK Consulting Engineers assumes no responsibility and will not be liable to any other person or organisation for or in relation to any matter dealt with or conclusions expressed in the report, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in the report (including without limitation matters arising from any negligent act or omission of TMK Consulting Engineers or for any loss or damage suffered by any other party relying upon the matters dealt with or conclusions expressed in the report). Other parties should not rely upon the report or the accuracy or completeness of any conclusions and should make their own enquiries and obtain independent advice in relation to such matters.

11.5 Other Limitations

TMK Consulting Engineers will not be liable to update or revise the report to take into account any events or emergent circumstances or facts occurring or becoming apparent after the date of the report.

12 ELECTRONIC AND HARD COPY REPORTING

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Supporting Document Electronic Appendix			

For and on behalf of
TMK Consulting Engineers

John Weber

JOHN WEBER
Senior Scientist / Senior Associate

FIGURES

Figure 1 Site Location Plan

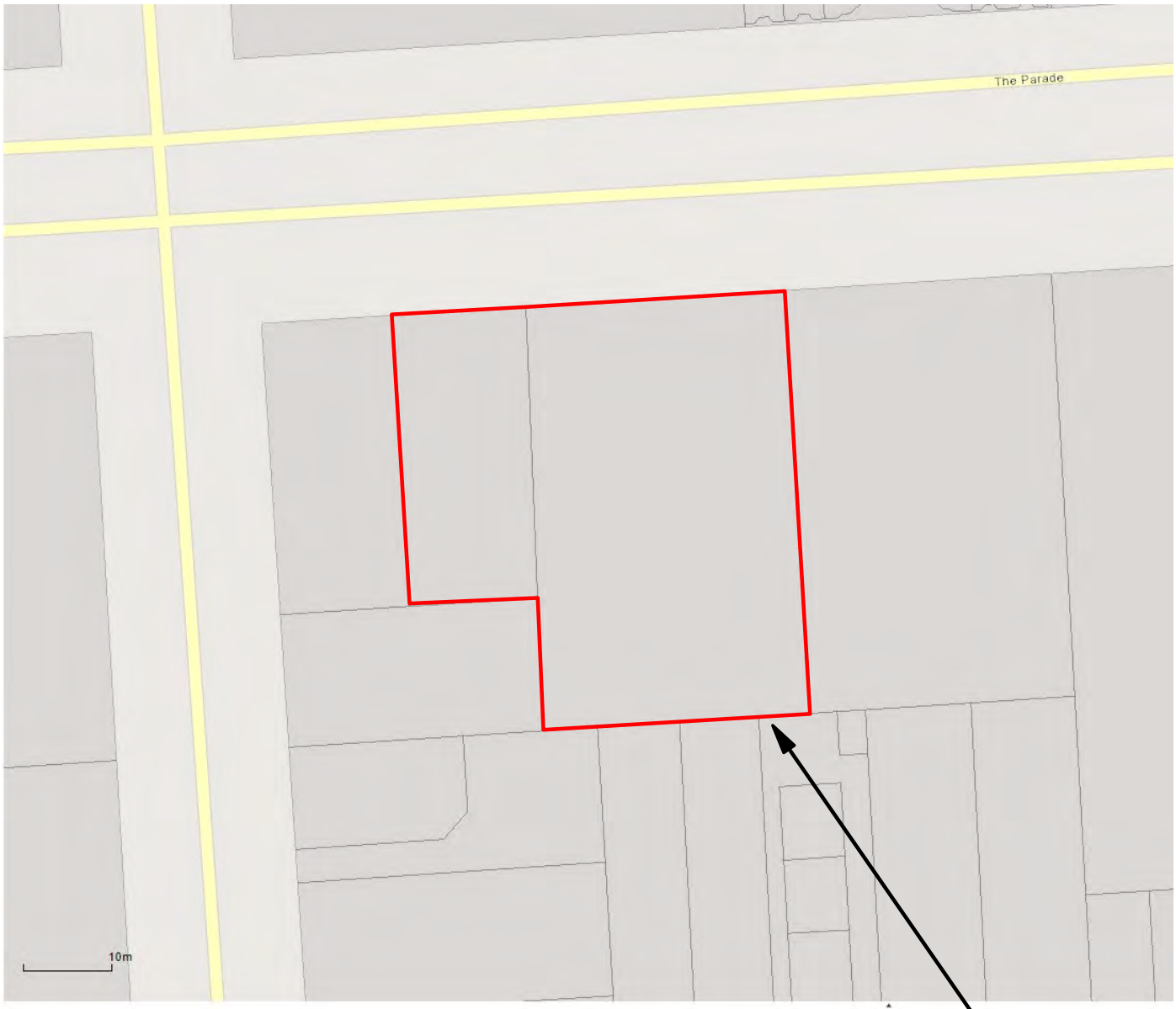
Figure 2 Site Plan

Figure 3 Historical Features

FIGURE 1
Site Location Plan

TMK Consulting Engineers
Level 6, 100 Pirie Street, Adelaide SA 5000
Tel: 08 8238 4100
Civil • Geotechnical • Environmental
Structural • Mechanical • Electrical • Fire
Hydraulics • Forensic • Construction Assist
Riverland Office: 25 Vaughan Terrace, Berri SA 5343

Figure 1
SITE LOCATION PLAN
JOB No. 2206154
Date: 10/7/2023
(ENVFIG1)



ADDRESS: 52 The Parade, Norwood, SA 5067
FOR: Erasmo Cutillo

APPROXIMATE SITE BOUNDARY

FIGURE 2
Site Plan

APPROXIMATE SITE BOUNDARY

N

LEGEND

BOUNDARY OF INTEREST

NOTE:
NOT ALL LEGEND ITEMS MAYBE INCLUDED INTO THE FIGURE

REV	DATE	DESCRIPTION
A	02/04/23	Image from Nearmaps

SITE

AT: 52 The Parade,
Norwood, South Australia

FOR: Erasmo Cutillo

TITLE SITE PLAN

Civil
Geotechnical
Environmental
Structural
Mechanical
Electrical
Fire
Hydraulics
Forensic
Construction Assist
Vertical Transport

Adelaide office: 08 8238 4100
Melbourne office: 08 8238 4115
Riverland office: 08 8582 3970

www.tmkeng.com.au

TMK

SCALES	NTS	JOB No.	2206154
DRAWN	JMP		
DATE	JUL 2023	DWG No.	FIG 2
ENGINEER			

FIGURE 3
Historical Features

Attachment 1

N

LEGEND

BOUNDARY OF INTEREST

BH1 SAMPLING LOCATIONS

SITE and HISTORICAL FEATURES

- SERVICE BAY
- SERVICE BAY / STORAGE
- BOWSERS
- USTs
- WASHDOWN AREA
- SHOP / OFFICE
- TOILETS

NOTE:
NOT ALL LEGEND ITEMS MAYBE INCLUDED INTO THE FIGURE

REV	DATE	DESCRIPTION
A	10/08/23	Image from Nearmaps
B	14/02/24	Site Features and Historical Features
C	21/03/24	Figure Renamed for SRP

SITE

AT: 52 The Parade,
Norwood, South Australia

FOR: Erasmo Cutillo

TITLE

Historical Features

Civil
Geotechnical
Environmental
Structural
Mechanical
Electrical
Fire
Hydraulics
Forensic
Construction Assist
Vertical Transport

Adelaide office: 08 8238 4100
Melbourne office: 08 8238 4115
Riverland office: 08 8582 3970

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SCALES	NTS	JOB No.	2206154
DRAWN	ACP		
DATE	AUG 2023	DWG No.	FIG 3
ENGINEER			

APPENDICES

Appendix A Figure 4 Soil Classified in Accordance with SA EPA Waste Classification.

Figure 4a Soil Classifications with Hotspots Removed.

Appendix B Figure 5 Groundwater Well Locations and Listed Exceedances.

Figure 5a Calculated Groundwater Flow – Contours

Appendix C Figure 6 Locations and Listing of Reported Soil Vapour Values.

Appendix D Soil Volumes for Validation

Figures Showing Soil EPA Classification by Layer

Figure 7a Fill Layer 0.0 – 0.5mBGL

Figure 7b Fill Layer 0.5 – 0.5mBGL

Figure 7c Fill Layer 0.75 – 1.0mBGL

Figure 7d Fill Layer 1.0 – 1.2mBGL

Figure 7e Fill Layer 1.2 – 1.5mBGL

Appendix E CSM - Point Sources

Appendix F Proposed Development Plan – Architectural Plan

APPENDIX A

Figure 4 Soil Classified in Accordance with SA EPA Waste Classification.

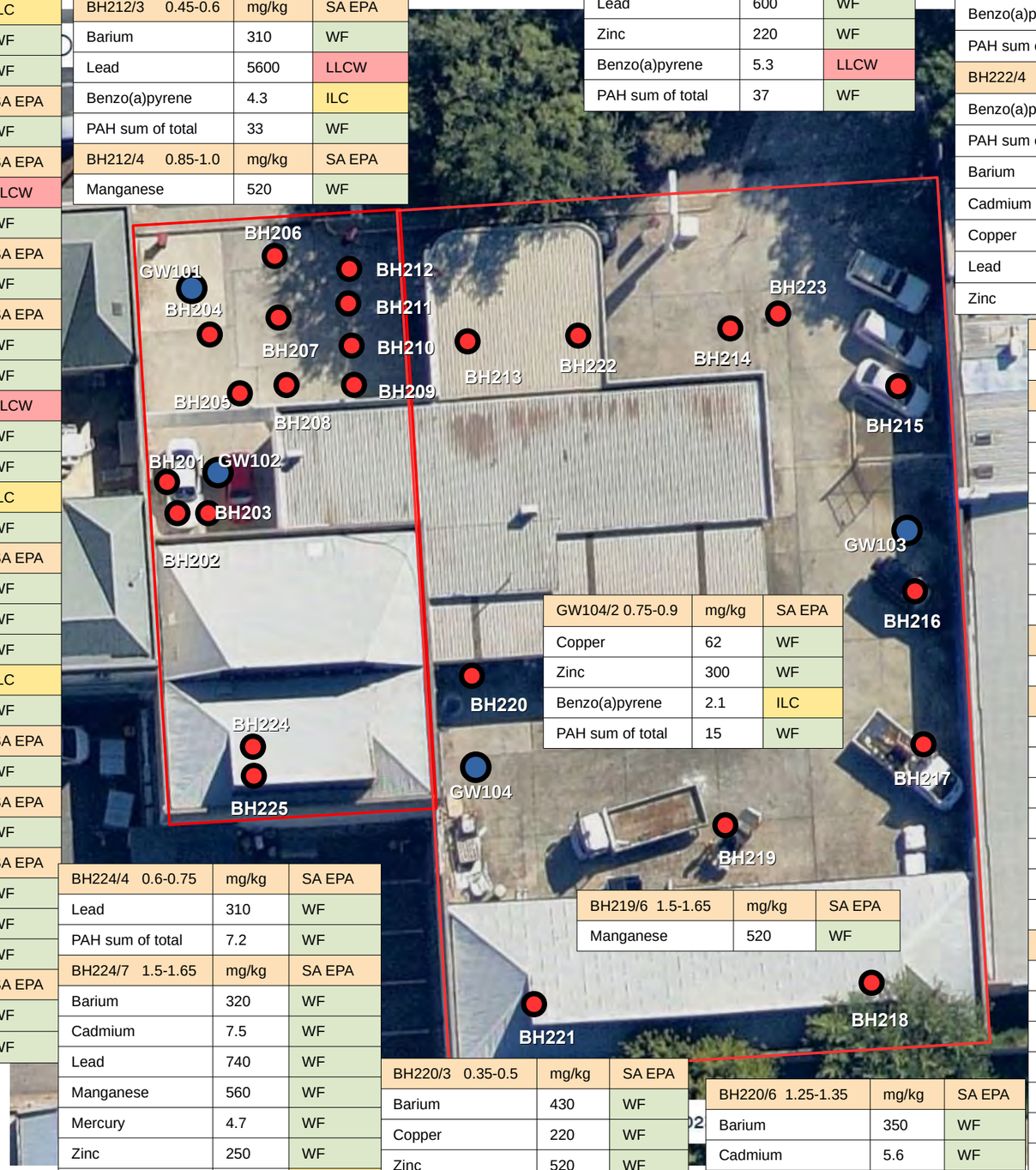
Attachment 1

BH201/2 0.15-0.3	mg/kg	SA EPA
PAH sum of total	7.3	WF
BH201/4 1.2-1.35	mg/kg	SA EPA
Barium	360	WF
Lead	1400	ILC
Mercury	12	WF
Zinc	360	WF
BH203/6 1.6-1.75	mg/kg	SA EPA
Manganese	530	WF
BH204/3 0.5-0.65	mg/kg	SA EPA
Lead	7800	LLCW
PAH sum of total	8.2	WF
BH204/4 0.75-0.9	mg/kg	SA EPA
Zinc	280	WF
BH205/4 1-1.15	mg/kg	SA EPA
Barium	370	WF
Copper	150	WF
Lead	7600	LLCW
Mercury	5.4	WF
Zinc	530	WF
Benzo(a)pyrene	4.8	ILC
PAH sum of total	38	WF
BH205/5 1.25-1.4	mg/kg	SA EPA
Lead	1100	WF
Mercury	2.2	WF
Zinc	500	WF
Benzo(a)pyrene	4.1	ILC
PAH sum of total	33	WF
BH206/2 0.3-0.45	mg/kg	SA EPA
Zinc	660	WF
BH208/7 2.3-2.45	mg/kg	SA EPA
Zinc	780	WF
BH209/3 1-1.15	mg/kg	SA EPA
Arsenic	54	WF
Lead	1000	WF
Zinc	350	WF
BH209/4 1.2-1.35	mg/kg	SA EPA
Manganese	680	WF
PAH sum of total	5.6	WF

BH212/2 0.25-0.4	mg/kg	SA EPA
Copper	3800	ILC
Nickel	62	WF
Zinc	300	WF
BH212/3 0.45-0.6	mg/kg	SA EPA
Barium	310	WF
Lead	5600	LLCW
Benzo(a)pyrene	4.3	ILC
PAH sum of total	33	WF
BH212/4 0.85-1.0	mg/kg	SA EPA
Manganese	520	WF

BH223/3 0.65-0.8	mg/kg	SA EPA
Lead	600	WF
Zinc	220	WF
Benzo(a)pyrene	5.3	LLCW
PAH sum of total	37	WF

BH222/3 0.45-0.6	mg/kg	SA EPA
Barium	400	WF
Copper	130	WF
Lead	910	WF
Zinc	730	WF
Benzo(a)pyrene	2.4	ILC
PAH sum of total	18	WF
BH222/4 0.85-1.0	mg/k	SA EPA
Benzo(a)pyrene	2.8	ILC
PAH sum of total	21	WF
Barium	370	WF
Cadmium	4	W
Copper	130	WF
Lead	520	WF
Zinc	4000	WF



GW104/2 0.75-0.9	mg/kg	SA EPA
Copper	62	WF
Zinc	300	WF
Benzo(a)pyrene	2.1	ILC
PAH sum of total	15	WF

BH219/6 1.5-1.65	mg/kg	SA EPA
Manganese	520	WF

BH224/4 0.6-0.75	mg/kg	SA EPA
Lead	310	WF
PAH sum of total	7.2	WF
BH224/7 1.5-1.65	mg/kg	SA EPA
Barium	320	WF
Cadmium	7.5	WF
Lead	740	WF
Manganese	560	WF
Mercury	4.7	WF
Zinc	250	WF
Benzo(a)pyrene	8.6	ILC
PAH sum of total	110	ILC

BH220/3 0.35-0.5	mg/kg	SA EPA
Barium	430	WF
Copper	220	WF
Zinc	520	WF
Benzo(a)pyrene	28	LLCW
PAH sum of total	240	LLCW
C10-C36 fraction	3100	ILC
BH220/4 0.5-0.65	mg/kg	SA EPA
Benzo(a)pyrene	1.9	WF
PAH sum of total	21	WF

BH220/6 1.25-1.35	mg/kg	SA EPA
Barium	350	WF
Cadmium	5.6	WF
Copper	720	WF
Lead	1300	ILC
Nickel	86	WF
Zinc	1700	WF
PAH sum of total	13	WF
C10-C36 fraction	31000	LLCW

BH215/4 1.1-1.25	mg/kg	SA EPA
Maganese	360	WF
BH216/4 1-1.15	mg/kg	SA EPA
Arsenic	21	WF
Barium	510	WF
Copper	140	WF
Lead	760	WF
Zinc	880	WF
Benzo(a)pyrene	9.4	LLCW
PAH sum of total	91	ILC
BH216/5 1.2-1.35	mg/kg	SA EPA
Manganese	560	WF
BH217/4 1.1-1.25	mg/kg	SA EPA
Barium	380	WF
Copper	120	WF
Lead	620	WF
Mercury	9.8	WF
Zinc	3700	WF
Benzo(a)pyrene	5.4	LLCW
PAH sum of total	42	ILC
BH218/4 1.1-1.25	mg/kg	SA EPA
Barium	350	WF
Copper	68	WF
Lead	740	WF
Mercury	6.3	WF
Zinc	990	WF
Benzo(a)pyrene	3.4	ILC
PAH sum of total	29	WF
BH218/5 1.45-1.6	mg/kg	SA EPA
Mercury	1.2	WF
Zinc	460	WF
Benzo(a)pyrene	3.6	ILC
PAH sum of total	30	WF

LEGEND

- BOUNDARY OF INTEREST
- BORE HOLE LOCATIONS
- WELL LOCATIONS

NOTE:
NOT ALL LEGEND ITEMS MAYBE INCLUDED INTO THE FIGURE

REV	DATE	DESCRIPTION
A	18/07/23	Nearmap Image
B	14/02/24	Title of Figure changed

SITE

AT: 52 The Parade,
Norwood, South Australia

FOR: Erasmo Cutillo

TITLE SA EPA Waste Disposal Criteria

TMK Consulting Engineers
Level 6, 100 Pirie Street, Adelaide SA 5000
Tel: 08 8238 4100
Civil • Geotechnical • Environmental
Structural • Mechanical • Electrical • Fire
Hydraulics • Forensic • Construction Assist
Riverland Office: 25 Vaughan Terrace, Berri SA 5343

SCALES	NTS	JOB No.	2206154
DRAWN	ACP		
DATE	JUL 2023	DWG No.	FIG 4
ENGINEER			

N

Figure 4a Soil Classifications with Hotspots Removed.

Attachment 1

BH222/3 0.45-0.6	mg/kg	SA EPA
Barium	400	WF
Copper	130	WF
Lead	910	WF
Zinc	730	WF
Benzo(a)pyrene	2.4	ILC
PAH sum of total	18	WF
BH222/4 0.85-1.0	mg/k	SA EPA
Benzo(a)pyrene	2.8	ILC
PAH sum of total	21	WF
Barium	370	WF
Cadmium	4	W
Copper	130	WF
Lead	520	WF
Zinc	4000	WF

LEGEND

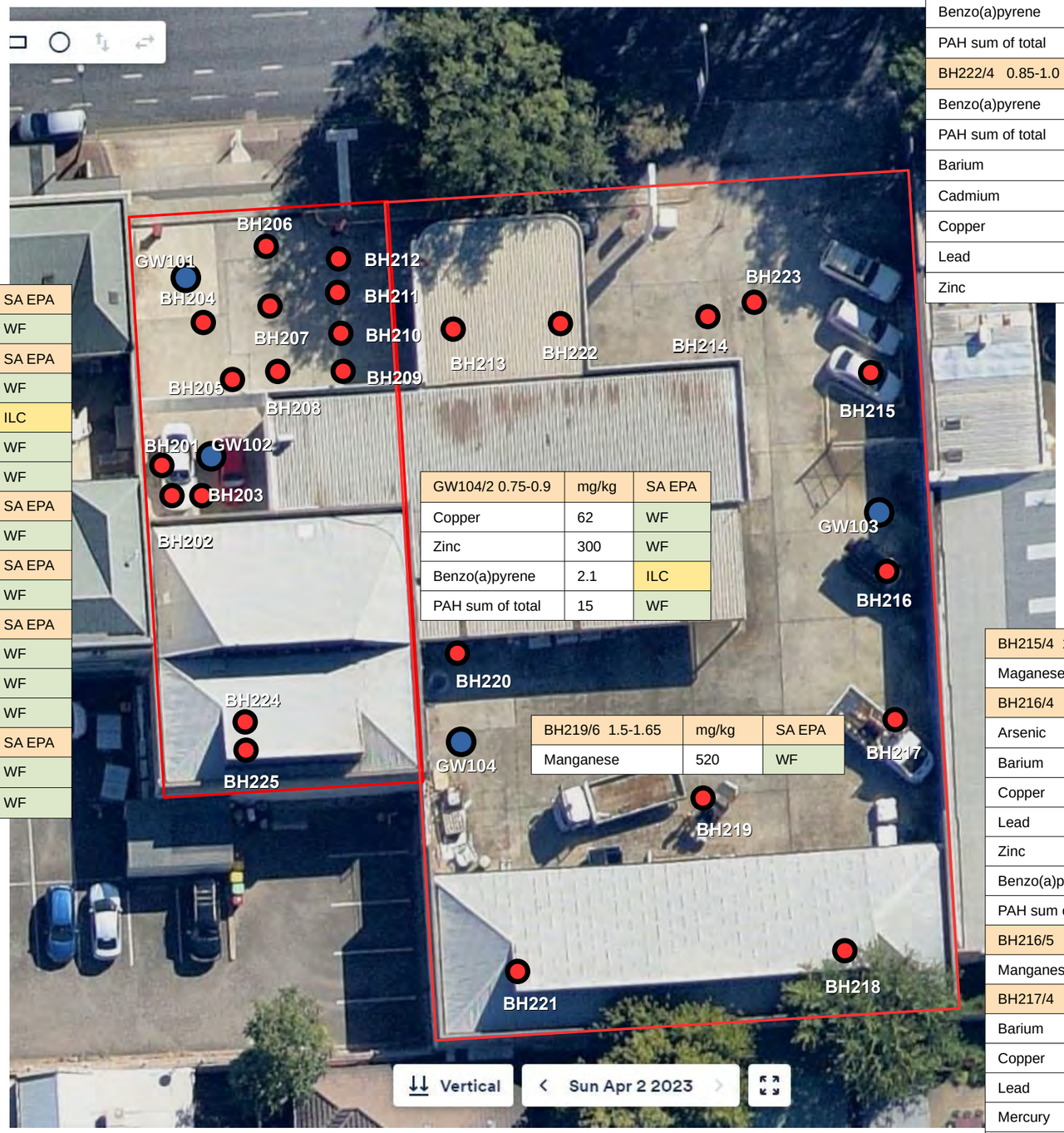
BOUNDARY OF INTEREST

BORE HOLE LOCATIONS

WELL LOCATIONS

NOTE:
NOT ALL LEGEND ITEMS MAYBE INCLUDED INTO THE FIGURE

BH201/2 0.15-0.3	mg/kg	SA EPA
PAH sum of total	7.3	WF
BH201/4 1.2-1.35	mg/kg	SA EPA
Barium	360	WF
Lead	1400	ILC
Mercury	12	WF
Zinc	360	WF
BH203/6 1.6-1.75	mg/kg	SA EPA
Manganese	530	WF
BH208/7 2.3-2.45	mg/kg	SA EPA
Zinc	780	WF
BH209/3 1-1.15	mg/kg	SA EPA
Arsenic	54	WF
Lead	1000	WF
Zinc	350	WF
BH209/4 1.2-1.35	mg/kg	SA EPA
Manganese	680	WF
PAH sum of total	5.6	WF



GW104/2 0.75-0.9	mg/kg	SA EPA
Copper	62	WF
Zinc	300	WF
Benzo(a)pyrene	2.1	ILC
PAH sum of total	15	WF

BH219/6 1.5-1.65	mg/kg	SA EPA
Manganese	520	WF

BH215/4 1.1-1.25	mg/kg	SA EPA
Maganese	360	WF
BH216/4 1-1.15	mg/kg	SA EPA
Arsenic	21	WF
Barium	510	WF
Copper	140	WF
Lead	760	WF
Zinc	880	WF
Benzo(a)pyrene	9.4	LLCW
PAH sum of total	91	ILC
BH216/5 1.2-1.35	mg/kg	SA EPA
Manganese	560	WF
BH217/4 1.1-1.25	mg/kg	SA EPA
Barium	380	WF
Copper	120	WF
Lead	620	WF
Mercury	9.8	WF
Zinc	3700	WF
Benzo(a)pyrene	5.4	LLCW
PAH sum of total	42	ILC

N

REV	DATE	DESCRIPTION
B	28/11/23	Nearmap Image
C	27/03/24	Figure renamed to 4a from App A2 for SRP

SITE

AT: 52 The Parade,
Norwood, South Australia

FOR: Erasmo Cutillo

TITLE
SA EPA EXCEEDANCES – minus Hotspots

TMK Consulting Engineers
Level 6, 100 Pirie Street, Adelaide SA 5000
Tel: 08 8238 4100
Civil • Geotechnical • Environmental
Structural • Mechanical • Electrical • Fire
Hydraulics • Forensic • Construction Assist
Riverland Office: 25 Vaughan Terrace, Berri SA 5343

SCALES	NTS	JOB No.	2206154
DRAWN	ACP		
DATE	Nov 2023	DWG No.	FIG 4a
ENGINEER			

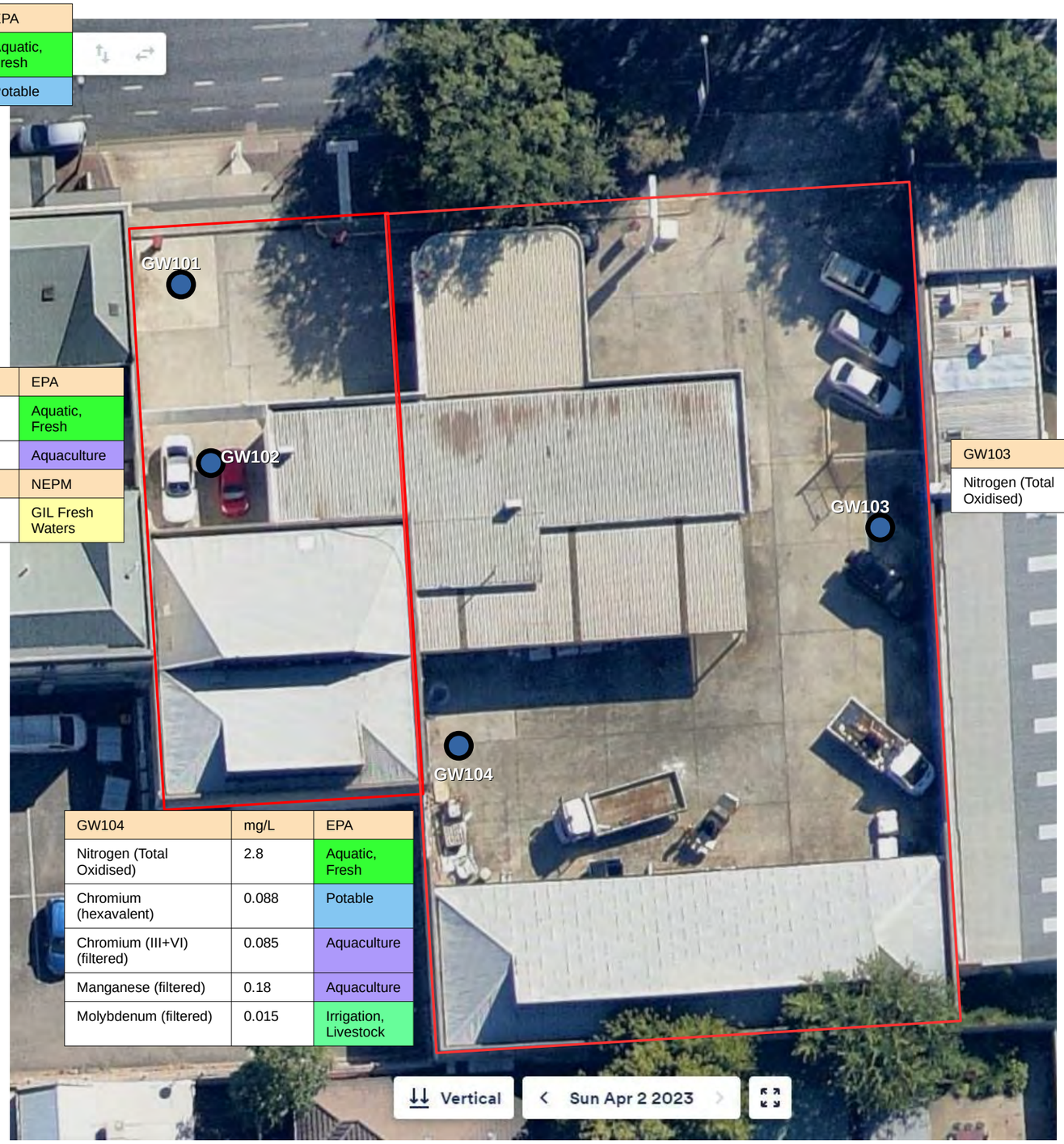
APPENDIX B

Figure 5 Groundwater Well Locations and Listed Exceedances.

Attachment 1

GW101	mg/L	EPA
Nitrogen (Total Oxidised)	3.0	Aquatic, Fresh
Manganese (filtered)	1.1	Potable

GW102	mg/L	EPA
Nitrogen (Total Oxidised)	2.6	Aquatic, Fresh
Manganese (filtered)	0.5	Aquaculture
GW102	mg/L	NEPM
Copper (filtered)	0.003	GIL Fresh Waters



GW103	mg/L	EPA
Nitrogen (Total Oxidised)	3.6	Aquatic, Fresh

GW104	mg/L	EPA
Nitrogen (Total Oxidised)	2.8	Aquatic, Fresh
Chromium (hexavalent)	0.088	Potable
Chromium (III+VI) (filtered)	0.085	Aquaculture
Manganese (filtered)	0.18	Aquaculture
Molybdenum (filtered)	0.015	Irrigation, Livestock

N

LEGEND

BOUNDARY OF INTEREST

WELL LOCATIONS

- NEPM 2013 Table 1C GILs, Drinking Water
- NEPM 2013 Table 1C GILs, Fresh Waters
  - 6.5 < pH (Field)
  - 6.5 < pH (Lab)
- NEPM 2013 Table 1C GILs, Marine Waters
- SA Water Quality, 2003, Ag, Irrigation
- SA Water Quality, 2003, Ag, Livestock
- SA Water Quality, 2003, Aquaculture
- SA Water Quality, 2003, Aquatic, Fresh
- SA Water Quality, 2003, Aquatic, Marine
- SA Water Quality, 2003, Potable
- NEPM 2013 Table 1A(4) Res HSL A & B GW for Vapour Intrusion, Sand
- NEPM 2013 Table 1A(4) Res HSL A & B GW for Vapour Intrusion, Silt
- NEPM 2013 Table 1A(4) Res HSL A & B GW for Vapour Intrusion, Clay
- NEPM 2013 Table 1A(4) Comm/Ind HSL D GW for Vapour Intrusion, Sand
- NEPM 2013 Table 1A(4) Comm/Ind HSL D GW for Vapour Intrusion, Silt
- NEPM 2013 Table 1A(4) Comm/Ind HSL D GW for Vapour Intrusion, Clay

NOTE:
NOT ALL LEGEND ITEMS MAYBE INCLUDED INTO THE FIGURE

REV	DATE	DESCRIPTION
A	18/07/23	Nearmap Image
B	15/02/24	Aquatic marine and GIL marine removed from tables
C	27/03/24	Renamed from 5a to 5 for SRP

SITE

AT: 52 The Parade,
Norwood, South Australia

FOR: Erasmo Cutillo

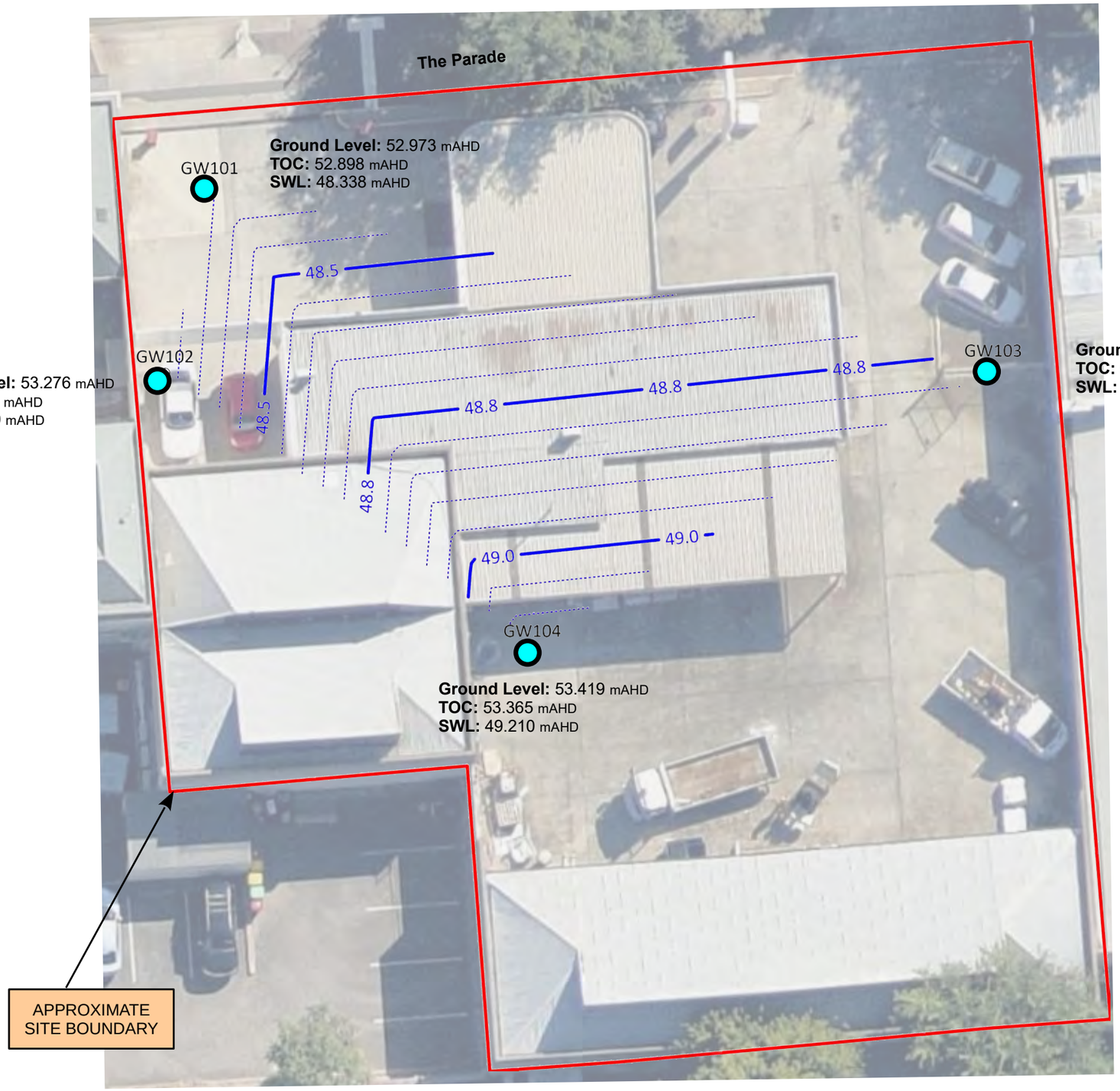
TITLE SA EPA and NEPM EXCEEDANCES

TMK Consulting Engineers
Level 6, 100 Pirie Street, Adelaide SA 5000
Tel: 08 8238 4100
Civil • Geotechnical • Environmental
Structural • Mechanical • Electrical • Fire
Hydraulics • Forensic • Construction Assist
Riverland Office: 25 Vaughan Terrace, Berri SA 5343

SCALES	NTS	JOB No.	2206154
DRAWN	ACP		
DATE	JUL 2023	DWG No.	FIG 5
ENGINEER			

Figure 5a Calculated Groundwater Flow - Contours

Attachment 1



N

LEGEND

BOUNDARY OF INTEREST

GW101 Groundwater Sampling Locations

Note: Data for contours dated 5/07/2023, 1/07/2023 data varies only a few degrees northwest.

NOTE:
NOT ALL LEGEND ITEMS MAYBE INCLUDED INTO THE FIGURE

REV	DATE	DESCRIPTION
A	03/08/23	Image created
B	27/03/24	Figure renamed form 3a to 5a for SRP

SITE

AT: 52 The Parade,
Norwood, South Australia

FOR: Erasmo Cutillo

TITLE Site Groundwater Contours

Civil
Geotechnical
Environmental
Structural
Mechanical
Electrical
Fire
Hydraulics
Forensic
Construction Assist
Vertical Transport

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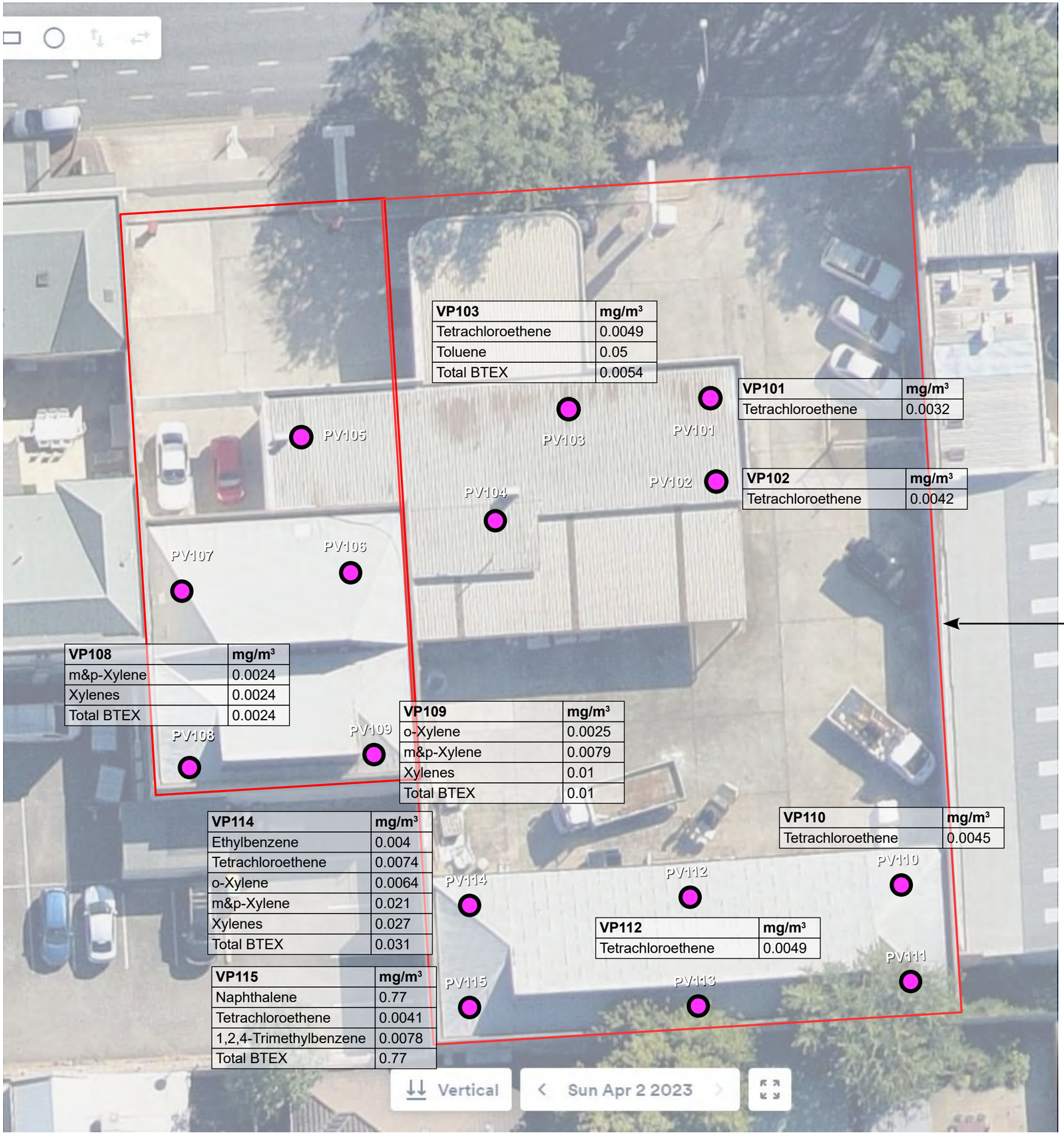
TMK

SCALES	NTS	JOB No.	2206154
DRAWN	RFC		
DATE	AUG 2023	DWG No.	FIG 5a
ENGINEER			

APPENDIX C

Figure 6 Locations and Listing of Reported Soil Vapour Values

Attachment 1



VP103	mg/m³
Tetrachloroethene	0.0049
Toluene	0.05
Total BTEX	0.0054

VP101	mg/m³
Tetrachloroethene	0.0032

VP102	mg/m³
Tetrachloroethene	0.0042

VP108	mg/m³
m&p-Xylene	0.0024
Xylenes	0.0024
Total BTEX	0.0024

VP109	mg/m³
o-Xylene	0.0025
m&p-Xylene	0.0079
Xylenes	0.01
Total BTEX	0.01

VP114	mg/m³
Ethylbenzene	0.004
Tetrachloroethene	0.0074
o-Xylene	0.0064
m&p-Xylene	0.021
Xylenes	0.027
Total BTEX	0.031

VP115	mg/m³
Naphthalene	0.77
Tetrachloroethene	0.0041
1,2,4-Trimethylbenzene	0.0078
Total BTEX	0.77

VP110	mg/m³
Tetrachloroethene	0.0045

VP112	mg/m³
Tetrachloroethene	0.0049

APPROXIMATE SITE BOUNDARY

N

LEGEND

BOUNDARY OF INTEREST

PV101 VAPOUR SAMPLING LOCATIONS

Note: All results are below ASC NEPM HIL D and HSL D values

NOTE:
NOT ALL LEGEND ITEMS MAYBE INCLUDED INTO THE FIGURE

REV	DATE	DESCRIPTION
A	02/04/23	Image from Nearmaps

SITE

AT: 52 The Parade, Norwood, South Australia

FOR: Erasmo Cutillo

TITLE VAPOUR SAMPLING LOCATIONS

Civil · Geotechnical · Environmental · Structural · Mechanical · Electrical · Fire · Hydraulics · Forensic · Construction Assist · Vertical Transport

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TMK

SCALES	NTS	JOB No.	2206154
DRAWN	RFC		
DATE	AUG 2023	DWG No.	FIG 6
ENGINEER			

APPENDIX D

Soil Volumes for Validation

2206154_001 Norwood Volume Calculations

The volumes are approximate based upon the soil profiles from the limited boreholes and groundwater wells installed onsite.

Areas that have been pulled out of site calculations based on either being previously backfilled or are required to be excavated and validated as part of the SRP.

The oil separator pit, locations BH220 and GW104	~depth 1.35m	~volume 14.83 m^3
The oil tank, locations BH214 and BH223	~depth 0.75m	~volume 10.09 m^3
The former UST tank area, BH207, BH211 and BH210	~depth 3.4m	~volume 35.75 m^3

Estimated volumes for nominal layers:

Layer 1: the top layer from the surface to nominal Level 1 which comprises mainly of SAND: orange or white,

Layer 2: The second layer, which comprises various FILL material; listed as Sand, sandy clay to silty clay

Layer 3: The third layer extends to the site's natural soil consisting of Sandy CLAY: brown.

Estimated volumes of material from across the site:

Surface to Level 1	~1416 m^3
Level 1 to Level 2	~2537 m^3
Level 2 to Level 3	~3196 m^3

Soil below level 3 is mainly natural Sandy Clays: red-brown.

The following figures depict the levels with respect to metres Australian Height Datum (mAHD) followed by the layer images in metres Below Ground Level (mBGL) (prior to excavation).

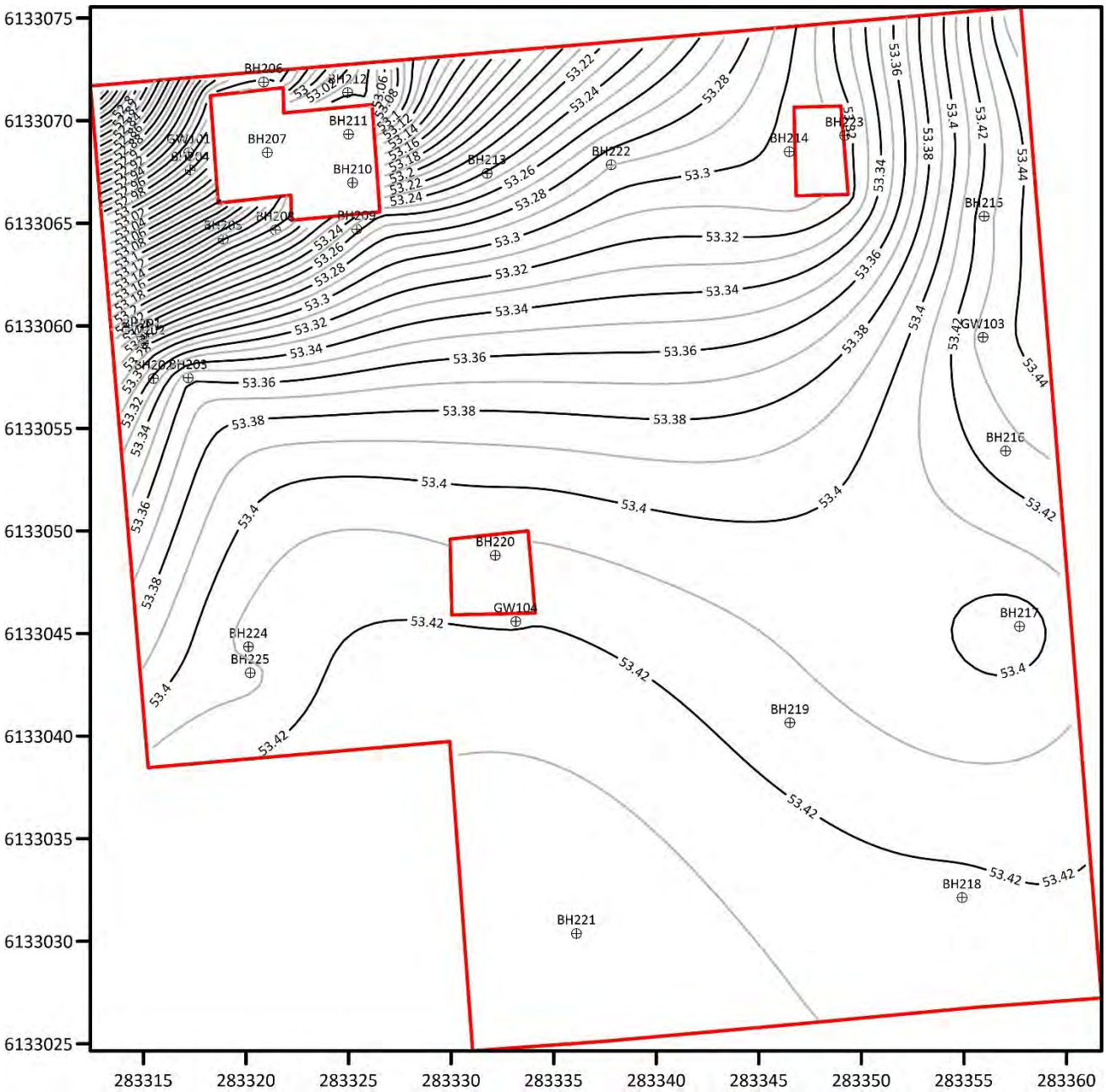


Figure 1 Site Surface Contours (mAHD)

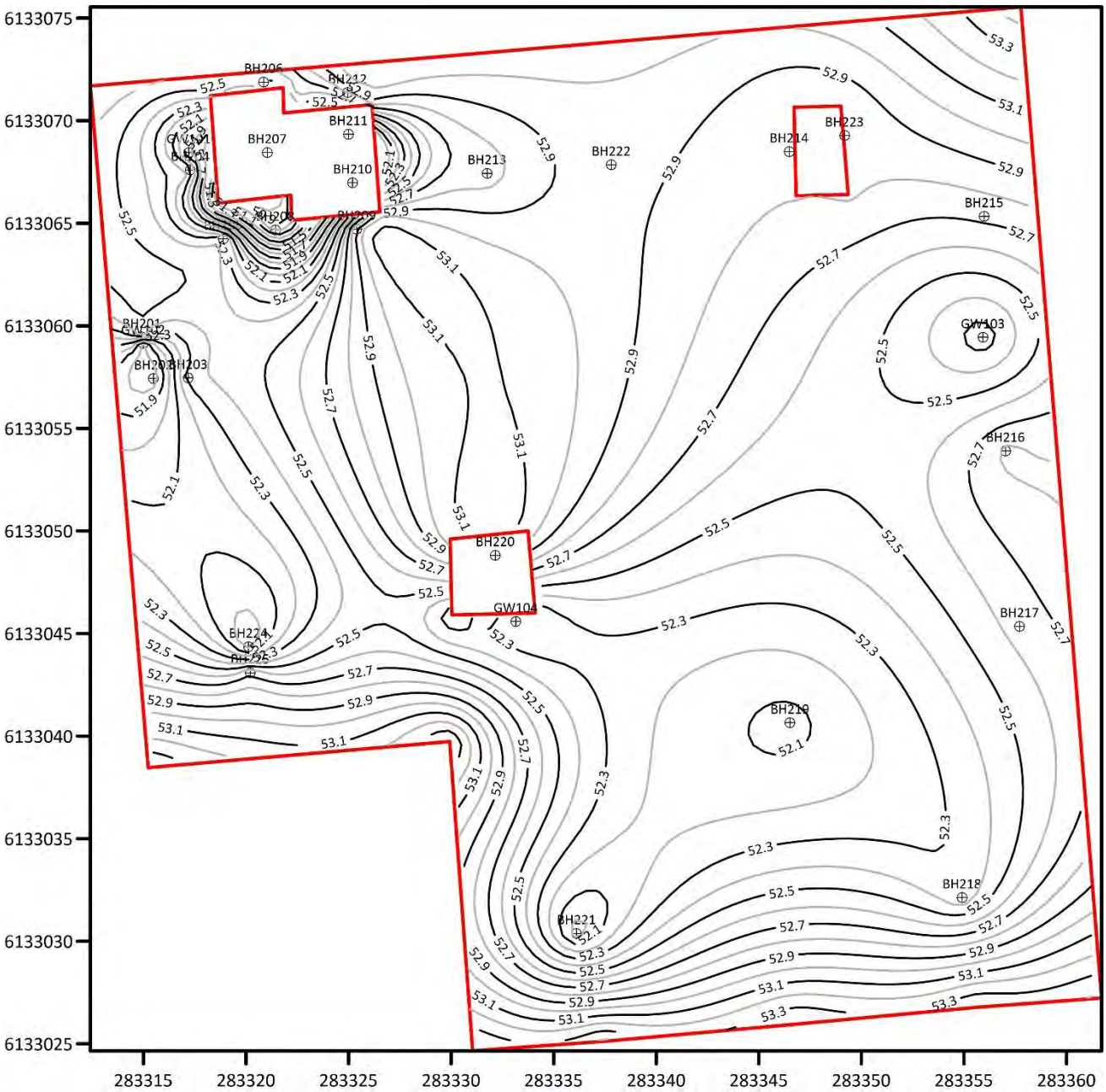


Figure 2 Level 1 Surface Contours (mAHD)

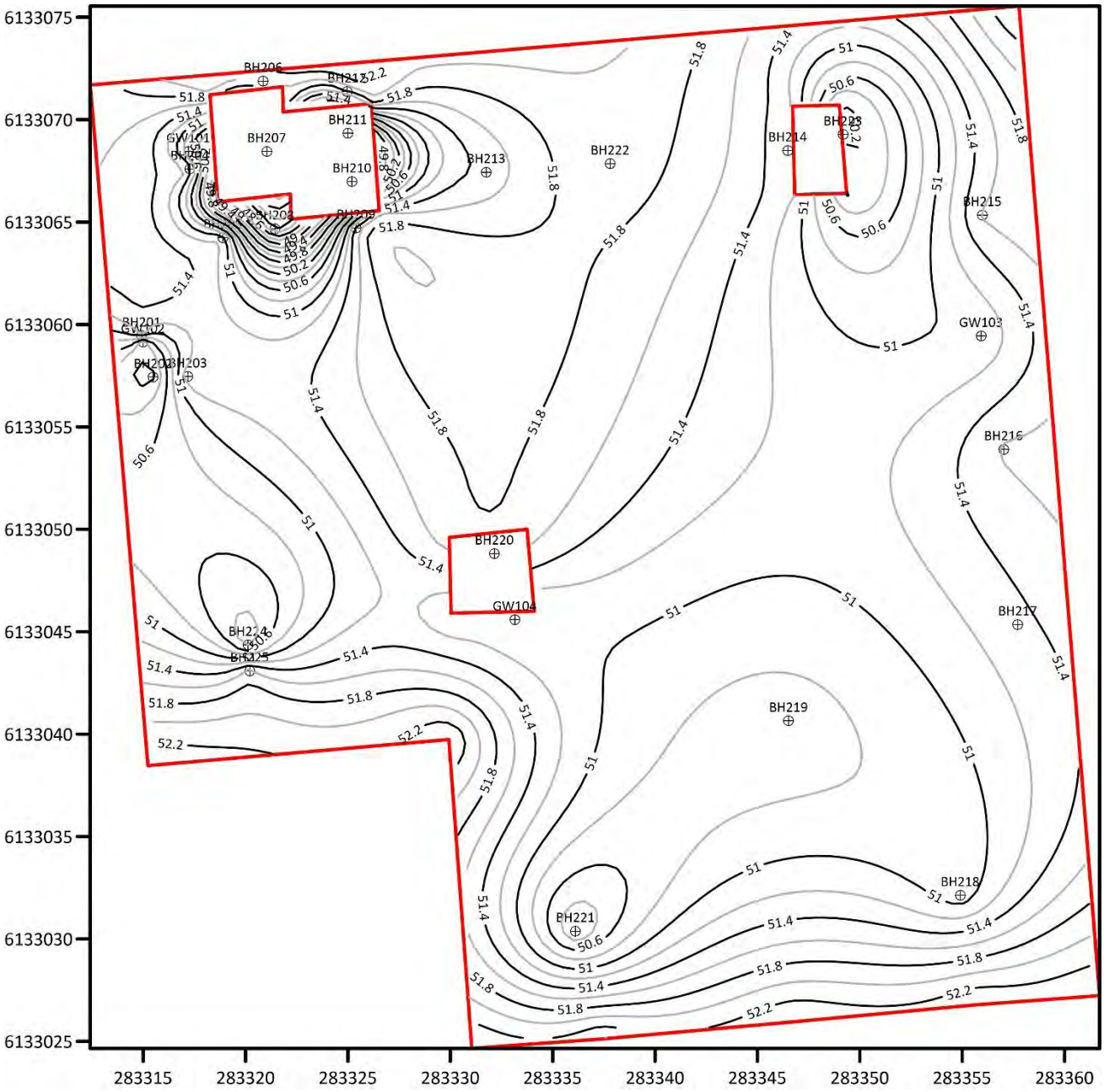


Figure 3 Level 2 Surface Contours (mAHD)

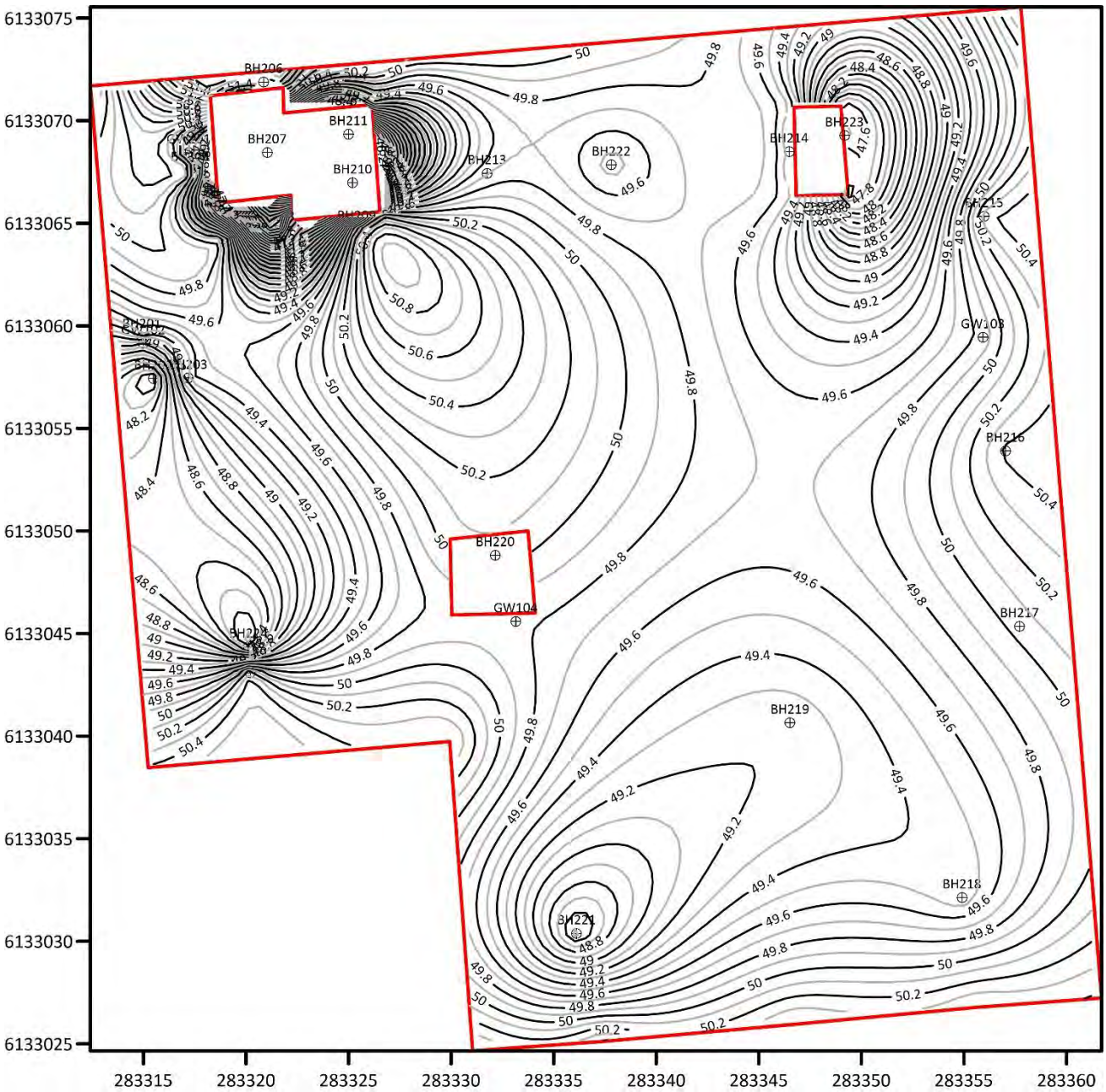


Figure 4 Level 3 Surface Contours (mAHD)

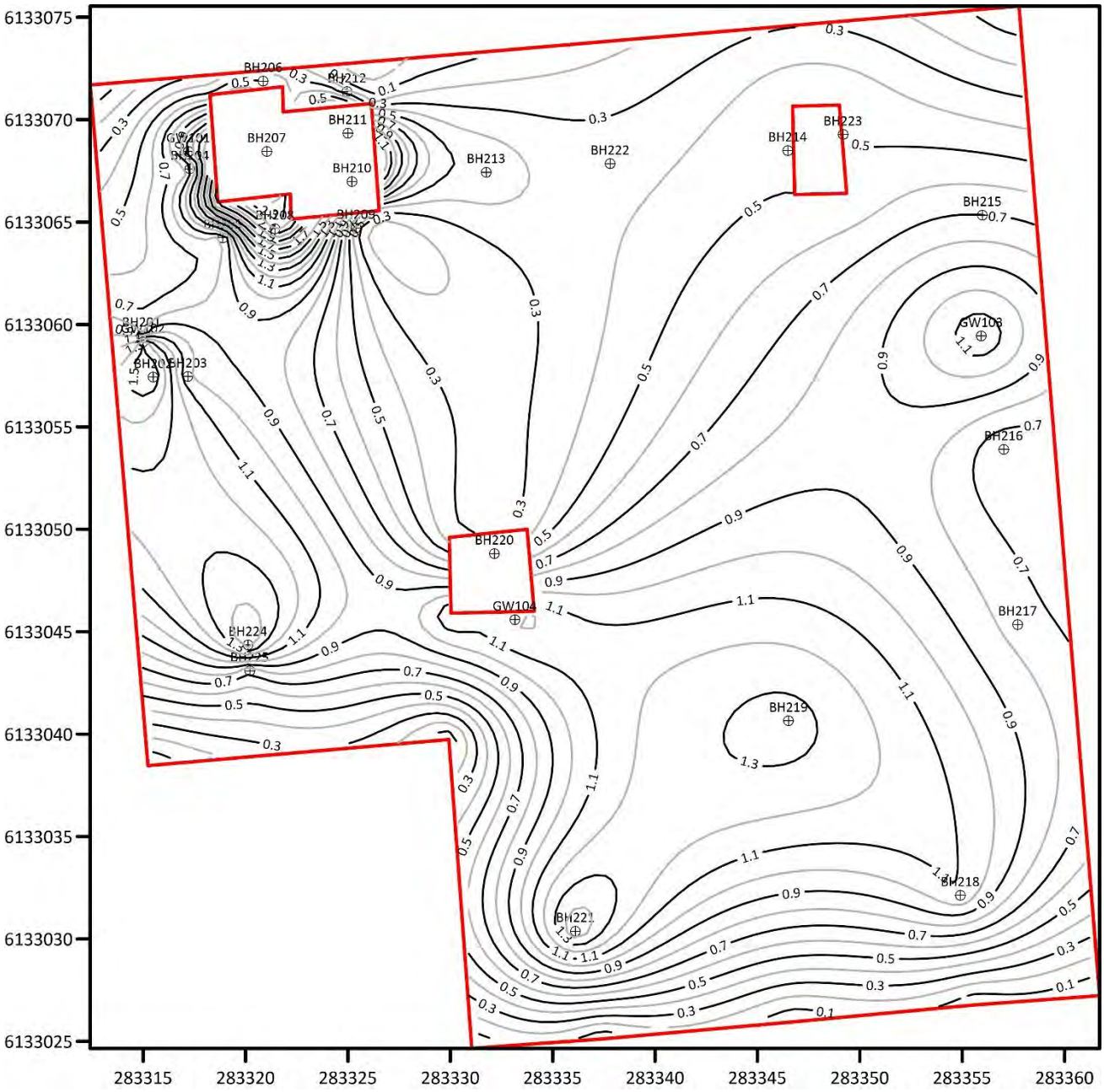


Figure 5 Depth from Surface to Level 1 (mBGL)

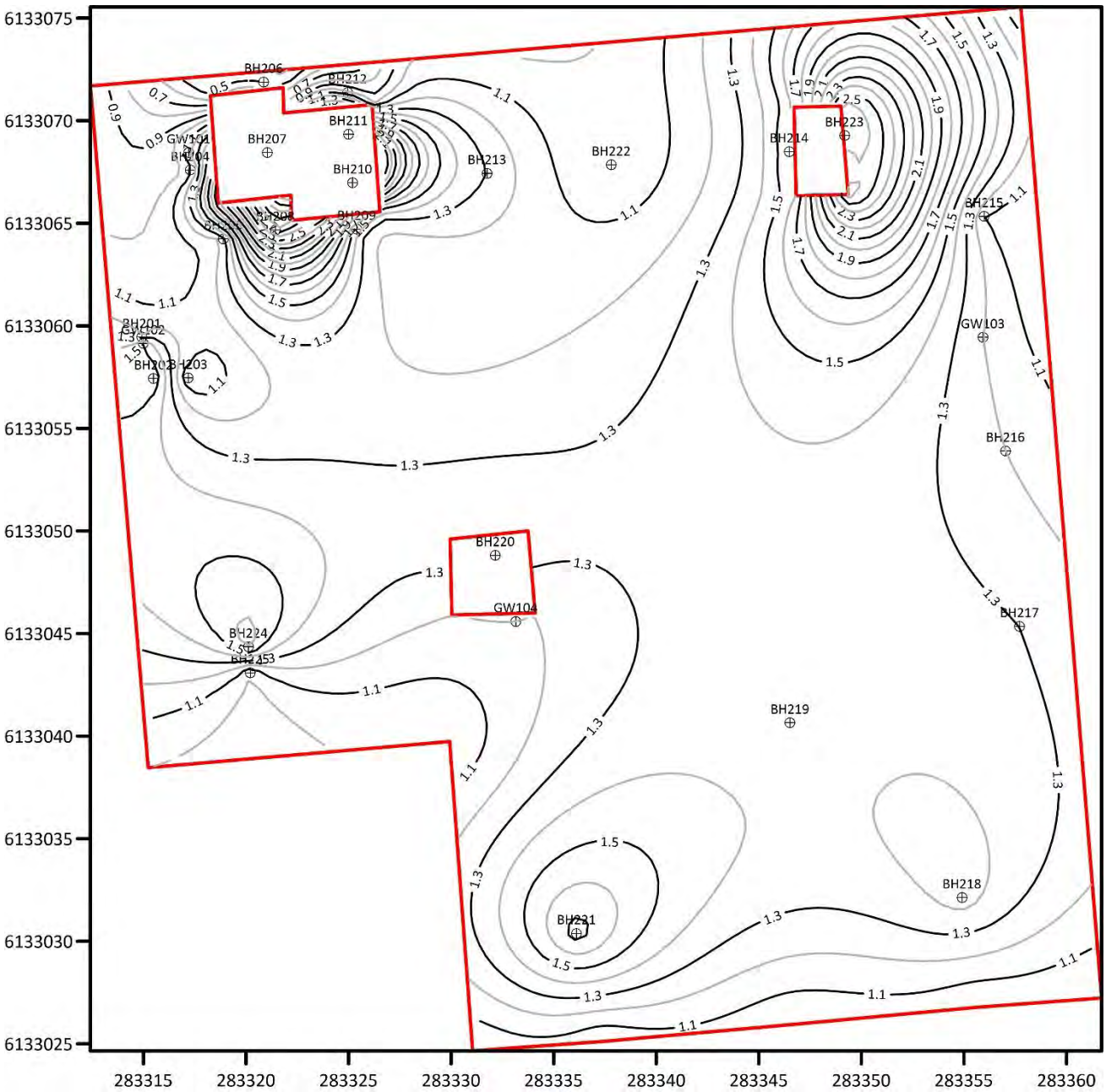


Figure 6 Depth from Surface to Level 2 (mBGL)

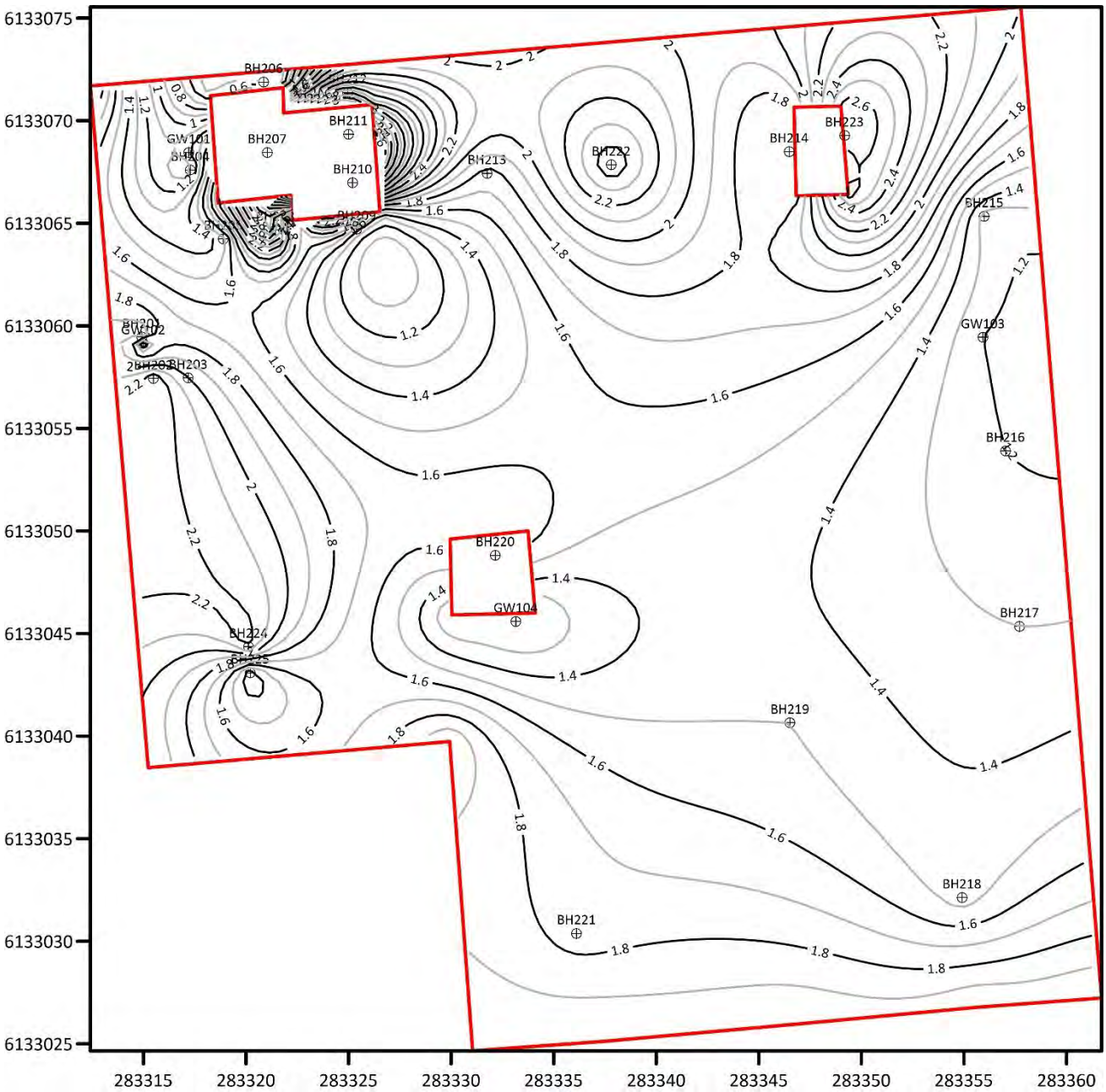
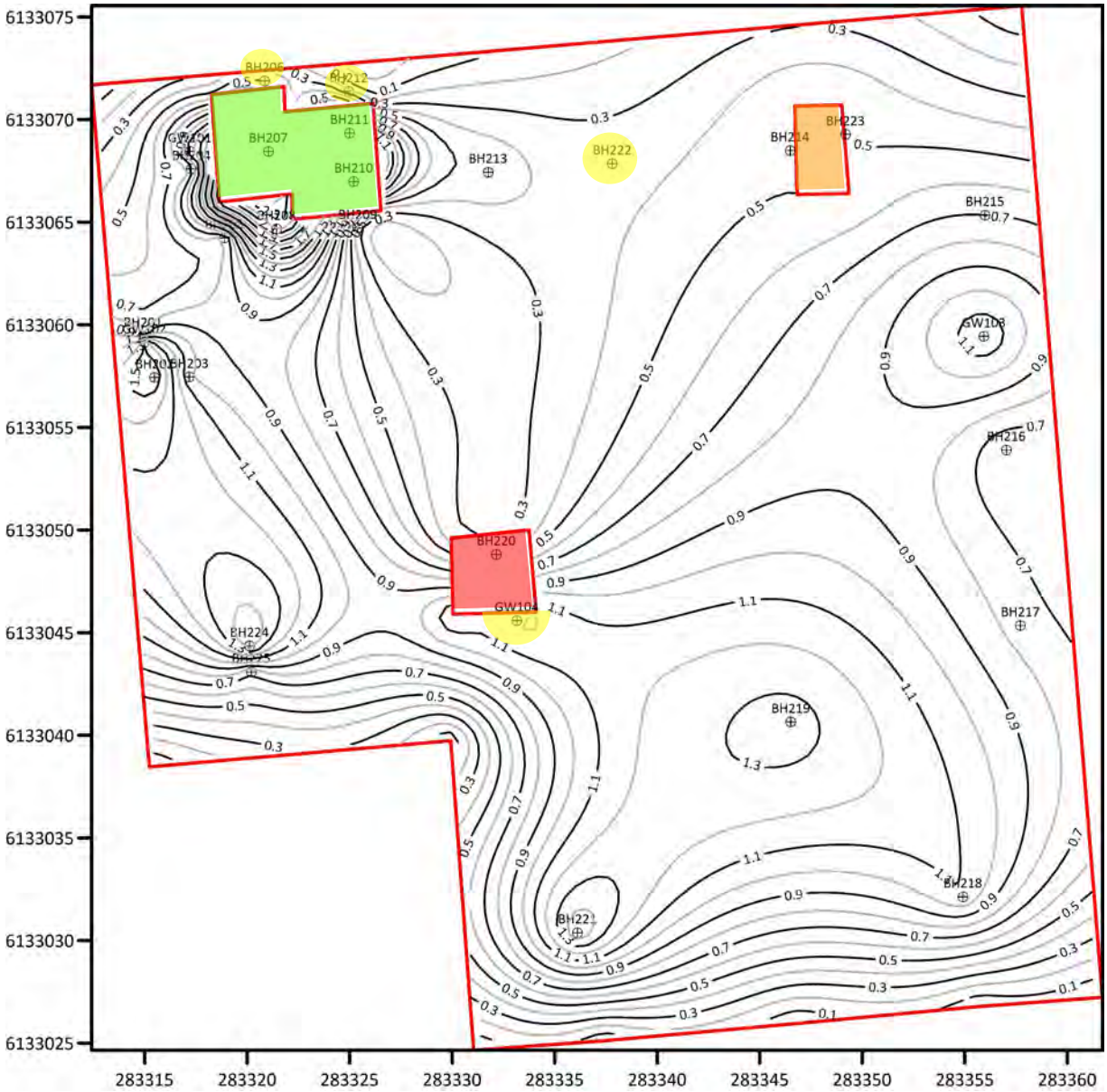


Figure 7 Depth from Surface to Level 3 (mBGL)

Figures Showing Soil EPA Classification by Layer

Figure 7a Fill Layer 0.0 – 0.5mBGL

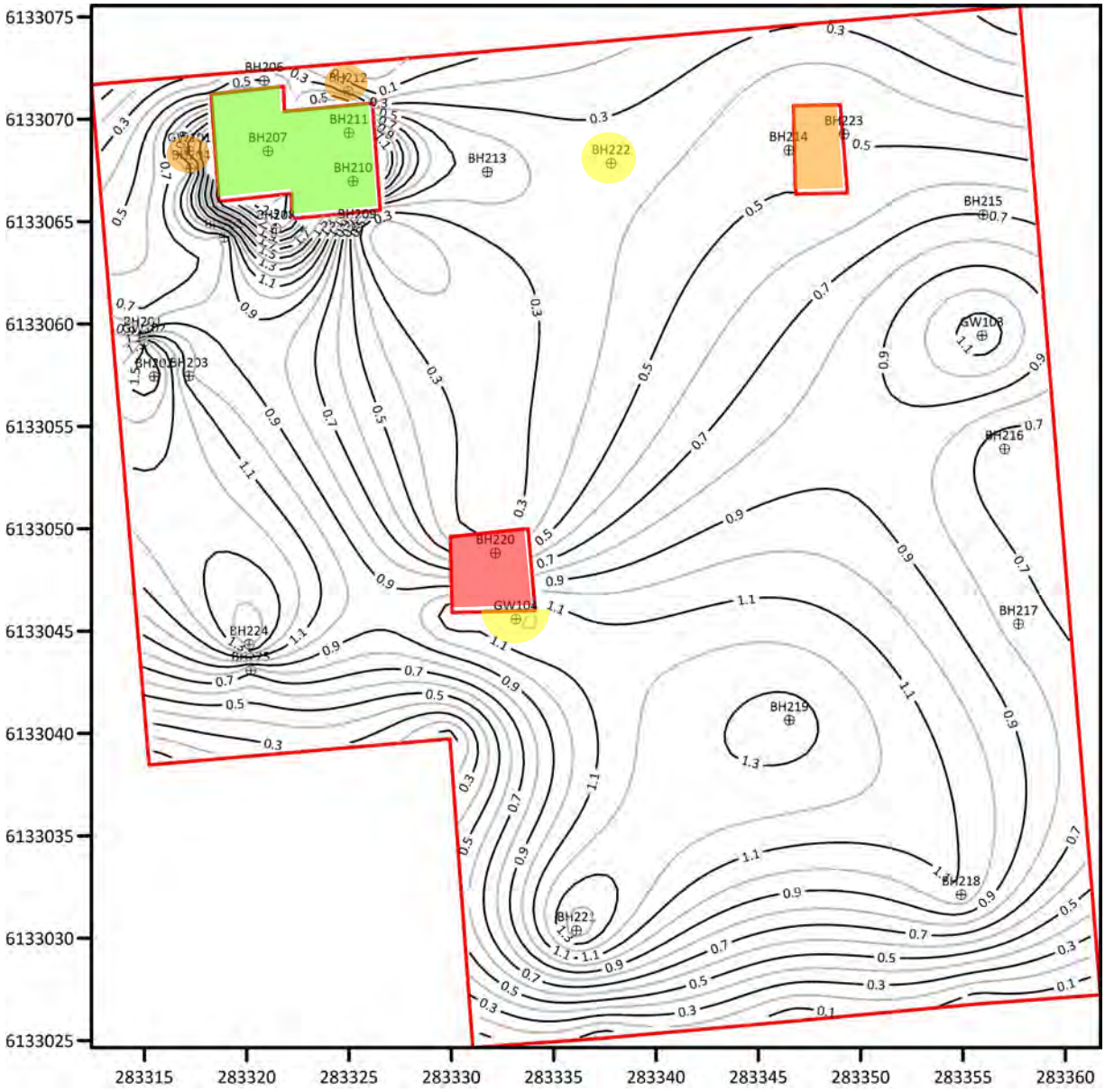
Depth 0.0 to 0.5m



Waste Fill
Intermediate Landfill Cover
Low Level Contaminated Waste
Above LLCW

Figure 7b Fill Layer 0.5 – 0.75mBGL

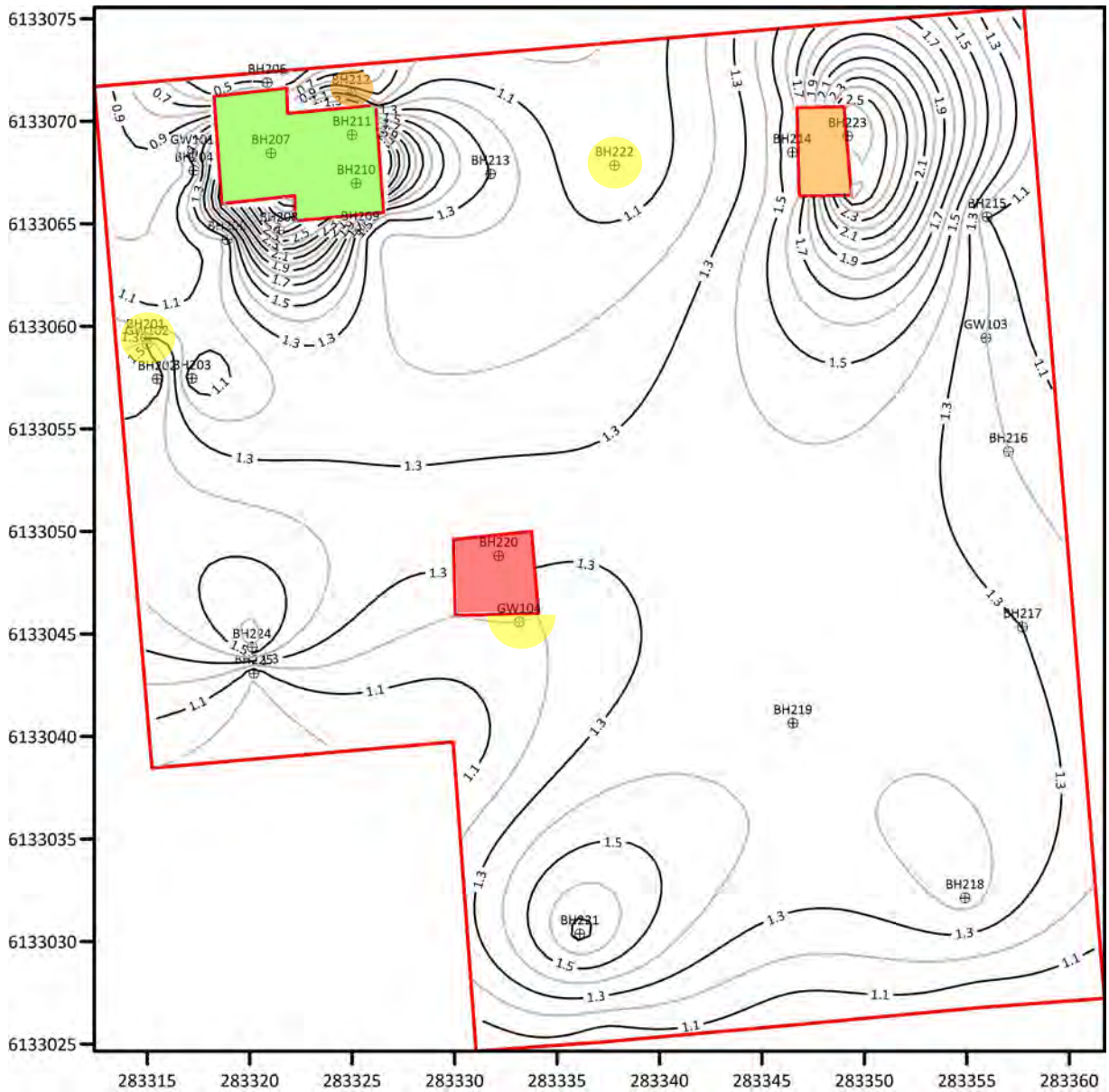
Depth 0.5 to 0.75m



Waste Fill
Intermediate Landfill Cover
Low Level Contaminated Waste
Above LLCW

Figure 7c Fill Layer 0.75 – 1.0mBGL

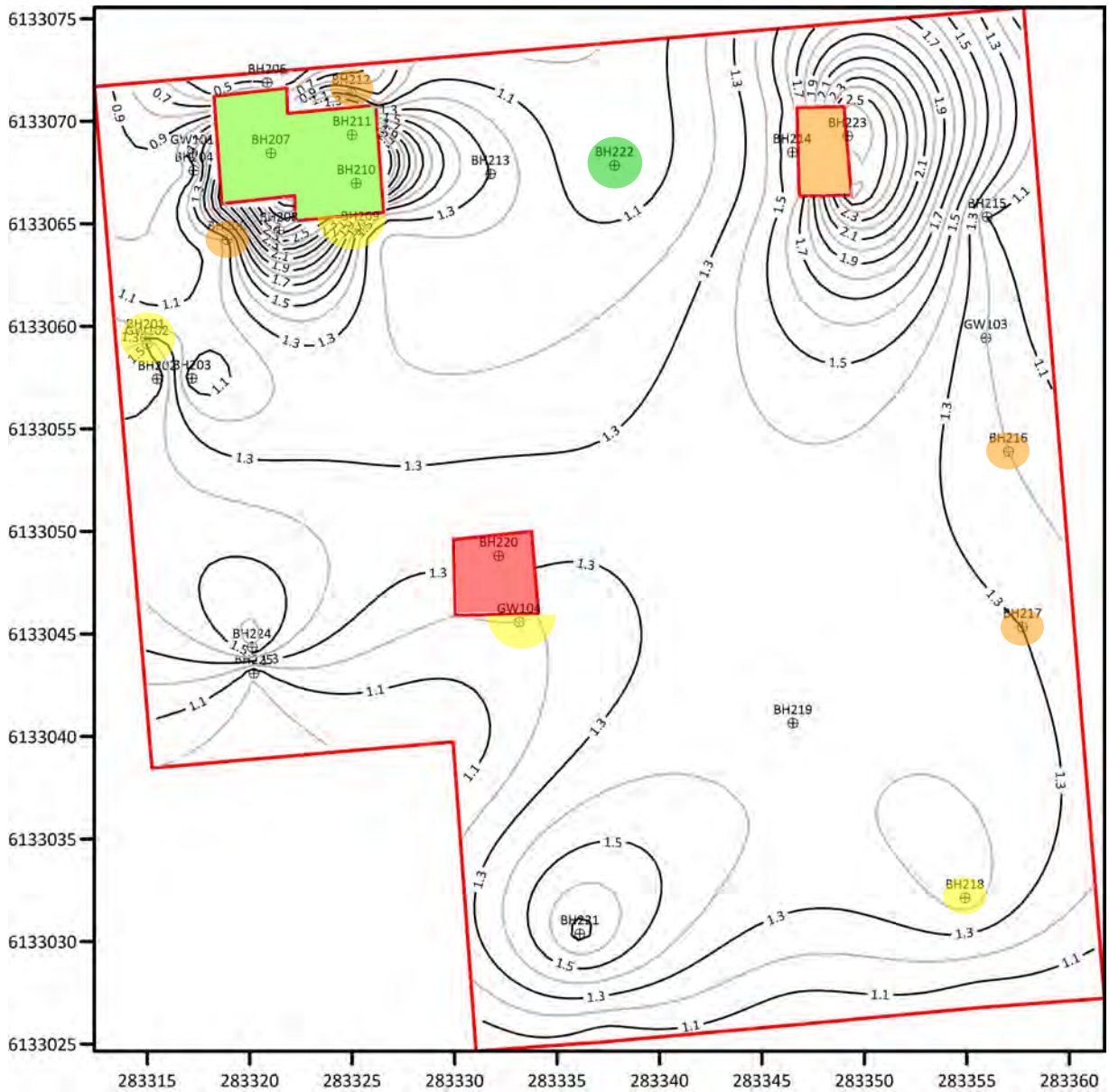
Depth 0.75 to 1.0m



Waste Fill
Intermediate Landfill Cover
Low Level Contaminated Waste
Above LLCW

Figure 7d Fill Layer 1.0 – 1.2mBGL

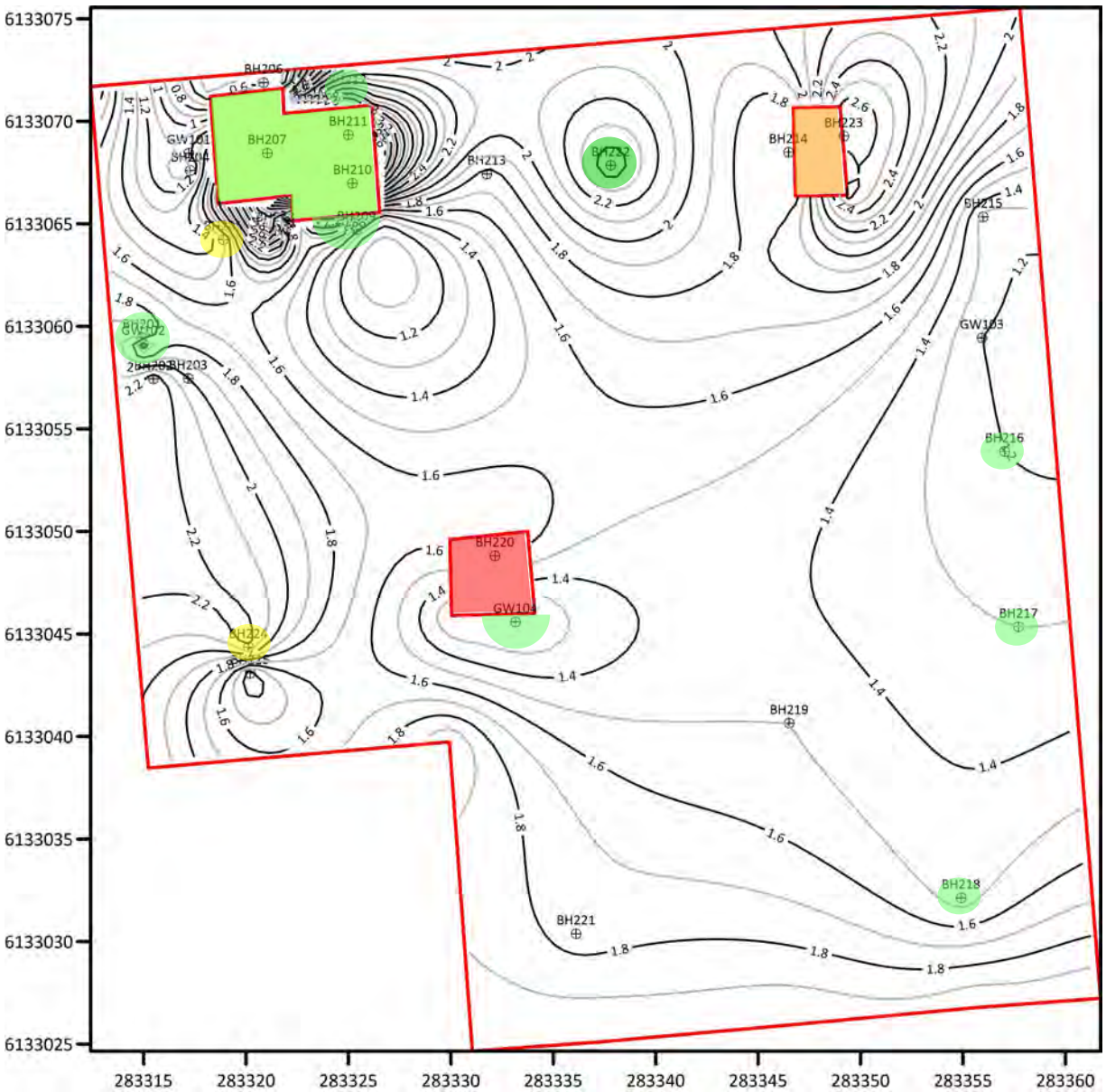
Depth 1.0 to 1.2m



Waste Fill
Intermediate Landfill Cover
Low Level Contaminated Waste
Above LLCW

Figure 7e Fill Layer 1.2 – 1.5mBGL

Depth 1.2 to 1.5m



Waste Fill
Intermediate Landfill Cover
Low Level Contaminated Waste
Above LLCW

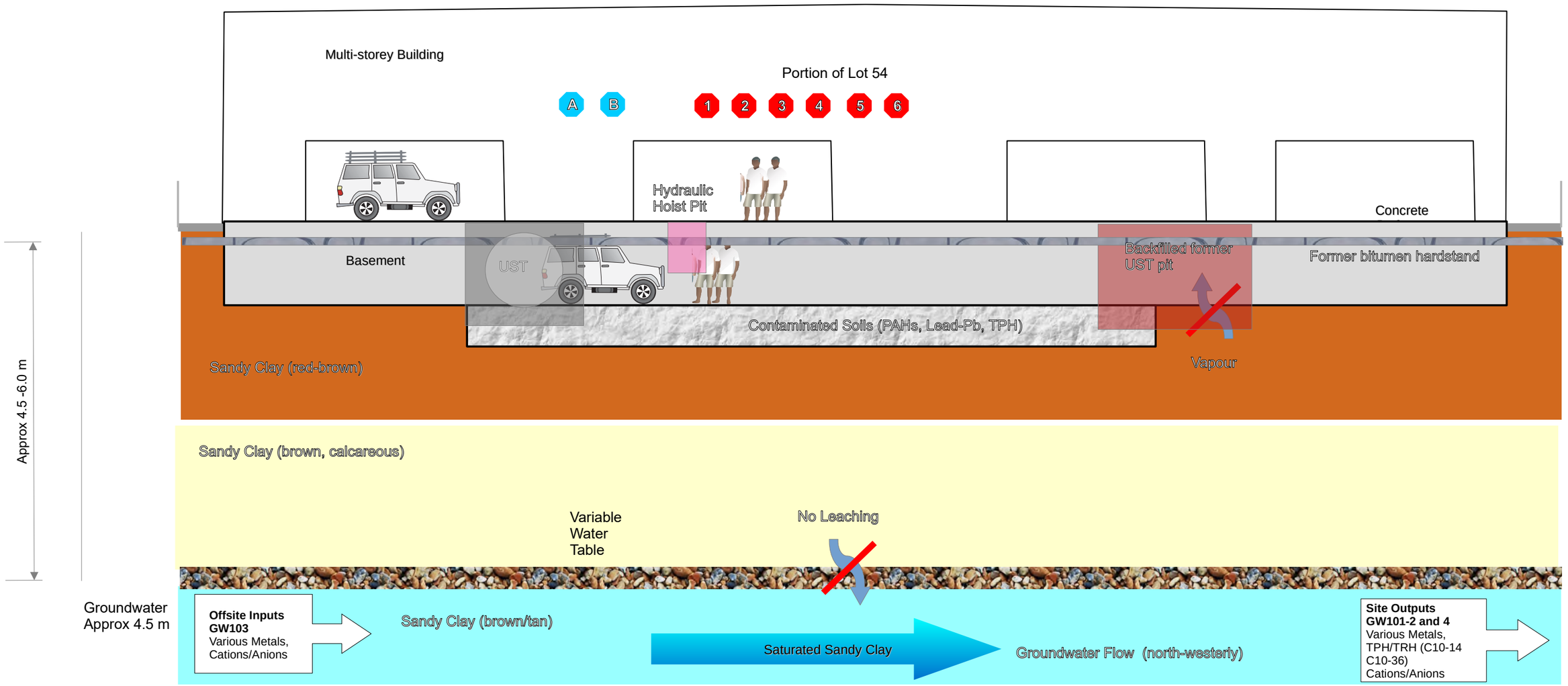
APPENDIX E

CSM – Point Sources

Attachment 1

CONCEPTUAL SITE MODEL (2206154 Norwood - CSM)

Cross Section



SOURCES	RECEPTORS	EXPOSURE PATHWAYS
1 Sandy Clay (Horizon A)	A Adult Workers	1 Indoor inhalation of vapours derived from shallow soil
2 Sandy Clay (Horizon B)	B Adult Residents	2 Outdoor inhalation of vapours derived from shallow soil
3 Sandy Clay (Horizon C)	C Child Residents (0-6years)	3 Incidental ingestion of surface soil and dust particulates
4 Soil with TCE		4 Dermal contact with surface soil and dust particulates
5 Groundwater		5 Indoor inhalation of dust particulates
6 Storm Water Runoff		6 Outdoor inhalation of dust particulates
		7 Consumption of home-grown produce
		8 Consumption of soil adhering to home-grown produce
		9 Deep-rooted vegetation

Details of Representations

Application Summary

Application ID	22007430
Proposal	Four-storey, mixed-use building comprising offices, shop and 20 dwellings in the form of a residential flat building
Location	52 THE PARADE NORWOOD SA 5067

Representations

Representor 1 - Alexander Good

Name	Alexander Good
Address	
Submission Date	14/09/2025 09:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development

Reasons
I support the redevelopment of 52 The Parade, Norwood. The site has sat largely unused for years since the Blockbuster Video store closed. It presents an opportunity to revitalize the western side of the Parade which has been under-served for too long.

Attached Documents

Representations

Representor 2 - Luke and Hilary Cree

Name	Luke and Hilary Cree
Address	
Submission Date	18/09/2025 10:42 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons See representation attached.	

Attached Documents

L-52-The-Parade-Norwood-RevC-Final-1541659.pdf

green light planning

Mr Geoff Parsons
Manager Development and Regulatory Services
City of Norwood, Payneham and St Peters
PO Box 204
Kent Town SA 5071

Dear Geoff,

Re: Representation in respect to Application 22007430
Four-storey, mixed-use building comprising offices, shop and 20 dwellings in the form of a residential flat building

Green Light Planning Solutions has been engaged by Mr Lucus & Mrs Hilary Cree, to represent them in regard to this matter.

We have been instructed to lodge a representation on behalf of our clients opposing the development application lodged by ERAS Property Holdings Pty Ltd ACN 159 104 686 Four-storey, mixed-use building comprising offices, shop and 20 dwellings in the form of a residential flat building at 52 The Parade, Norwood.

1.0 Introduction

The proponent has provided architectural drawings by Enzo Caroscio Architecture, a planning report by Future Urban, a Traffic and Parking report from Cirqa and a Stormwater and Site Remediation Plan (SRP) from TMK Engineers.

No acoustic report in relation to the plant and equipment on the roof top has been provided, despite the immediately adjoining land uses to the south, nor do they appear to have finalised issues in relation to the site's contamination, as detailed below.

Furthermore, there is no compelling evidence presented as to why there should be a departure from various aspects of the Planning and Design Code for this zone, including the local variation TNV maximum building height of 3 levels and the exceedance of the 30-degree interface height requirements, which both speak to the excessive height, bulk, massing and intensity of this development.

A Preliminary Site Investigations (PSI) - Environmental Site History report was prepared in December 2021 for Carlo Dottore & Partners by TMK Consulting Engineers. This application includes a Site Remediation Plan from TMK Engineers, prepared in March 2024.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

However, this new TMK, Site Remediation Plan is in essence for the old design and does not fully address the remediation requirements, simply stating that this will be managed during excavation, see **below** …….

"The investigations undertaken for this SRP are to confirm the nature and extent of soil impacts via visual and analytical sampling ***as needed during excavation*** *and infrastructure removal. Including, though not limited to, underground storage tanks (USTs), bowser upstands, service pits and buried bitumen".* TMK Consulting Engineers report 2206154SRP 28th March 2024 Site Remediation Plan (SRP).

My emphasis

The report is incomplete and contains an unsubstantiated conceptual model.

The TMK Consulting Engineers report 2206154SRP 28th March 2024 is out of date and fails to address the new development as proposed.

The APPENDIX F - Proposed Development Plan – Architectural Plans included in the TMK report is for the previous, now withdrawn proposed development not the current proposed development.

This does raise a question regarding which final proposal the applicant intends to gain approval for on the site.

Furthermore, the TMK Plan/ Report does not address the specific design features of the Enzo Caroscio Architecture Plans and the Future Urban Planning Report, including ;

- The Site Remediation Plan states that **because the development includes an under croft carpark covering the entire site and requiring a 3 metre excavation, all of the contaminated material will be removed during the course of construction**.

- **This assumption is no longer true with the new proposed development**, including a **large portion of contaminated material** at the rear of the site **not forming part of the car park excavation.**
    - BH218 Carcinogenic PAH Benzo(a)pyrene above investigation levels per National Environment Protection (Assessment of Site Contamination) Measure 1999 Table 1A(1)
    - BH220 Data missing from report
    - VP115 (PV115) Naphthalene at investigation levels per National Environment Protection (Assessment of Site Contamination) Measure 1999 Table 1A(5)
    - PV111 and PV111 Data missing from report.

TMK Consulting Engineers have advised in section 11.1, page 130 of 181 that, and I quote…

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

"*In some circumstances, the scope of services may have been limited by a range of factors such as time, budget, access and / or site disturbance constraints".*

This would appear to be the case with missing and incomplete date throughout their entire report, including

- BH202, BH207, BH210, BH211, BH213, BH214, BH219, BH220, BH223, BH225 Data missing from report
- PV111 and PV111 Data missing from report.
- All of the **bore hole data presented falls short of the 3 metre excavation** anticipated, nor does it extend past this point to confirm if additional remediation is in fact needed.
- The report appears hastily written with **inconsistent labelling of vapor bore holes** in Figure 6, Appendix C.
- The report identifies that **ground water sampling is incomplete**, given the time that has passed since this report was actually prepared this discrepancy should have been rectified and the ground water fully categorised.

The site has **significant contamination at levels above those of the National Environment Protection** (Assessment of Site Contamination) Measure 1999.

- Lead 7,800mg/kg **well above** the 1,200mg/kg level for HIL B
- Benzo(a)pyrene 28mg/kg **well above** the 4mg/kg level for HIL B
- C10-C36 fraction 31,000mg/kg **well above** the 240mg/kg level for HIL B
- Naphthalene 0.8 (0.77) mg/m3 at 0.8mg/m2 level for HIL B

The TMK Plan advised that none of the vapor readings were above background levels, this is clearly incorrect for Naphthalene.

Appendix E CONCEPTUAL SITE MODEL includes unsubstantiated claims regarding site geology, including

- Sandy Clay (brown, calcareous) is not recorded within the report, further the conceptual model states that this layer is an aquitard with "No Leaching", however, **no evidence is provided in the report to substantiate this claim.**
- The report suggests the opposite with the **analyses of the water table indicating a flow away from First Creek, extremely unlikely without some local mounding of ground water**. This mounding could occur with ground water entering the aquifer through the sandy clay layer indicating that it is not an aquitard.
- Therefore there is a significant risk of contamination becoming mobilised during excavation and contaminating the ground water, something not addressed in the TMK report.
- The **Conceptual Site Model, page 171 of 181 is not to scale** and **misleading as to potential breaching of the water table** during excavation.
- Figure 5a shows the RL of the water table with GW104 49.21m and following the projection at the edge of excavation (for the design) the water table will be at RL 49.5m.
- The architectural design shows the basement top of slab RL at 50.15m only 650mm above the water table and when excavation for slab and foundations including any

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

engineered fill and blinding is considered it is clear that the proposed excavation will breach the water table.

- This omission hides the potential for mobilisation of contamination into the water table.
- Further the design as presented does not include any geotechnical engineering demonstrating that the extensive ground works into the water table combined with the additional building levels have been fully considered.

Accurate bore hole data is needed, plus a thorough review and detailing of the risks associated with possible water table breaches, contamination mobilisation, contamination levels on site and the risks associated with a large portion of contaminated material at the rear of the site not forming part of the car park excavation, as per the new plans.

In short, there are several technical limitations, oversights and uncertainties in the latest TMK Plan, and a new up to date report that specifically addresses the current plans and all of the detailed issues raised above is urgently needed before this matter can progress any further.

It is simply unacceptable to state as TMK Engineers have in section 11.1, page 130 of 181 that, and I quote…

"*In some circumstances, the scope of services may have been limited by a range of factors such as time, budget, access and / or site disturbance constraints.*

My clients believe investigations must be undertaken, and the documentation made available, in relation to the presence of ground water under the subject site, in particular, they are acutely aware of 1st Creek which is downhill from the subject site. Given what is known about the presence of ground water in this locality, it is likely that the proponents will encounter a low-lying underground stream when excavating the carpark that they will need to address.

Furthermore, they are concerned that the likely receptor for likely site contamination is via neighbouring soil and ground water and that the likely pathway is under neighbouring properties on Edsall Street towards 1st Creek. Given the site's high risk of contamination (based on the TMK report findings) the proponents should be addressing their plan for remediation upfront, engaging with the neighbours in relation to their findings and making it clear to neighbours how this will be addressed and remediated.

My clients wish to reserve their rights in relation to any potential compensation as a result of site contamination (soil, vapour and groundwater) from the subject site affecting their properties.

My clients are very keen to sight an amended and up to date TMK Engineering Site Remediation Plan based on the new proposed drawings along with comments and responses to the various issues outlined above and any others raised by the EPA.

Given the EPA is still, as we understand it, reviewing this information, there is an argument that the application is premature and potentially hypothetical.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

2.0 The Application

For the reasons stated above and herein, when assessed against the provisions of the Code, it is clear that this application must be **refused**.

Our client **wishes to be heard by the relevant authority** in relation to this representation, and they may choose to be heard themselves or via Green Light Planning as their representative.

2.1 Locality

Our client/s have been living in Norwood for thirty (30) years and chose to buy in this area because of the character and amenity, overwhelming low rise residential nature of their street, low density nature of the locality and the proximity to The Parade.

This site was the subject of the Inner and Middle Metropolitan Corridor DPA in 2017.

On 30 May 2017 the Minister for Planning released the Inner and Middle Metro (Sites) DPA, which proposed to rezone some 12 strategic development sites across Metropolitan Adelaide.

This DPA was also released in conjunction with the Inner Metro (Design) DPA, which sought to improve the design outcomes for medium density housing and other development along key transport corridors.

Notably, the supplementary design DPA was to facilitate good design for new buildings, and importantly to minimise the impact on existing nearby houses.

After extensive public consultation from 30 May 2017 to 25 July 2017, the Minister elected to rezone eight (8) of the twelve (12) sites.

Despite extensive investigations and analysis, the site which included the subject site at 52 The Parade Norwood was not rezoned.

At the time, in electing not to rezone these sites then Minister Rau stated,

I have not approved rezoning for 4 sites where the community was strongly opposed to the rezoning, and where impacts on adjoining residents would be more difficult to manage.

Good design should be front of mind in planning decisions.

In the interim, I have also strengthened the policy requiring good design along urban corridors where we have allowed higher buildings.

Other sites were selected, were rezoned and have subsequently been developed, arguably with mixed success for nearby residents.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

This site was selected and examined in detail in 2017 as part of a site specific DPA but a **rezoning of this site to allow greater height was not progressed** on the basis that the site and location meant that the interface with existing houses would be unacceptable.

Additionally, in electing not to rezone this parcel of land, the Minister was clear, citing the difficulty in that would have occurred in attempting to manage the impacts of larger developments including height, overlooking and overshadowing and the need to protect adjoining residents.

In electing not the rezone sites, in his media release Minister Rau stated…..

"This will protect existing residents from the impact of larger developments, like overlooking and overshadowing".

What has changed?

The existing and adjoining dwellings remain overwhelmingly unchanged, there are other sites along The Parade that have been deemed appropriate for medium density to higher density development, with those projects substantially completed and with others underway.

Each of those sites are located along The Parade or Osmond Terrace, with each of these sites located further to the east of this site, and all of them located to the east of Osmond Terrace within areas within greater TNVs particularly around height.

This site is not one of them.

If the City of Norwood, Payneham and St Peters (the Council) were of the view that the Minister for Planning made the wrong decision in 2017 in electing not to rezone this land due to the impacts Minister Rau cited, Council has had ample opportunity since 2017 under the DPA process and since via their various submissions to the Planning and Design Code Phase 3 consultation process or since that time via a Code Amendment to increase the height and intensity of this site, they have not elected to do that.

Based on this, one can only draw the conclusion that the Council staff and its elected members believe the zone requirements for this site in terms of height and intensity are appropriate.

The Code's intent for this zone is clear.

The site falls within a Technical and Numeric Variations (TNVs): where the Maximum Building Height (Levels) is 3 levels.

The proposal is for 4 levels and is therefore outside the maximum building height.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
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In order to assess the proposed development application and properly discharge the duties associated with being a CAP member, the members of the Assessment Panel should ideally be visiting this site and the broader locality to see first-hand the scale of the adjoining residential area and the resultant impact a larger scale development such as that proposed would create in terms of bulk, massing, overlooking and possible overshadowing and the impact on my client's private open space and home.

My clients are more than happy to provide access for Panel members to see first-hand the impact of this proposal on their family home and in particular their private open space and upper level lounge/ lounge/ bedroom which will be clearly evident to members from the rear of their yard.

Moreover, my clients have bought their home in Norwood for its character and amenity, knowing that while this site is located on their rear boundaries, it is located on a section of The Parade which is lower in density, overwhelmingly single storey with a scattering of two storey commercial businesses. It is a Suburban Business Zone which often provides relief to residents nearby after hours and / or on weekends.

However, this proposal would change all of that if this larger scale mixed use proposal is approved on this site.

If this proposal is approved, the low density nature, amenity and impact on their homes and private open space will be lost forever.

2.2 Proposal

This proposal is for a four-storey (4), mixed-use building comprising consulting room, offices, shop and 20 dwellings in the form of a residential flat building

The proposal is a high density mixed use development, a position which is conceded by Future Urban in their planning report.

> "……*we accept that the proposal entails a net residential density that is greater than medium density*…..(Future Urban Planning Report page 14).

The proposal is to be located in the Suburban Business Zone.

We have reviewed the proposal and undertaken an assessment against the Code.

It is our opinion that the proposal does not warrant development plan consent. We have set out below the reasons for reaching this point.

There is a clear and obvious disconnect between the Code's Suburban Business Zone policy intent and the design of the built form proposed by the applicant for the subject site.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

2.3 Land Use

In relation to the Planning and Design Code, the following policies apply in respect to land use in the Suburban Business Zone.

The desired outcomes (DO) for the zone includes;

DO 1 A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses.

DO 2 A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.

My emphasis

This proposal **prioritises yield and intensity** over **contextual integration**, undermining the zone's desired outcomes (DO 1 and DO 2).

The development is **not orderly or economic** in its relationship to surrounding land uses.

The Code is clearly seeking uses that are of a business and innovation nature with low level off-site impacts, and where employment uses are superior to residential developments, for example the existing commercial uses that frequent The Parade in this zone, including the adjacent homewares type business Betta Home Furnishings and Adelaide Floor World.

What is being presented by the proponent is a mixed use development which is primarily residential in nature (3 levels of residential) not business and innovation, which is higher density, not medium density (as stated in the **Future Urban report page 14**) and which gives rise to off-site impacts for adjoining neighbours which could not possibly be termed 'low level'.

The use of the words 'low rise buildings' and 'low level off site impacts' in the Code are deliberate as they seek to minimise the impacts on adjoining neighbours, in the Established Neighbourhood Zone.

The proposal fails to meet the requirements outlined above and the majority of the performance outcomes (PO) relevant to the land uses proposed for the Suburban Business Zone including its failure to meet all of the following performance outcomes, including PO 2.1, 2.2, 3.1.3.2, 3.3 and DPF/DTS 3.3 and 3.7.

PO 2.1
Building scale and design complement surrounding built form, streetscapes and local character

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

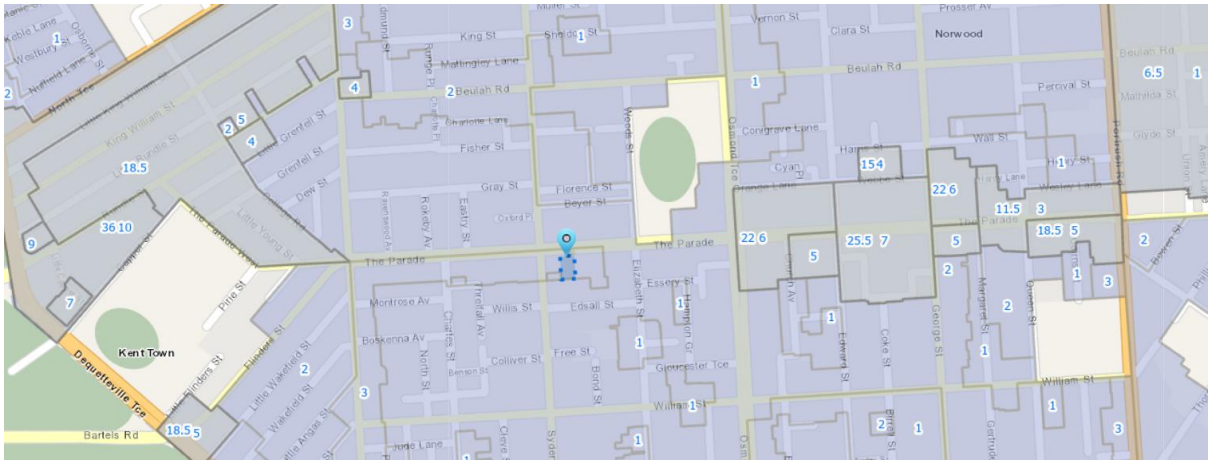
The Suburban Business Zone seeks development that is **low-rise**, **transitional**, and **responsive to adjoining residential uses**.

The proposed building at 4 levels when the local variation TNV is a maximum 3 levels means the proposed scale and design will be out of step with the predominately single story residential dwellings to the south on Edsall Street and the handful of two storey commercial buildings dwellings in the immediate locality. The proposal does not complement the scale, character and streetscapes of the residential streets to the south.

The TNVs for the broader Council area show clearly where buildings 4 levels and above are envisaged, as is shown **below** via the Planning and Design Code extract**.** These areas include parts of Kent Town, the western end of Beulah Road, The Parade between Osmond Terrace and Portrush Road.

The only sites where 4 level developments are actually appropriate from a height, bulk, scale and density perspective are within some parts of Kent Town and The Parade retail core, as shown **below**.

The subject site has a TNV of 3 levels which is already an uplift from the surrounding and nearby sites at 1-2 levels.


Kent Town
Norwood
The Parade
Beulah Rd
Edsall St
Fisher St
Gray St
Florence St
Willis St
Free St
Colliver St
Dequetteville Ter
Bartels Rd
Pine St
Flinders St
Little Wakefield St
Wakefield St
Osmond Ter
Portrush Rd
Vernon St
Clara St
Percival St
Wall St
Conigrave Lane
Essery St
Gloucester Tce
William St
Montrose Av
Boskenna Av
Jude Lane
Mattingley Lane
King St
Greenhill St
Dew St
Little Young St
King William St
Westbury St
Nilhelm Lane
North Tce
Mathilda St
Glyde St
Beyer St
Oxford Pl
Charlotte Lane
Cyan Pl
Harris St
Wesley Lane
Hilary St
Lewis St
Cake St
George St
Margaret St
Queen St
Gertrude St
Lefevre St
Philip St
Arthur St
Union St
Prosser Av
Beulah Rd
Mathilda St
Glyde St
Portrush Rd
Lefevre St
Philip St
Arthur St
Union St
Arthur St
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18.5
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2 5
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2 Beulah Rd
4
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King St
Mattingley Lane
Sheridan St
Vernon St
Clara St
Norwood
Beulah Rd
Percival St
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Conigrave Lane
Wall St
Cyan Pl
Harris St
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The issues associated with the current June 2024, TMK Plan have been outlined in detail earlier in this representation and the environmental risks associated with this development need to be fully explored and documented.

PO 3.1

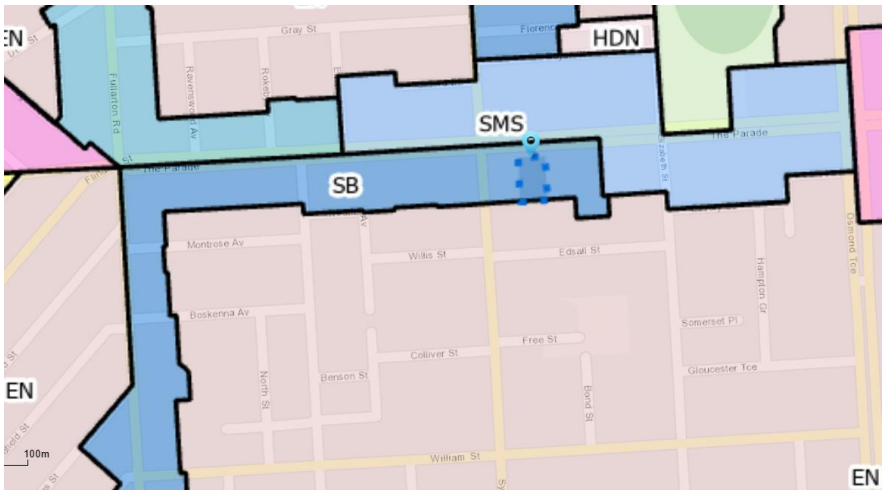
"Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality".

The site is subject to a **Technical and Numeric Variation (TNV)** limiting height to **3 levels**, yet the proposal is for **4 levels** plus a basement carpark.

This represents a **quantitative breach** of DTS/DPF 3.1 and undermines the low-rise character of construction envisaged by the Suburban Business Zone.

The additional level contributes to **visual intrusion**, **overshadowing**, and **loss of privacy** for my clients and their immediate southern neighbours.

The proposal is <u>not low-rise construction</u>, is <u>not located in the centre of the zone</u> (in fact it is at the eastern end of the zone) and is immediately adjoining a neighbourhood-type zone in the form of an Establish Neighbourhood Zone as can be clearly seen **below**.



The proposal <u>fails to meet PO 3.1</u> as it is <u>high rise</u>, as per the Future Urban report which references this point in relation to Part 8 – Administrative Terms and Definitions of the Code in relation to residential densities, see below.

….. "we accept that the proposal entails a net residential density that is greater than medium density"….. (**Future Urban Planning Report page 14**).

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

This proposal does not positively contribute to the built form character of the locality, nor does it improve it as is suggested by Future Urban on page 16 or page 21 of 181….

"The proposed development does not further impact, or exacerbate (in fact we say it reduces) the level of existing impact to the adjacent residential properties to the south"

PO 3.2

Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

The building massing of this 4 level mixed use development has not been minimised for the adjoining dwellings in the Established Neighbourhood Zone, as it deliberately seeks to circumvent the local variation TNV of 3 levels.

PO 3.3

Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.

At 4 levels and 15.10 metres high at its highest point, this proposal is in stark contrast to the existing single storey former commercial site and the predominately single storey residential nature of Edsall Street to the south.

Moreover, the proposal shows **mechanical plant equipment** (air conditioning units) located above this roof level, within a screened rooftop enclosure. The screening structure itself adds additional height in the order of 1.5 to 2.5 metres. This means the **true maximum height** of this proposed development is closer to **16.5 - 17.5 metres**, a grave departure from the the 3-level TNV limit for the Suburban Business Zone. While it could be argued that the rooftop plant and screening are excluded from formal height calculations, in this scenario they absolutely **contribute to the visual bulk** and **overshadowing**.

This development will obstruct my clients' northern and north-western rear yard, as well as compromise views from their upper lounge, bedroom, and private outdoor area.

DTS/DPF 3.3

Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary.

The Future Urban report states that the proposal is unable to meet PO 3.3 as it exceeds the 30-degree interface height, see **below**

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

*The site adjoins, on its southern side, an allotment used for residential purposes within a 'neighbourhood-type' zone. Having examined the proposal in detail, it is apparent that the proposed building will exceed the 30-degree Interface Height provided in Zone DTS/DPF 3.3 when measured from natural ground level at the southern (rear) boundary (**Future Urban Planning Report page 10 or 15 of 181**).*

My emphasis

Confusingly, on page 16 or 21 of 181 Future Urban state….

This exceedance of the 30-degree interface height means that <u>there is an insufficient staggering or stepping down in height from the 4 levels proposed to the lower rise dwellings to the immediate south.</u> This is a critical point, as the failure to meet PO 3.3 is a trigger for the proposal to undergo public notification.

Confusingly, on page 16 of their planning report Future Urban then state the following,

The existing masonry building at the rear of the site (to be retained) includes a solid wall on the southern boundary measuring 5.39 meters in height when measured from the existing ground level on the adjoining allotment.

*The proposed building has been designed to be wholly contained within a 30-degree plane when measured from the top of the existing 5.39 metre-high boundary wall thereby ensuring the built form <u>will not be visible from within the neighbouring residential properties</u>. The proposed development will not cast additional shadow upon residential properties within the adjoining neighbourhood-type zone to the south (*Future Urban Planning Report Page 16*).*

My emphasis

It would appear from this statement above that access to the adjoining property (my client's land) has occurred to obtain this measurement.

I am advised that this has again not occurred, as was advised to Council previously, under the initial scheme for this subject site.

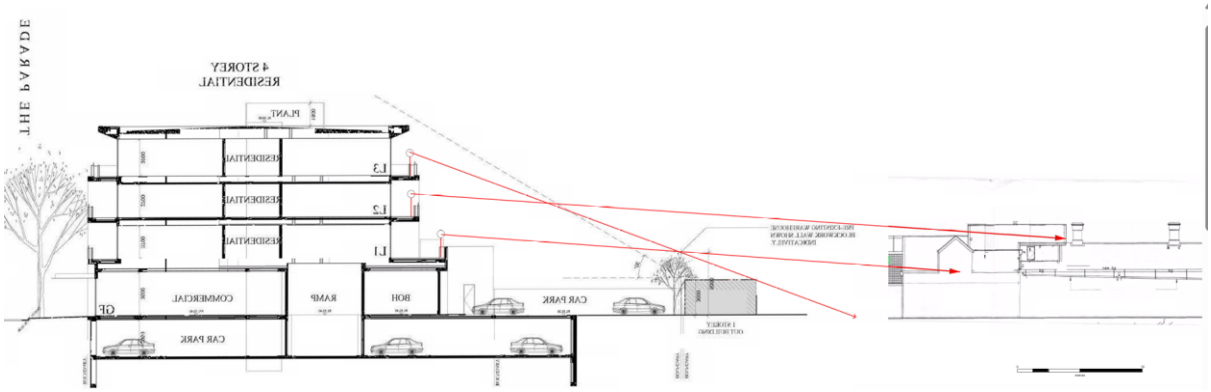
My client has actually measured the southern boundary wall at 5.4 metres not 5.39 metres as stated.

Therefore, the statement on page 16 of the Future Urban Planning Report

"…..the amenity of the neighbours in the adjoining neighbourhood-type zone will be improved, rather than diminished by the development - is clearly wrong.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

My client has prepared a drawing (**below**) which shows the sight lines extending from halfway down the garden, into their kitchen and straight into the upper story of their residential dwelling at the various levels of the proposed high density structure.



As previously mentioned, when my client's architect (also the applicant's previous architect) designed the upper storey extension of their property, he included some north facing skylights that from the upper storey lounge/ bedroom look out into the blue sky and the stars at night. The proposed development at 4 levels would be able to see into these windows and the upper storey lounge/ bedroom.

No supporting information or visuals have been provided by the applicant's new architects to give my clients any comfort that this will not occur as we have stated, which is unacceptable.

The proposed development appears to remove the existing south light, however if this was retained and the building was restricted to 3 levels (as per the TNV) then it will still look into my client's second storey and guest lounge/ bedroom.

While this would be somewhat of an improvement, this is still a sub-optimal impact on this existing lawful land use.

The current sight lines will result in similar views into the houses on either side of 3 Edsall Street.

The **proposal fails to meet PO 3.2 and 3.3 which are two triggers for public notification** and will no doubt cast a shadow over my client's lifestyle and their private open space and result in overlooking issues into their master lounge/ bedroom.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

The photo montages (**below**) compare the current amenity (photo taken 12 September 2025) with the proposed high-density development, highlighting changes in visual amenity and access to daylight, as well as the notable impacts given the height, bulk, and scale of the proposal.

While compliance with the TNV at 3 levels would still have an impact, that is far more preferable to my clients than the proposed 4 level structure measuring close to 18 metres high once the roof mounted mechanical plant and screening is taken into consideration.

Before

After

PO 3.7

Buildings are set back from rear boundaries to minimise adverse impacts on adjoining land uses.

While the bulk of the built form maybe set back from the rear boundary the massing and height of the building, combined with its failure to meet PO 3.3 means that it <u>does not minimise adverse impacts</u> on the adjoining residential land uses.

In short, the proposal fails to deliver on most of the relevant performance outcomes that this zone prescribes.

This proposal clearly represents an over development of the site.

3.0 Part 3 – Technical and Numerical Variations & Overlays

The site is located within the following Local Variations (TNV) Technical and Numeric Variations (TNVs) and Overlays.

3.1 Local Variation (TNV)

<u>According to the Code for this site the Local Variation (TNV) relates to a Maximum Building Height (Levels) (Maximum building height is 3 levels</u>).

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

The Code has specifically stipulated a local variation for this zone and by default this site, where the maximum building height is to be 3 levels.

The proposal is for 4 levels.

The proposal fails to achieve the TNV with respect to height and no reasons are given as to why such a departure is warranted, other than a desire for greater yield on the bottom of page 15 of the Future Urban report.

We note Council has taken a similar position to other buildings along The Parade where the proposed heights have been greater than envisaged immediately adjoining residential and main street settings.

We share Council's concern and feel that the overall intensity of this proposal and the subsequent mass is of a scale that is out of character with this section of The Parade, given its location outside of the Main Street Zone and more specifically the retail core.

Unlike nearby sites in The Parade Main Street Zone where increased building height is permitted in exchange for affordable housing, this site does not include such provisions and therefore the Code does not seek those increased heights here.

If approved, this proposal would dominate the area, negatively affect nearby southern homes, and disrupt The Parade's streetscape, especially since there are currently no buildings of similar scale in the vicinity.

3.2 Overlays

Hazards (Flooding General)

The purpose of this overlay is to prevent the entry of flood waters into a building to minimise flood risk through appropriate siting and design. We note that the extent of possible flooding is consolidated on the boundary to the north of the subject site and it appears that the proposal can achieve this requirement.

Traffic Generating Development and Urban Transport Routes Overlays

The proposal has been referred to the Commissioner of Highways as the proposal will give rise to changes to both the nature and volume of vehicle movements occurring through the single crossover.

What is not known is the type and nature of the shop and the consulting rooms and as such it is difficult to determine the peak traffic demands and the impact this proposal may have on the existing road network, including the size and frequency of delivery vehicles accessing this site.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Far more detail is required in terms of the nature of these tenancies, especially given the numerous references throughout the Future Urban Planning Report to the office tenancy and the shop tenancy being combined into a larger, single tenancy.

On page 13 of their planning report (18 oof 181) Future Urban state….

As identified earlier, the proposal provides four commercial tenancies in the following gross leasable floor area configurations:

Ground Floor
• Shop – 340 square meters;
• Office – 274 square metres.

*"*Note: the office tenancy 'G03' and shop tenancy 'G02' are designed with a layout that can be adapted to accommodate two separate tenancies or a larger, single tenancy.*

The total combined commercial floor area is 614 square metres".

The architectural drawings on page 39 of 181 show 3 tenancies, not four. Those tenancies as per the architectural drawings are GO1 158m2. GO2 182m2 and GO3 274m2.

Confirmation is required regarding whether there are three or four proposed tenancies, as well as the gross leasable floor area of each tenancy.

If tenancy GO2 and GO3 were to be combined and the storage area to the rear of GO3 was to become ancillary storage for a single tenancy, the shop would exceed DTS/DPF 1.2

which states….

DTS/DPF 1.2

Shops, offices and consulting rooms do not exceed 500m2 in gross leasable floor area.

Raising further questions over the actual size and land use makeup of the various tenancies proposed, the Future Urban Report goes onto say on page 13 (or 18 of 181).

In theory, this tenancy could be converted into a small supermarket, as implied in the Future Urban Report. If this occurs, acoustic reporting will be necessary.

For further guidance regarding land use intensity, we consider it prudent to not solely rely on the gross leasable floor area provided in DTS/DPF 1.2 (500 square metres), and subsequently consider the zone hierarchy that exists within proximity to the site.

Having undertaken a review of the broader locality, two nearby zones are considered to be of a higher order in regard to the zone hierarchy for business and commercial development, namely the:

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

• *Suburban Main Street Zone (the MS Zone) – immediately north and approximately 60 metres to the east.*

• *Urban Corridor (Main Street) Zone (the UC Zone) – approximately 350 metres to the east.*

My emphasis

Quoting land use intensity policies from nearby zones does not justify increasing the land use intensity on the subject site.

Alternatively, one could just as easily compare it to the intensity of the adjacent Established Neighborhood Zone, which is likely more relevant because of its proximity.

Regardless, there appears to be a **short- medium term plan to actually amalgamate these smaller tenancies, which may well have a different and higher land use intensity**, traffic generation impact and design presentation.

If there is no intent to amalgamate these tenancies in the future, why the numerous references to this point.

4.0 General Development Policies

Turning to the relevant General Development Policies, the most relevant policies in relation to the proposed mixed use development relate to design and design in urban areas, interface between land uses and site contamination.

We have also examined the policies associated with open space, given this is the subject site's zoning.

4.1 Design

The Code's desired outcome (DO) states that Development is:

1. *contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area*
2. *durable - fit for purpose, adaptable and long lasting*
3. *inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors*
4. *sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water*

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

PO 1.1

Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).

PO 1.3

Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.

PO 2.1

Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.

PO 2.2

Development is designed to differentiate public, communal and private areas.

PO 2.3

Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.

PO 2.4

Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.

PO 3.1

Soft landscaping and tree planting is incorporated to:

1. *minimise heat absorption and reflection*
2. *maximise shade and shelter*
3. *maximise stormwater infiltration*
4. *enhance the appearance of land and streetscapes*
5. *contribute to biodiversity.*

PO 4.2

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.

PO 15.1

The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.

PO 22.2

The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.

There are a number of performance outcomes that relate to design, amenity, massing and siting.

The bulk, scale and massing of this high density (greater than medium density) mixed use proposal is 1 level greater than the Local TNV at a maximum of 3 levels and entirely out of step with the neighbourhood zone and residential nature of the Established Neighbourhood Zone to the immediate south, especially when one considered the roof top mechanical plant and screening, which looks to be in the order of 1.5 – 2.5 metres in height.

While individually the land uses are envisaged uses in the zone, collectively, and as currently designed, this proposal fails to meet the key performance outcomes associated with design and design in urban areas based on its bulk, scale and massing. It would result in a considerable loss of amenity, overlooking and a loss of rear yard private open space and sight lines into my client's habitable rooms.

4.2 Interface between land uses

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

PO 1.1

Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.

PO 1.2

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

My emphasis

The proposal is in itself an increase in land use sensitivity and is near to several established sensitive receivers.

The proposal fails to meet the performance outcomes associated with the interface between land uses due to its unacceptable impact on existing lawful land uses / landowners to the immediate south, due to its intensity and height. The imposing nature of this 4 level proposal results in substantial impacts for existing lawful landowners in terms of loss of northern aspect, overlooking, loss of amenity and likely overshadowing.

The impact of this development would be considerably less if the proposal was consistent with the Local Variation (TNV) maximum height level of 3 levels, it is not.

An acoustic report is required to assess the mechanical plant on the roof top of the 4 level building and to give my clients some comfort as to the level of impact on their home.

4.3 Site contamination

DO 1 Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

PO 1.1

Ensure land is suitable for use when land use changes to a more sensitive use.

The introduction section of this representation has addressed my client's concerns with respect to the site's likely contamination and its high-risk category where pollution is likely.

There has not been enough information presented to representors to ascertain if the land is indeed suitable for its intended purposes and what if any remediation works are required.

The previous PSI report from TMK stated;

- No Soil, or ground water testing has been done.
- Its past usage/s puts it in a High Risk category where pollution is likely.
- It has been involved in activities with a High Risk of contamination on an almost continuous basis since the 1920s
- No matter what its future use physical testing for contamination is recommended, especially if it is proposed to go to a more sensitive use –such as residential.

In December 2021 TMK advised that……

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

" the site be further investigated by carrying out a Detailed Site Investigation (DSI) which may include testing of the site's soil, soil vapour and groundwater".

TMK recommends that independent of the site moving to a more sensitive land use that the assumed underground storage tank(s) are removed and validated in accordance with Australian Standards / ASC NEPM (2013) / SA EPA / SA SafeWork guideline.

My emphasis

The TMK report at that time made it very clear, that further testing is needed before any change in use should be considered and furthermore, recommends the site is further investigated by carrying out a **detailed site investigation** including the site's soil, vapour and groundwater to understand and environmental and remediation needs.

The current TMK Plan from June 2024 does not provide my clients with the comfort they require, as detailed in the introduction section of this representation, and as such they wish to reserve their rights in relation to any potential compensation as a result of site contamination (soil, vapour and groundwater) from the subject site affecting their properties.

5.0 Conclusion

In light of the above, I respectfully suggest that the proposed development is not consistent with the Planning and Design Code, and results in unreasonable impacts to several adjoining residential landowners and particularly my clients in Edsall Street.

The application should be refused or substantially amended to address the concerns raised.

Section 10 on Page 20 (or 25 of 181) of the report Future Urban makes a number of statements in relation to the proposal with which we **totally disagree**.

Their conclusion section states, that they have, amongst other things had…… "*due regard to the nature of the site and its factual context, and the relevant policies of the Code*, ……..*it is concluded that the proposal is …… a reasonable form of development'. (**Future Urban Report page 20**).*

The factual nature of the site is that its past usage/s puts it in a High Risk category where pollution is likely as it has been involved in activities with a High Risk of contamination on an almost continuous basis since the 1920s.

The applicant's own engineer has stated since the preparation of their Preliminary Site Investigations Report (PSI) in December 2021 that further testing is needed before any change

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

in use should be considered and furthermore, recommended the site is further investigated by carrying out a **detailed site investigation** including the site's soil, vapour and groundwater to understand and environmental and remediation needs.

No detailed engineering reports have been provided to date that outline the detailed investigations and analysis that has occurred, the findings of those investigations, nor any recommended remediation actions or measures deemed necessary.

In fact, the latest 'plan' from June 2024 relates to the previous scheme for the site not the current proposal.

Has a detailed site investigation report been undertaken as yet, if not, why not, and if it has why did this not form part of the notification documents?

Given that advice in relation to the EPA's position of this application is not as yet know, there is an argument that this proposal could be deemed hypothetical.

If that detail is known, what is the applicant's intent in terms of sharing that information with adjacent neighbours to the immediate south who could potentially be negatively affected as a result.

Furthermore, Future Urban state on pages 20 of the Future Urban report that the proposal is

- *is orderly and economic;*
- *is well designed and sited in respect to its setting;*
- *will enhance the streetscape and local character;*
- *will enhance the visual amenity of the site and locality;*
- *establishes uses of land that better complement, and reduce impacts on existing residents in, the adjoining 'neighbourhood-type' zone; and*
- *is in general accord with the overall intent and purposes of the Suburban Business Zone and the Code as a whole.*

For these reasons, it is considered that the proposal has sufficient merit to warrant planning consent (Future Urban report Pages 20)

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

We categorically disagree with the statements above.

This proposal will not enhance the local character of the adjoining neighbourhood type zone, nor will it enhance the visual amenity of the locality. It will increase negative impacts on existing lawfully existing land uses, namely the residential dwellings to the south, resulting in poorer amenity conditions in terms of height, massing, overlooking and a loss of privacy for their open space in their rear yards and views into upper-level lounge/ bedrooms.

This is a direct result of this proposal's failure to meet the local variation TNV of a maximum of three (3) levels. The code is clear on this position, as a direct result of the previous extensive Development Plan Amendment consultation back in 2017 where the site was not rezoned to enable increased height and intensity due to an unacceptable level of impacts of adjoining residents.

The City of Norwood, Payneham and St Peters have not sought to undertake a Development Plan Amendment, nor a Code Amendment since to overturn this decision.

As a result, the only conclusion that one can draw is that the elected members and the Council staff are united in that the local variation TNV of a maximum of 3 levels is appropriate.

This proposal remains as a high density mixed use development on this subject site and it falls short of the Zone requirements as well as those of the relevant Overlays and General Provisions of the Code as outlined in considerable detail above.

An acoustic report has not formed part of the notified documents, and it should, especially given the proposed mechanical plant on the roof top of the 4 level building and to give my client's some comfort as to the level of impact on their home.

Our clients have serious concerns about the proposal where the height, bulk and scale of this building selectively disregards its zoning and the adjoining built form context of the adjacent Established Neighbourhood Zone, in particular its amenity and likely site contamination impacts on the adjoining neighbours. It borrows sentiments from other higher order zones within the Council area to support the intensity of land use proposed on this site.

It will loom large in this low scale setting, ignoring its proximity to the neighbouring residential locality and what is sought to be achieved by the Code in this adjoining Established Residential locality.

For it to be a viable proposition, it must resolve the yet unresolved site contamination issues that are brought about from this new development proposal, engage with other impacted parties in relation to the remediation works and processes that will be undertaken and accept a height reduction of one (1) level, and alter to design to minimise overlooking and views into habitable rooms, it is that simple.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Given the significant shortcomings when assessed against the provisions of the Code, the relevant authority has no option but to refuse the application.

The proposal is considered to demonstrate a substantial departure from the Code and represents a proposal that is inconsistent with the local variation TNV and, as a result, has an unacceptable and detrimental impact, hence the proposal does not warrant planning consent.

Thank you for the opportunity to comment on this proposal, it is appreciated.

We reiterate that **our client wishes to be heard at the Panel meeting** in support of its representation, personally or through their representative.

Yours sincerely

Amanda Price-McGregor
Managing Principal
Green Light Planning Solutions

18 September 2025

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Representations

Representor 3 - Paul Theofanous

Name	Paul Theofanous
Address	
Submission Date	18/09/2025 11:57 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

After reading through the provided documentation, we have the following points we would like to seek clarity over. 1. We want to be assured that there be no building incursion whatsoever on or within our title boundaries and/or pertaining to the main dwellings and structures on our property known as 46 The Parade Norwood. We would like to seek clarity in relation to the construction methods. To confirm that during the construction process, our property is not to be impacted or effected. 2. The proposed 4th storey balcony on the west elevation overlooks directly into the 2nd storey courtyard of our property, this disturbs privacy primarily. There is no set back of the balcony from title boundary of our property and this is the cause of our concern. 3. Assurance regarding the methods and precautions to be undertaken in the removal of the contamination are required. We are concerned this contamination could seep or cross over onto our property known as 46 The Parade Norwood.

Attached Documents

Representations

Representor 4 - Green Light Planning

Name	Green Light Planning
Address	
Submission Date	18/09/2025 03:27 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please see attached Submission	

Attached Documents

RepresentationFromAmandaPriceMcgregor-12280616.pdf

Tala Aslat

From: Amanda Price-McGregor
Sent: Thursday, 18 September 2025 10:58 AM
To: Development Assessment
Subject: Application 22007430 - Representation from Mr L & Mrs H Cree
Attachments: L - 52 The Parade Norwood- RevC - Final.pdf

Importance: High

> You don't often get email from greenlightplanning@outlook.com. Learn why this is important

Good morning Geoff,

Please find **attached** a representation on behalf of my clients Mr Luke & Mrs Hilary Cree of 3 Edsall Street Norwood, located immediately to the south of the subject site.

Thank you in advance and very happy to discuss in more detail.

Best regards,
Amanda

Amanda Price-McGregor
Managing Director, Green Light Planning, MPIA

a: PO Box 158, Kensington Park, SA, 5068
w: www.greenlightplanning.com.au

green light planning

Mr Geoff Parsons
Manager Development and Regulatory Services
City of Norwood, Payneham and St Peters
PO Box 204
Kent Town SA 5071

Dear Geoff,

Re: Representation in respect to Application 22007430
Four-storey, mixed-use building comprising offices, shop and 20 dwellings in the form of a residential flat building

Green Light Planning Solutions has been engaged by Mr Lucus & Mrs Hilary Cree, to represent them in regard to this matter.

We have been instructed to lodge a representation on behalf of our clients opposing the development application lodged by ERAS Property Holdings Pty Ltd ACN 159 104 686 Four-storey, mixed-use building comprising offices, shop and 20 dwellings in the form of a residential flat building at 52 The Parade, Norwood.

1.0 Introduction

The proponent has provided architectural drawings by Enzo Caroscio Architecture, a planning report by Future Urban, a Traffic and Parking report from Cirqa and a Stormwater and Site Remediation Plan (SRP) from TMK Engineers.

No acoustic report in relation to the plant and equipment on the roof top has been provided, despite the immediately adjoining land uses to the south, nor do they appear to have finalised issues in relation to the site's contamination, as detailed below.

Furthermore, there is no compelling evidence presented as to why there should be a departure from various aspects of the Planning and Design Code for this zone, including the local variation TNV maximum building height of 3 levels and the exceedance of the 30-degree interface height requirements, which both speak to the excessive height, bulk, massing and intensity of this development.

A Preliminary Site Investigations (PSI) - Environmental Site History report was prepared in December 2021 for Carlo Dottore & Partners by TMK Consulting Engineers. This application includes a Site Remediation Plan from TMK Engineers, prepared in March 2024.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

However, this new TMK, Site Remediation Plan is in essence for the old design and does not fully address the remediation requirements, simply stating that this will be managed during excavation, see **below** …….

"The investigations undertaken for this SRP are to confirm the nature and extent of soil impacts via visual and analytical sampling ***as needed during excavation*** *and infrastructure removal. Including, though not limited to, underground storage tanks (USTs), bowser upstands, service pits and buried bitumen".* TMK Consulting Engineers report 2206154SRP 28th March 2024 Site Remediation Plan (SRP).

My emphasis

The report is incomplete and contains an unsubstantiated conceptual model.

The TMK Consulting Engineers report 2206154SRP 28th March 2024 is out of date and fails to address the new development as proposed.

The APPENDIX F - Proposed Development Plan – Architectural Plans included in the TMK report is for the previous, now withdrawn proposed development not the current proposed development.

This does raise a question regarding which final proposal the applicant intends to gain approval for on the site.

Furthermore, the TMK Plan/ Report does not address the specific design features of the Enzo Caroscio Architecture Plans and the Future Urban Planning Report, including ;

- The Site Remediation Plan states that **because the development includes an under croft carpark covering the entire site and requiring a 3 metre excavation, all of the contaminated material will be removed during the course of construction**.

- **This assumption is no longer true with the new proposed development**, including a **large portion of contaminated material** at the rear of the site **not forming part of the car park excavation.**
    - BH218 Carcinogenic PAH Benzo(a)pyrene above investigation levels per National Environment Protection (Assessment of Site Contamination) Measure 1999 Table 1A(1)
    - BH220 Data missing from report
    - VP115 (PV115) Naphthalene at investigation levels per National Environment Protection (Assessment of Site Contamination) Measure 1999 Table 1A(5)
    - PV111 and PV111 Data missing from report.

TMK Consulting Engineers have advised in section 11.1, page 130 of 181 that, and I quote…

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
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"*In some circumstances, the scope of services may have been limited by a range of factors such as time, budget, access and / or site disturbance constraints".*

This would appear to be the case with missing and incomplete date throughout their entire report, including

- BH202, BH207, BH210, BH211, BH213, BH214, BH219, BH220, BH223, BH225 Data missing from report
- PV111 and PV111 Data missing from report.
- All of the **bore hole data presented falls short of the 3 metre excavation** anticipated, nor does it extend past this point to confirm if additional remediation is in fact needed.
- The report appears hastily written with **inconsistent labelling of vapor bore holes** in Figure 6, Appendix C.
- The report identifies that **ground water sampling is incomplete**, given the time that has passed since this report was actually prepared this discrepancy should have been rectified and the ground water fully categorised.

The site has **significant contamination at levels above those of the National Environment Protection** (Assessment of Site Contamination) Measure 1999.

- Lead 7,800mg/kg **well above** the 1,200mg/kg level for HIL B
- Benzo(a)pyrene 28mg/kg **well above** the 4mg/kg level for HIL B
- C10-C36 fraction 31,000mg/kg **well above** the 240mg/kg level for HIL B
- Naphthalene 0.8 (0.77) mg/m3 at 0.8mg/m2 level for HIL B

The TMK Plan advised that none of the vapor readings were above background levels, this is clearly incorrect for Naphthalene.

Appendix E CONCEPTUAL SITE MODEL includes unsubstantiated claims regarding site geology, including

- Sandy Clay (brown, calcareous) is not recorded within the report, further the conceptual model states that this layer is an aquitard with "No Leaching", however, **no evidence is provided in the report to substantiate this claim.**
- The report suggests the opposite with the **analyses of the water table indicating a flow away from First Creek, extremely unlikely without some local mounding of ground water**. This mounding could occur with ground water entering the aquifer through the sandy clay layer indicating that it is not an aquitard.
- Therefore there is a significant risk of contamination becoming mobilised during excavation and contaminating the ground water, something not addressed in the TMK report.
- The **Conceptual Site Model, page 171 of 181 is not to scale** and **misleading as to potential breaching of the water table** during excavation.
- Figure 5a shows the RL of the water table with GW104 49.21m and following the projection at the edge of excavation (for the design) the water table will be at RL 49.5m.
- The architectural design shows the basement top of slab RL at 50.15m only 650mm above the water table and when excavation for slab and foundations including any

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

engineered fill and blinding is considered it is clear that the proposed excavation will breach the water table.

- This omission hides the potential for mobilisation of contamination into the water table.
- Further the design as presented does not include any geotechnical engineering demonstrating that the extensive ground works into the water table combined with the additional building levels have been fully considered.

Accurate bore hole data is needed, plus a thorough review and detailing of the risks associated with possible water table breaches, contamination mobilisation, contamination levels on site and the risks associated with a large portion of contaminated material at the rear of the site not forming part of the car park excavation, as per the new plans.

In short, there are several technical limitations, oversights and uncertainties in the latest TMK Plan, and a new up to date report that specifically addresses the current plans and all of the detailed issues raised above is urgently needed before this matter can progress any further.

It is simply unacceptable to state as TMK Engineers have in section 11.1, page 130 of 181 that, and I quote…

"*In some circumstances, the scope of services may have been limited by a range of factors such as time, budget, access and / or site disturbance constraints.*

My clients believe investigations must be undertaken, and the documentation made available, in relation to the presence of ground water under the subject site, in particular, they are acutely aware of 1st Creek which is downhill from the subject site. Given what is known about the presence of ground water in this locality, it is likely that the proponents will encounter a low-lying underground stream when excavating the carpark that they will need to address.

Furthermore, they are concerned that the likely receptor for likely site contamination is via neighbouring soil and ground water and that the likely pathway is under neighbouring properties on Edsall Street towards 1st Creek. Given the site's high risk of contamination (based on the TMK report findings) the proponents should be addressing their plan for remediation upfront, engaging with the neighbours in relation to their findings and making it clear to neighbours how this will be addressed and remediated.

My clients wish to reserve their rights in relation to any potential compensation as a result of site contamination (soil, vapour and groundwater) from the subject site affecting their properties.

My clients are very keen to sight an amended and up to date TMK Engineering Site Remediation Plan based on the new proposed drawings along with comments and responses to the various issues outlined above and any others raised by the EPA.

Given the EPA is still, as we understand it, reviewing this information, there is an argument that the application is premature and potentially hypothetical.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

2.0 The Application

For the reasons stated above and herein, when assessed against the provisions of the Code, it is clear that this application must be **refused**.

Our client **wishes to be heard by the relevant authority** in relation to this representation, and they may choose to be heard themselves or via Green Light Planning as their representative.

2.1 Locality

Our client/s have been living in Norwood for thirty (30) years and chose to buy in this area because of the character and amenity, overwhelming low rise residential nature of their street, low density nature of the locality and the proximity to The Parade.

This site was the subject of the Inner and Middle Metropolitan Corridor DPA in 2017.

On 30 May 2017 the Minister for Planning released the Inner and Middle Metro (Sites) DPA, which proposed to rezone some 12 strategic development sites across Metropolitan Adelaide.

This DPA was also released in conjunction with the Inner Metro (Design) DPA, which sought to improve the design outcomes for medium density housing and other development along key transport corridors.

Notably, the supplementary design DPA was to facilitate good design for new buildings, and importantly to minimise the impact on existing nearby houses.

After extensive public consultation from 30 May 2017 to 25 July 2017, the Minister elected to rezone eight (8) of the twelve (12) sites.

Despite extensive investigations and analysis, the site which included the subject site at 52 The Parade Norwood was not rezoned.

At the time, in electing not to rezone these sites then Minister Rau stated,

I have not approved rezoning for 4 sites where the community was strongly opposed to the rezoning, and where impacts on adjoining residents would be more difficult to manage.

Good design should be front of mind in planning decisions.

In the interim, I have also strengthened the policy requiring good design along urban corridors where we have allowed higher buildings.

Other sites were selected, were rezoned and have subsequently been developed, arguably with mixed success for nearby residents.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

This site was selected and examined in detail in 2017 as part of a site specific DPA but a **rezoning of this site to allow greater height was not progressed** on the basis that the site and location meant that the interface with existing houses would be unacceptable.

Additionally, in electing not to rezone this parcel of land, the Minister was clear, citing the difficulty in that would have occurred in attempting to manage the impacts of larger developments including height, overlooking and overshadowing and the need to protect adjoining residents.

In electing not the rezone sites, in his media release Minister Rau stated…..

"This will protect existing residents from the impact of larger developments, like overlooking and overshadowing".

What has changed?

The existing and adjoining dwellings remain overwhelmingly unchanged, there are other sites along The Parade that have been deemed appropriate for medium density to higher density development, with those projects substantially completed and with others underway.

Each of those sites are located along The Parade or Osmond Terrace, with each of these sites located further to the east of this site, and all of them located to the east of Osmond Terrace within areas within greater TNVs particularly around height.

This site is not one of them.

If the City of Norwood, Payneham and St Peters (the Council) were of the view that the Minister for Planning made the wrong decision in 2017 in electing not to rezone this land due to the impacts Minister Rau cited, Council has had ample opportunity since 2017 under the DPA process and since via their various submissions to the Planning and Design Code Phase 3 consultation process or since that time via a Code Amendment to increase the height and intensity of this site, they have not elected to do that.

Based on this, one can only draw the conclusion that the Council staff and its elected members believe the zone requirements for this site in terms of height and intensity are appropriate.

The Code's intent for this zone is clear.

The site falls within a Technical and Numeric Variations (TNVs): where the Maximum Building Height (Levels) is 3 levels.

The proposal is for 4 levels and is therefore outside the maximum building height.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

In order to assess the proposed development application and properly discharge the duties associated with being a CAP member, the members of the Assessment Panel should ideally be visiting this site and the broader locality to see first-hand the scale of the adjoining residential area and the resultant impact a larger scale development such as that proposed would create in terms of bulk, massing, overlooking and possible overshadowing and the impact on my client's private open space and home.

My clients are more than happy to provide access for Panel members to see first-hand the impact of this proposal on their family home and in particular their private open space and upper level lounge/ lounge/ bedroom which will be clearly evident to members from the rear of their yard.

Moreover, my clients have bought their home in Norwood for its character and amenity, knowing that while this site is located on their rear boundaries, it is located on a section of The Parade which is lower in density, overwhelmingly single storey with a scattering of two storey commercial businesses. It is a Suburban Business Zone which often provides relief to residents nearby after hours and / or on weekends.

However, this proposal would change all of that if this larger scale mixed use proposal is approved on this site.

If this proposal is approved, the low density nature, amenity and impact on their homes and private open space will be lost forever.

2.2 Proposal

This proposal is for a four-storey (4), mixed-use building comprising consulting room, offices, shop and 20 dwellings in the form of a residential flat building

The proposal is a high density mixed use development, a position which is conceded by Future Urban in their planning report.

> "……*we accept that the proposal entails a net residential density that is greater than medium density*…..(Future Urban Planning Report page 14).

The proposal is to be located in the Suburban Business Zone.

We have reviewed the proposal and undertaken an assessment against the Code.

It is our opinion that the proposal does not warrant development plan consent. We have set out below the reasons for reaching this point.

There is a clear and obvious disconnect between the Code's Suburban Business Zone policy intent and the design of the built form proposed by the applicant for the subject site.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

2.3 Land Use

In relation to the Planning and Design Code, the following policies apply in respect to land use in the Suburban Business Zone.

The desired outcomes (DO) for the zone includes;

DO 1 A business and innovation precinct that includes a range of emerging businesses which have low level off-site impacts. Residential development within the area is subordinate to employment uses and generally includes medium-density housing designed to complement and not prejudice the operation of existing businesses.

DO 2 A zone characterised by low-rise buildings with additional height in well serviced and accessible locations.

My emphasis

This proposal **prioritises yield and intensity** over **contextual integration**, undermining the zone's desired outcomes (DO 1 and DO 2).

The development is **not orderly or economic** in its relationship to surrounding land uses.

The Code is clearly seeking uses that are of a business and innovation nature with low level off-site impacts, and where employment uses are superior to residential developments, for example the existing commercial uses that frequent The Parade in this zone, including the adjacent homewares type business Betta Home Furnishings and Adelaide Floor World.

What is being presented by the proponent is a mixed use development which is primarily residential in nature (3 levels of residential) not business and innovation, which is higher density, not medium density (as stated in the **Future Urban report page 14**) and which gives rise to off-site impacts for adjoining neighbours which could not possibly be termed 'low level'.

The use of the words 'low rise buildings' and 'low level off site impacts' in the Code are deliberate as they seek to minimise the impacts on adjoining neighbours, in the Established Neighbourhood Zone.

The proposal fails to meet the requirements outlined above and the majority of the performance outcomes (PO) relevant to the land uses proposed for the Suburban Business Zone including its failure to meet all of the following performance outcomes, including PO 2.1, 2.2, 3.1.3.2, 3.3 and DPF/DTS 3.3 and 3.7.

PO 2.1
Building scale and design complement surrounding built form, streetscapes and local character

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

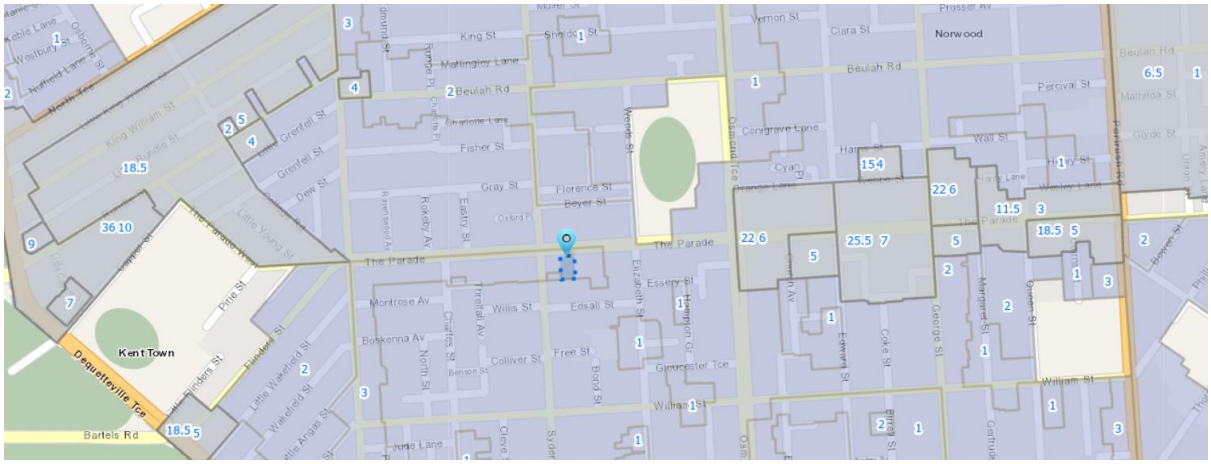
The Suburban Business Zone seeks development that is **low-rise**, **transitional**, and **responsive to adjoining residential uses**.

The proposed building at 4 levels when the local variation TNV is a maximum 3 levels means the proposed scale and design will be out of step with the predominately single story residential dwellings to the south on Edsall Street and the handful of two storey commercial buildings dwellings in the immediate locality. The proposal does not complement the scale, character and streetscapes of the residential streets to the south.

The TNVs for the broader Council area show clearly where buildings 4 levels and above are envisaged, as is shown **below** via the Planning and Design Code extract**.** These areas include parts of Kent Town, the western end of Beulah Road, The Parade between Osmond Terrace and Portrush Road.

The only sites where 4 level developments are actually appropriate from a height, bulk, scale and density perspective are within some parts of Kent Town and The Parade retail core, as shown **below**.

The subject site has a TNV of 3 levels which is already an uplift from the surrounding and nearby sites at 1-2 levels.



PO 2.2

Development with high visual and environmental amenity, particularly along arterial roads and the boundaries of adjoining zones is primarily intended to accommodate sensitive receivers.

A four (4) level building, above the TNV maximum height allowable on the boundary with sensitive receivers on land which according to the applicant's engineers TMK is a site with a high risk of contamination is not a development with high visual and environmental amenity accommodating its sensitive receivers.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

The issues associated with the current June 2024, TMK Plan have been outlined in detail earlier in this representation and the environmental risks associated with this development need to be fully explored and documented.

PO 3.1

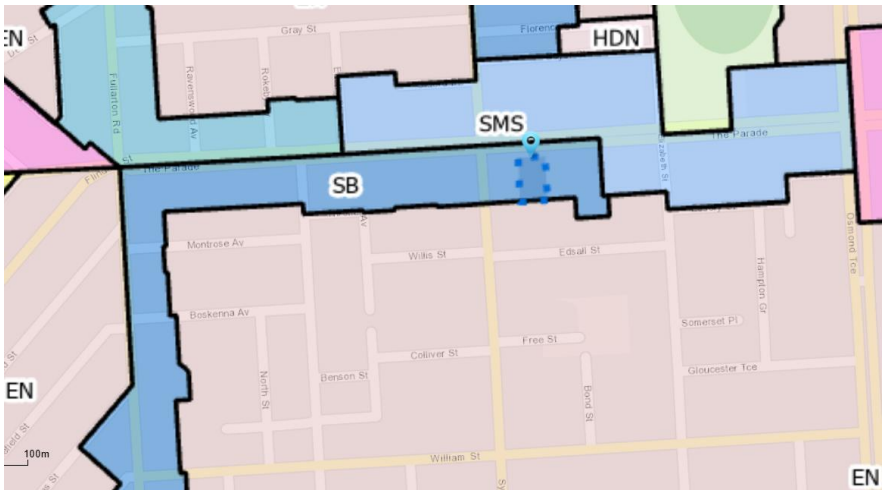
"Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality".

The site is subject to a **Technical and Numeric Variation (TNV)** limiting height to **3 levels**, yet the proposal is for **4 levels** plus a basement carpark.

This represents a **quantitative breach** of DTS/DPF 3.1 and undermines the low-rise character of construction envisaged by the Suburban Business Zone.

The additional level contributes to **visual intrusion**, **overshadowing**, and **loss of privacy** for my clients and their immediate southern neighbours.

The proposal is <u>not low-rise construction</u>, is <u>not located in the centre of the zone</u> (in fact it is at the eastern end of the zone) and is immediately adjoining a neighbourhood-type zone in the form of an Establish Neighbourhood Zone as can be clearly seen **below**.



The proposal <u>fails to meet PO 3.1</u> as it is <u>high rise</u>, as per the Future Urban report which references this point in relation to Part 8 – Administrative Terms and Definitions of the Code in relation to residential densities, see below.

….. "we accept that the proposal entails a net residential density that is greater than medium density"….. (**Future Urban Planning Report page 14**).

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
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This proposal does not positively contribute to the built form character of the locality, nor does it improve it as is suggested by Future Urban on page 16 or page 21 of 181….

"The proposed development does not further impact, or exacerbate (in fact we say it reduces) the level of existing impact to the adjacent residential properties to the south"

PO 3.2

Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

The building massing of this 4 level mixed use development has not been minimised for the adjoining dwellings in the Established Neighbourhood Zone, as it deliberately seeks to circumvent the local variation TNV of 3 levels.

PO 3.3

Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.

At 4 levels and 15.10 metres high at its highest point, this proposal is in stark contrast to the existing single storey former commercial site and the predominately single storey residential nature of Edsall Street to the south.

Moreover, the proposal shows **mechanical plant equipment** (air conditioning units) located above this roof level, within a screened rooftop enclosure. The screening structure itself adds additional height in the order of 1.5 to 2.5 metres. This means the **true maximum height** of this proposed development is closer to **16.5 - 17.5 metres**, a grave departure from the the 3-level TNV limit for the Suburban Business Zone. While it could be argued that the rooftop plant and screening are excluded from formal height calculations, in this scenario they absolutely **contribute to the visual bulk** and **overshadowing**.

This development will obstruct my clients' northern and north-western rear yard, as well as compromise views from their upper lounge, bedroom, and private outdoor area.

DTS/DPF 3.3

Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary.

The Future Urban report states that the proposal is unable to meet PO 3.3 as it exceeds the 30-degree interface height, see **below**

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

*The site adjoins, on its southern side, an allotment used for residential purposes within a 'neighbourhood-type' zone. Having examined the proposal in detail, it is apparent that the proposed building will exceed the 30-degree Interface Height provided in Zone DTS/DPF 3.3 when measured from natural ground level at the southern (rear) boundary (**Future Urban Planning Report page 10 or 15 of 181**).*

My emphasis

Confusingly, on page 16 or 21 of 181 Future Urban state….

This exceedance of the 30-degree interface height means that <u>there is an insufficient staggering or stepping down in height from the 4 levels proposed to the lower rise dwellings to the immediate south.</u> This is a critical point, as the failure to meet PO 3.3 is a trigger for the proposal to undergo public notification.

Confusingly, on page 16 of their planning report Future Urban then state the following,

The existing masonry building at the rear of the site (to be retained) includes a solid wall on the southern boundary measuring 5.39 meters in height when measured from the existing ground level on the adjoining allotment.

*The proposed building has been designed to be wholly contained within a 30-degree plane when measured from the top of the existing 5.39 metre-high boundary wall thereby ensuring the built form <u>will not be visible from within the neighbouring residential properties</u>. The proposed development will not cast additional shadow upon residential properties within the adjoining neighbourhood-type zone to the south (*Future Urban Planning Report Page 16*).*

My emphasis

It would appear from this statement above that access to the adjoining property (my client's land) has occurred to obtain this measurement.

I am advised that this has again not occurred, as was advised to Council previously, under the initial scheme for this subject site.

My client has actually measured the southern boundary wall at 5.4 metres not 5.39 metres as stated.

Therefore, the statement on page 16 of the Future Urban Planning Report

"…..the amenity of the neighbours in the adjoining neighbourhood-type zone will be improved, rather than diminished by the development - is clearly wrong.

m: 0406 124 977
e: greenlightplanning@outlook.com
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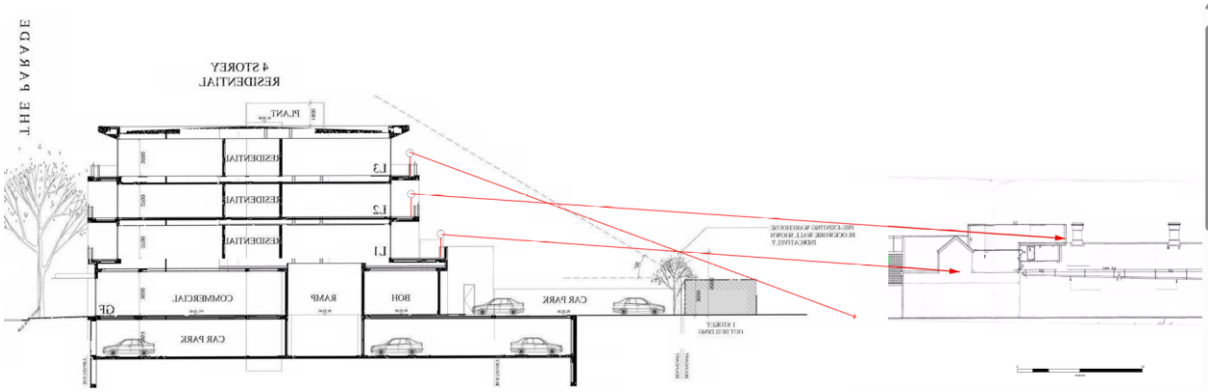
a: PO Box 158, Kensington Park, SA, 5068

My client has prepared a drawing (**below**) which shows the sight lines extending from halfway down the garden, into their kitchen and straight into the upper story of their residential dwelling at the various levels of the proposed high density structure.



As previously mentioned, when my client's architect (also the applicant's previous architect) designed the upper storey extension of their property, he included some north facing skylights that from the upper storey lounge/ bedroom look out into the blue sky and the stars at night. The proposed development at 4 levels would be able to see into these windows and the upper storey lounge/ bedroom.

No supporting information or visuals have been provided by the applicant's new architects to give my clients any comfort that this will not occur as we have stated, which is unacceptable.

The proposed development appears to remove the existing south light, however if this was retained and the building was restricted to 3 levels (as per the TNV) then it will still look into my client's second storey and guest lounge/ bedroom.

While this would be somewhat of an improvement, this is still a sub-optimal impact on this existing lawful land use.

The current sight lines will result in similar views into the houses on either side of 3 Edsall Street.

The **proposal fails to meet PO 3.2 and 3.3 which are two triggers for public notification** and will no doubt cast a shadow over my client's lifestyle and their private open space and result in overlooking issues into their master lounge/ bedroom.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

The photo montages (**below**) compare the current amenity (photo taken 12 September 2025) with the proposed high-density development, highlighting changes in visual amenity and access to daylight, as well as the notable impacts given the height, bulk, and scale of the proposal.

While compliance with the TNV at 3 levels would still have an impact, that is far more preferable to my clients than the proposed 4 level structure measuring close to 18 metres high once the roof mounted mechanical plant and screening is taken into consideration.

Before

After

PO 3.7

Buildings are set back from rear boundaries to minimise adverse impacts on adjoining land uses.

While the bulk of the built form maybe set back from the rear boundary the massing and height of the building, combined with its failure to meet PO 3.3 means that it <u>does not minimise adverse impacts</u> on the adjoining residential land uses.

In short, the proposal fails to deliver on most of the relevant performance outcomes that this zone prescribes.

This proposal clearly represents an over development of the site.

3.0 Part 3 – Technical and Numerical Variations & Overlays

The site is located within the following Local Variations (TNV) Technical and Numeric Variations (TNVs) and Overlays.

3.1 Local Variation (TNV)

<u>According to the Code for this site the Local Variation (TNV) relates to a Maximum Building Height (Levels) (Maximum building height is 3 levels</u>).

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

The Code has specifically stipulated a local variation for this zone and by default this site, where the maximum building height is to be 3 levels.

The proposal is for 4 levels.

The proposal fails to achieve the TNV with respect to height and no reasons are given as to why such a departure is warranted, other than a desire for greater yield on the bottom of page 15 of the Future Urban report.

We note Council has taken a similar position to other buildings along The Parade where the proposed heights have been greater than envisaged immediately adjoining residential and main street settings.

We share Council's concern and feel that the overall intensity of this proposal and the subsequent mass is of a scale that is out of character with this section of The Parade, given its location outside of the Main Street Zone and more specifically the retail core.

Unlike nearby sites in The Parade Main Street Zone where increased building height is permitted in exchange for affordable housing, this site does not include such provisions and therefore the Code does not seek those increased heights here.

If approved, this proposal would dominate the area, negatively affect nearby southern homes, and disrupt The Parade's streetscape, especially since there are currently no buildings of similar scale in the vicinity.

3.2 Overlays

Hazards (Flooding General)

The purpose of this overlay is to prevent the entry of flood waters into a building to minimise flood risk through appropriate siting and design. We note that the extent of possible flooding is consolidated on the boundary to the north of the subject site and it appears that the proposal can achieve this requirement.

Traffic Generating Development and Urban Transport Routes Overlays

The proposal has been referred to the Commissioner of Highways as the proposal will give rise to changes to both the nature and volume of vehicle movements occurring through the single crossover.

What is not known is the type and nature of the shop and the consulting rooms and as such it is difficult to determine the peak traffic demands and the impact this proposal may have on the existing road network, including the size and frequency of delivery vehicles accessing this site.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Far more detail is required in terms of the nature of these tenancies, especially given the numerous references throughout the Future Urban Planning Report to the office tenancy and the shop tenancy being combined into a larger, single tenancy.

On page 13 of their planning report (18 oof 181) Future Urban state….

As identified earlier, the proposal provides four commercial tenancies in the following gross leasable floor area configurations:

Ground Floor
• Shop – 340 square meters;
• Office – 274 square metres.

*"*Note: the office tenancy 'G03' and shop tenancy 'G02' are designed with a layout that can be adapted to accommodate two separate tenancies or a larger, single tenancy.*

The total combined commercial floor area is 614 square metres".

The architectural drawings on page 39 of 181 show 3 tenancies, not four. Those tenancies as per the architectural drawings are GO1 158m2. GO2 182m2 and GO3 274m2.

Confirmation is required regarding whether there are three or four proposed tenancies, as well as the gross leasable floor area of each tenancy.

If tenancy GO2 and GO3 were to be combined and the storage area to the rear of GO3 was to become ancillary storage for a single tenancy, the shop would exceed DTS/DPF 1.2

which states….

DTS/DPF 1.2

Shops, offices and consulting rooms do not exceed 500m2 in gross leasable floor area.

Raising further questions over the actual size and land use makeup of the various tenancies proposed, the Future Urban Report goes onto say on page 13 (or 18 of 181).

In theory, this tenancy could be converted into a small supermarket, as implied in the Future Urban Report. If this occurs, acoustic reporting will be necessary.

For further guidance regarding land use intensity, we consider it prudent to not solely rely on the gross leasable floor area provided in DTS/DPF 1.2 (500 square metres), and subsequently consider the zone hierarchy that exists within proximity to the site.

Having undertaken a review of the broader locality, two nearby zones are considered to be of a higher order in regard to the zone hierarchy for business and commercial development, namely the:

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

• *Suburban Main Street Zone (the MS Zone) – immediately north and approximately 60 metres to the east.*

• *Urban Corridor (Main Street) Zone (the UC Zone) – approximately 350 metres to the east.*

My emphasis

Quoting land use intensity policies from nearby zones does not justify increasing the land use intensity on the subject site.

Alternatively, one could just as easily compare it to the intensity of the adjacent Established Neighborhood Zone, which is likely more relevant because of its proximity.

Regardless, there appears to be a **short- medium term plan to actually amalgamate these smaller tenancies, which may well have a different and higher land use intensity**, traffic generation impact and design presentation.

If there is no intent to amalgamate these tenancies in the future, why the numerous references to this point.

4.0 General Development Policies

Turning to the relevant General Development Policies, the most relevant policies in relation to the proposed mixed use development relate to design and design in urban areas, interface between land uses and site contamination.

We have also examined the policies associated with open space, given this is the subject site's zoning.

4.1 Design

The Code's desired outcome (DO) states that Development is:

1. *contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area*
2. *durable - fit for purpose, adaptable and long lasting*
3. *inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors*
4. *sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water*

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

PO 1.1

Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).

PO 1.3

Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.

PO 2.1

Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.

PO 2.2

Development is designed to differentiate public, communal and private areas.

PO 2.3

Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.

PO 2.4

Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.

PO 3.1

Soft landscaping and tree planting is incorporated to:

1. *minimise heat absorption and reflection*
2. *maximise shade and shelter*
3. *maximise stormwater infiltration*
4. *enhance the appearance of land and streetscapes*
5. *contribute to biodiversity.*

PO 4.2

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.

PO 15.1

The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.

PO 22.2

The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.

There are a number of performance outcomes that relate to design, amenity, massing and siting.

The bulk, scale and massing of this high density (greater than medium density) mixed use proposal is 1 level greater than the Local TNV at a maximum of 3 levels and entirely out of step with the neighbourhood zone and residential nature of the Established Neighbourhood Zone to the immediate south, especially when one considered the roof top mechanical plant and screening, which looks to be in the order of 1.5 – 2.5 metres in height.

While individually the land uses are envisaged uses in the zone, collectively, and as currently designed, this proposal fails to meet the key performance outcomes associated with design and design in urban areas based on its bulk, scale and massing. It would result in a considerable loss of amenity, overlooking and a loss of rear yard private open space and sight lines into my client's habitable rooms.

4.2 Interface between land uses

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

PO 1.1

Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.

PO 1.2

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

My emphasis

The proposal is in itself an increase in land use sensitivity and is near to several established sensitive receivers.

The proposal fails to meet the performance outcomes associated with the interface between land uses due to its unacceptable impact on existing lawful land uses / landowners to the immediate south, due to its intensity and height. The imposing nature of this 4 level proposal results in substantial impacts for existing lawful landowners in terms of loss of northern aspect, overlooking, loss of amenity and likely overshadowing.

The impact of this development would be considerably less if the proposal was consistent with the Local Variation (TNV) maximum height level of 3 levels, it is not.

An acoustic report is required to assess the mechanical plant on the roof top of the 4 level building and to give my clients some comfort as to the level of impact on their home.

4.3 Site contamination

DO 1 Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

PO 1.1

Ensure land is suitable for use when land use changes to a more sensitive use.

The introduction section of this representation has addressed my client's concerns with respect to the site's likely contamination and its high-risk category where pollution is likely.

There has not been enough information presented to representors to ascertain if the land is indeed suitable for its intended purposes and what if any remediation works are required.

The previous PSI report from TMK stated;

- No Soil, or ground water testing has been done.
- Its past usage/s puts it in a High Risk category where pollution is likely.
- It has been involved in activities with a High Risk of contamination on an almost continuous basis since the 1920s
- No matter what its future use physical testing for contamination is recommended, especially if it is proposed to go to a more sensitive use –such as residential.

In December 2021 TMK advised that……

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

" the site be further investigated by carrying out a Detailed Site Investigation (DSI) which may include testing of the site's soil, soil vapour and groundwater".

TMK recommends that independent of the site moving to a more sensitive land use that the assumed underground storage tank(s) are removed and validated in accordance with Australian Standards / ASC NEPM (2013) / SA EPA / SA SafeWork guideline.

My emphasis

The TMK report at that time made it very clear, that further testing is needed before any change in use should be considered and furthermore, recommends the site is further investigated by carrying out a **detailed site investigation** including the site's soil, vapour and groundwater to understand and environmental and remediation needs.

The current TMK Plan from June 2024 does not provide my clients with the comfort they require, as detailed in the introduction section of this representation, and as such they wish to reserve their rights in relation to any potential compensation as a result of site contamination (soil, vapour and groundwater) from the subject site affecting their properties.

5.0 Conclusion

In light of the above, I respectfully suggest that the proposed development is not consistent with the Planning and Design Code, and results in unreasonable impacts to several adjoining residential landowners and particularly my clients in Edsall Street.

The application should be refused or substantially amended to address the concerns raised.

Section 10 on Page 20 (or 25 of 181) of the report Future Urban makes a number of statements in relation to the proposal with which we **totally disagree**.

Their conclusion section states, that they have, amongst other things had…… "*due regard to the nature of the site and its factual context, and the relevant policies of the Code*, ……..*it is concluded that the proposal is …… a reasonable form of development'. (**Future Urban Report page 20**).*

The factual nature of the site is that its past usage/s puts it in a High Risk category where pollution is likely as it has been involved in activities with a High Risk of contamination on an almost continuous basis since the 1920s.

The applicant's own engineer has stated since the preparation of their Preliminary Site Investigations Report (PSI) in December 2021 that further testing is needed before any change

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

in use should be considered and furthermore, recommended the site is further investigated by carrying out a **detailed site investigation** including the site's soil, vapour and groundwater to understand and environmental and remediation needs.

No detailed engineering reports have been provided to date that outline the detailed investigations and analysis that has occurred, the findings of those investigations, nor any recommended remediation actions or measures deemed necessary.

In fact, the latest 'plan' from June 2024 relates to the previous scheme for the site not the current proposal.

Has a detailed site investigation report been undertaken as yet, if not, why not, and if it has why did this not form part of the notification documents?

Given that advice in relation to the EPA's position of this application is not as yet know, there is an argument that this proposal could be deemed hypothetical.

If that detail is known, what is the applicant's intent in terms of sharing that information with adjacent neighbours to the immediate south who could potentially be negatively affected as a result.

Furthermore, Future Urban state on pages 20 of the Future Urban report that the proposal is

- *is orderly and economic;*
- *is well designed and sited in respect to its setting;*
- *will enhance the streetscape and local character;*
- *will enhance the visual amenity of the site and locality;*
- *establishes uses of land that better complement, and reduce impacts on existing residents in, the adjoining 'neighbourhood-type' zone; and*
- *is in general accord with the overall intent and purposes of the Suburban Business Zone and the Code as a whole.*

For these reasons, it is considered that the proposal has sufficient merit to warrant planning consent (Future Urban report Pages 20)

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

We categorically disagree with the statements above.

This proposal will not enhance the local character of the adjoining neighbourhood type zone, nor will it enhance the visual amenity of the locality. It will increase negative impacts on existing lawfully existing land uses, namely the residential dwellings to the south, resulting in poorer amenity conditions in terms of height, massing, overlooking and a loss of privacy for their open space in their rear yards and views into upper-level lounge/ bedrooms.

This is a direct result of this proposal's failure to meet the local variation TNV of a maximum of three (3) levels. The code is clear on this position, as a direct result of the previous extensive Development Plan Amendment consultation back in 2017 where the site was not rezoned to enable increased height and intensity due to an unacceptable level of impacts of adjoining residents.

The City of Norwood, Payneham and St Peters have not sought to undertake a Development Plan Amendment, nor a Code Amendment since to overturn this decision.

As a result, the only conclusion that one can draw is that the elected members and the Council staff are united in that the local variation TNV of a maximum of 3 levels is appropriate.

This proposal remains as a high density mixed use development on this subject site and it falls short of the Zone requirements as well as those of the relevant Overlays and General Provisions of the Code as outlined in considerable detail above.

An acoustic report has not formed part of the notified documents, and it should, especially given the proposed mechanical plant on the roof top of the 4 level building and to give my client's some comfort as to the level of impact on their home.

Our clients have serious concerns about the proposal where the height, bulk and scale of this building selectively disregards its zoning and the adjoining built form context of the adjacent Established Neighbourhood Zone, in particular its amenity and likely site contamination impacts on the adjoining neighbours. It borrows sentiments from other higher order zones within the Council area to support the intensity of land use proposed on this site.

It will loom large in this low scale setting, ignoring its proximity to the neighbouring residential locality and what is sought to be achieved by the Code in this adjoining Established Residential locality.

For it to be a viable proposition, it must resolve the yet unresolved site contamination issues that are brought about from this new development proposal, engage with other impacted parties in relation to the remediation works and processes that will be undertaken and accept a height reduction of one (1) level, and alter to design to minimise overlooking and views into habitable rooms, it is that simple.

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Given the significant shortcomings when assessed against the provisions of the Code, the relevant authority has no option but to refuse the application.

The proposal is considered to demonstrate a substantial departure from the Code and represents a proposal that is inconsistent with the local variation TNV and, as a result, has an unacceptable and detrimental impact, hence the proposal does not warrant planning consent.

Thank you for the opportunity to comment on this proposal, it is appreciated.

We reiterate that **our client wishes to be heard at the Panel meeting** in support of its representation, personally or through their representative.

Yours sincerely

Amanda Price-McGregor
Managing Principal
Green Light Planning Solutions

18 September 2025

m: 0406 124 977
e: greenlightplanning@outlook.com
w: greenlightplanning.com.au
a: PO Box 158, Kensington Park, SA, 5068

Representations

Representor 5 - Lorraine Gerace

Name	Lorraine Gerace
Address	
Submission Date	18/09/2025 07:58 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons Zoning is 3 stories this development is 4 stories, not enough public consultation. I found out 17 sept, on the closing date, only thru a neighbour	

Attached Documents

REPRESENTATION ON APPLICATION

RECEIVED
FRONT COUNTER
18 SEP 2025
CITY OF NORWOOD
PAYNEHAM & ST PETERS

Planning, Development and Infrastructure Act 2016

Applicant:	52 The Parade Norwood Pty Ltd
Development Number:	22007430
Nature of Development:	Four-storey, mixed-use building comprising offices, shop and 20 dwellings in the form of a residential flat building
Zone/Sub-zone/Overlay:	Suburban Business
Subject Land:	52 THE PARADE NORWOOD SA 5067 Title ref: CT 5129/158 Plan Parcel: D143 AL22 Council: THE CITY OF NORWOOD PAYNEHAM AND ST PETERS
Contact Officer:	Planning Section City of Norwood, Payneham and St. Peters
Phone Number:	8366 4530
Close Date:	18 September 2025

My name*: Carmine Di Cesare	My phone number:
My postal address*:	My email: Click here to enter text.

** Indicates mandatory information*

My position is:

- ☐ ~~I support the development~~
- ☐ ~~I support the development with some concerns (detail below)~~
- ☐ I oppose the development

The specific reasons I believe that planning consent should be ~~granted~~/refused are:

- This development has changed from the former application where the building height is now 4 storeys and not the former five storeys and should be viewed by the existing projects built along the south side of the Parade by taking into account from any planning or aesthetic lessons learnt.
- The proposed development does not have the necessary merits and should not be approved by the Authority in that:
  - it is contrary to the aims and objects of the relevant zone or the planning code
  - the overall building exceeds the three storey limit permitted under the current zone
  - the residential component is out of keeping with the zone or the planning code and generally overwhelms the linear or incremental look required for the Parade and neighbouring zones
  - it will hamper any future development consistent with West Norwood in the forthcoming decades
  - it diminishes the utility, integrity or uniqueness of the nearby residential zones
  - the size, presence and scope of the building by taking up the whole block significantly detracts from the amenity and streetscape when observed from the Parade side and generally overwhelms and overshadows the adjacent residential areas whether visually or otherwise
  - the layout and location of the new 4 storey building permanently overshadows or impacts the quiet enjoyment of or privacy or amenity that is enjoyed by other residents living adjacent to the subject land or in nearby residential areas (whether in single storey or two storey homes) by giving the

incoming apartment users (regardless if the residential components is retained or otherwise converted to business use or for "air bnb" like purposes) an unique preference by overlooking the neighbouring residential dwellings without restraint and is devoid of suitable visual design features or controls thus permanently impinging on the privacy or other attributes enjoyed by the adjacent or neighbouring residents (now or in the future) – there are likely concerns emanating from the upper floors of the building by such users such as additional noise or other otiose neighbourly issues (e.g. noisy parties, lack of privacy due to presence of rear balconies, unwarranted lighting left on at night or early morning, possible misuse of the housing spaces by airbnb users) 24hrs/7days without having a cheap and effective mechanism promptly enforceable by residents or council

- it creates an inappropriate or deficient planning precedent for similar sized allotments (whether existing or created by future amalgamation) along that zone on the Parade that, if ever approved, the design failings for this type of development cannot be undone or rectified - e.g. the creation of this visual monolith and others both in site coverage and height along this section of the Parade will remain unappealing and forever detract the asethic values required for the Parade in that zone and remain inconsistent with the planning code – the development will continue to diminish the integrity and utility or amenity of the collective Norwood residential character created over time by the adjoining houses and permanently detracts any future enjoyment by Norwood residents living adjacent to or in nearby residential zones (whether or not these residents are able to voice their views to this development)
- the retention of the current besser wall is not in keeping with the current business zone or lacks demonstrated merits for this development as the prior use of the wall was a noise barrier to the then car service industries or decommissioned petrol station on site
- there is insufficient set back for the building or to the upper floors that will overshadow the adjoining or nearby residential zones along Edsall and Sydenham Street sides by reducing the available residential privacy attached to each adjacent or nearby allotment
- any overshadowing of the building over the day will detract the solar capacity servicing or to service the dwellings currently adjacent to or impacted by this development
- the traffic issues (including the retention of the bus stop or ongoing demands on nearby off-street parking capacity) as generated by the new build during construction or after completion will increase off street parking demand to the detriment of current users- the commentary provided in the Applicant's submission is understated or silent as traffic bandwidth goes from 8am to 5 pm with minor after hours use to 24 hours /7 days use with no or little comment on newly generated noise or inconvenience
- the inclusion of additional traffic to and from the development site (by using the existing entry and exit points and projected vehicle traffic to leave or exit the premises at nominated times) will add to the already congested traffic flows along the Parade during peak business hours and could require further road closures or modifications that is potentially detrimental to existing and future users (business or residential).
- such developments being silent or deficient on proper traffic measures or capacity projections would hamper the proposed tram route along the Parade to the city
- the diagrams or plans when viewed in the submission are not to scale having the potential to confuse some residents as to their understanding of the proposed development(s) or being able to fine-tune their concerns or objections to the development

AND

- such other concerns as may be needed or requiring refinement, once I have fully completed my assessment of the development submission (as supplied on behalf of the Applicant) or their subsequent oral/written submissions and after considering any other matters raised in the other residents' submissions so I can either formally address or expand on these matters when I am heard on my representation.

Other comments about material on the Plan SA register:

- Having attended the council offices last week I did see some drawings for this development. However these elevations and visual drawings are not available on the on line planning register thus making it hard for a detailed analysis of any overshadowing, floor capacity and density, solar limitations, visual amenity and any vehicular flows in and out of the property given the Norwood Parade traffic is high at peak times each working week and for sports events:
- There was no current written summary of this proposed development to explain the drawings or proposed future use of the properties

•

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - ~~Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development*]~~.

I:	☐	wish to be heard in support of my submission*
	~~☐~~	~~do not wish to be heard in support of my submission~~
By:	☐	appearing personally
	~~☐~~	~~being represented by the following person: Click here to enter text.~~

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: Date: 18/09/2025

Return Address: City of Norwood, Payneham and St. Peters

176 The Parade Norwood SA 5067

Email: mthomson@npsp.sa.gov.au

Complete online submission: developmentassessment@npsp.sa.gov.au

FUTURE URBAN
Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

February 4, 2026

Mark Thomson
City of Norwood, Payneham and St Peters

Via PlanSA Portal / email: mark@thomsonplanning.com.au

Dear Mark,

RESPONSE TO REPRESENTATIONS (ID 22007430)

We act for, ERAS Property Holdings Pty Ltd (**the Applicant**) in relation to the abovementioned development application at 52 The Parade, Norwood (**the Site**).

The purpose of this letter is to summarise and respond to the matters raised during the notification period and to provide a considered planning response. This submission builds upon the detailed policy analysis and justification set out in the Planning Report dated 12 July 2025 and should be read in conjunction with that document.

Summary of Representations

A total of five representations were received:

- one representor offers unequivocal support for the proposed development;
- two representors have offered qualified support for the proposed development; and
- two representors are opposed to the proposed development.

The issues raised are largely unchanged from those raised during the first round of notification. The key themes advance by third-party objectors, include:

- Site contamination
- Strategic considerations
- Building height
- Overlooking
- Overshadowing
- Land use intensity and alignment with the Suburban Business Zone
- Acoustic impacts and rooftop plant

Figure 1 *Representor map*

In considering these matters, it is important to recognise that no development will be perfect, nor is perfection required to warrant the granting of planning consent. The task for the relevant planning authority is to determine whether the outcome is acceptable having regard to the relevant planning policies in the Planning and Design Code (**the Code**). For the reasons set out below, it is our firm view that the proposal achieves that threshold.

Key Amendments to the Proposal

Since the original lodgement, the proposal has been substantially refined in response to matters raised during the first round of notification and feedback from the assessing planning officer. The amended scheme has been prepared by Enzo Caroscio Architects, informed by construction feasibility advice from project builder, Catcorp, to ensure a feasible and deliverable outcome.

Key amendments include:

- a reduction in overall building height from five building levels (17.30 metres) to four building levels (15.10 metres);
- a significant reduction in total commercial floor area, from 1,430m^2 across Ground Floor and Level 1, to 614m^2 at Ground Floor only;
- a revised dwelling mix, changing from eight three-bedroom and twelve two-bedroom dwellings to twelve three-bedroom and eight two-bedroom dwellings;
- improved design quality through substantial architectural refinement and a more considered selection of external materials, finishes and landscaping treatments;
- a significant reduction in the basement footprint and the inclusion of at-grade vehicle parking at the rear of the Site, improving activation to The Parade and providing a better transition in scale at the southern residential interface;

- a substantial increase in soft landscaping zones across the Site, including additional tree planting to enhance visual amenity, screening and biodiversity outcomes;
- a reduction in on-site car parking spaces from 75 to 62 while maintaining compliance with the theoretical parking demand for the proposed uses of land; and
- a simplified and more efficient access arrangement through the consolidation of two existing crossovers into a single access point.

Supporting Documentation

The responses set out in this letter should be read in conjunction with the following material:

- **Appendix 1:** updated compendium of drawings prepared by Enzo Caroscio Architects; and
- **Appendix 2:** original (now superseded) compendium of drawings prepared by Carlo Dottore and Partners Architects.

Our consolidated response is set out below.

Responses

Site Contamination

Several claims made in the Green Light Planning (**GLP**) submission concerning site contamination are technically incorrect and extend beyond the scope of the authors' professional expertise. GLP are not EPA-accredited site auditors and do not hold the qualifications necessary to undertake or interpret detailed contamination investigations, conceptual site models, or risk assessments. Their commentary regarding groundwater flow directions, relative levels and contaminant behaviour is speculative and is not determinative of site suitability.

It is also relevant that the Environment Protection Authority (**EPA**) has now completed its formal referral assessment. The EPA does not object to the proposed development and has exercised its powers of direction under section 122 of the *Planning, Development and Infrastructure Act 2016* (the **PDI Act**) to impose conditions should planning consent be granted. These conditions require that appropriate site investigations, remediation works, validation and, where necessary, site audit certification be undertaken prior to the commencement of any sensitive use. This provides a clear and enforceable pathway to ensure the land is made suitable for its intended purpose and that contamination risks are appropriately managed under the EPA's statutory oversight.

GLP further suggest there may be an "argument" that the application is hypothetical on the basis that, at the time their submission was prepared, the EPA's referral response was still pending. That suggestion is misconceived. The statutory planning process expressly anticipates that specialist referral agencies, including the EPA, Commissioner of Highways, Heritage SA, the Government Architect and others, will conduct their assessments concurrently with the notification and assessment process. The fact that a referral body is finalising its advice at the time of public consultation is not an irregularity and does not render an application hypothetical. Rather, it is a standard and expected part of the assessment pathway prescribed by the PDI Act and associated regulations.

Accordingly, the planning question is not whether contamination currently exists on the site, a fact already well established, but whether there is a clear and enforceable regulatory pathway to render the land suitable for the proposed uses. That pathway has now been confirmed through the EPA's formal referral response and associated conditions. GLP's commentary does not alter this conclusion and should be disregarded.

FUTURE URBAN

Rezoning in 2017

GLP refer to the 2017 Development Plan Amendment (**DPA**) process, during which this site was not rezoned to allow increased building heights and suggest that the current proposal is inconsistent with that earlier outcome.

Respectfully, the GLP submission misstates the relevance of past policy processes. The current application must be assessed under the Code, which is the operative statutory instrument under the PDI Act. Historic zoning decisions, while part of the broader policy evolution of the site, carry no statutory weight in the present assessment and cannot be used as a determinative basis for refusal.

Moreover, if background policy context is to be considered, it is equally relevant to consider the endorsed strategic direction for population growth and infill. The Greater Adelaide Regional Plan (the **GARP**) identifies this section of The Parade as a *State Significant Infill Area*, reflecting its strategic role in accommodating higher-density residential development and mixed-use activity along key transport and activity corridors. That forward-looking strategic direction points clearly towards a planning policy environment in which greater building heights and more intense mixed-use outcomes will be encouraged in well-serviced locations to support housing supply, density and sustainability targets.

Viewed through this lens, the proposal represents a measured and contextually appropriate response that aligns not only with the current Code's Desired Outcomes and Performance Outcomes, and is consistent with the emerging strategic direction of the GARP. Far from being inconsistent with planning objectives, it is precisely the type of development that future policy settings are likely to support.

Land Use Intensity and Zone Alignment

Submissions contend that the proposal prioritises residential yield over employment-generating uses, contrary to the intent of the Zone, and speculate that ground floor tenancies could amalgamate into a larger supermarket-type use with greater traffic and amenity impacts.

It is noted that GLP purports to have assessed the proposal's land use response only against Desired Outcomes (DO 1 and DO 2) of the Zone. This is an incomplete assessment approach. As confirmed by both the rules of interpretation of the Code and relevant judicial authority, Desired Outcomes are not assessment policies in their own right. Rather, they provide strategic direction and may assist with interpretation of Performance Outcomes (POs), which are the applicable assessment policies. Development must be assessed against the applicable PO, not against the DOs directly.

By limiting the analysis solely to DO 1 and DO 2 and failing to consider the relevant Performance Outcomes, such as PO 2.1 and PO 2.2, which relate to the integration and mix of land uses, GLP's conclusions cannot be relied upon as a complete planning assessment. When considered against those POs, the proposal delivers a compatible mix of commercial and residential uses that will activate the Site and contribute positively to the function of The Parade as a mixed-use main street corridor.

Speculation regarding potential future tenancy amalgamations is also not a relevant planning consideration. The development will operate within the approved land use parameters, and any future change of use or amalgamation that materially alters the nature or intensity of activity on the site would be subject to separate assessment if pursued.

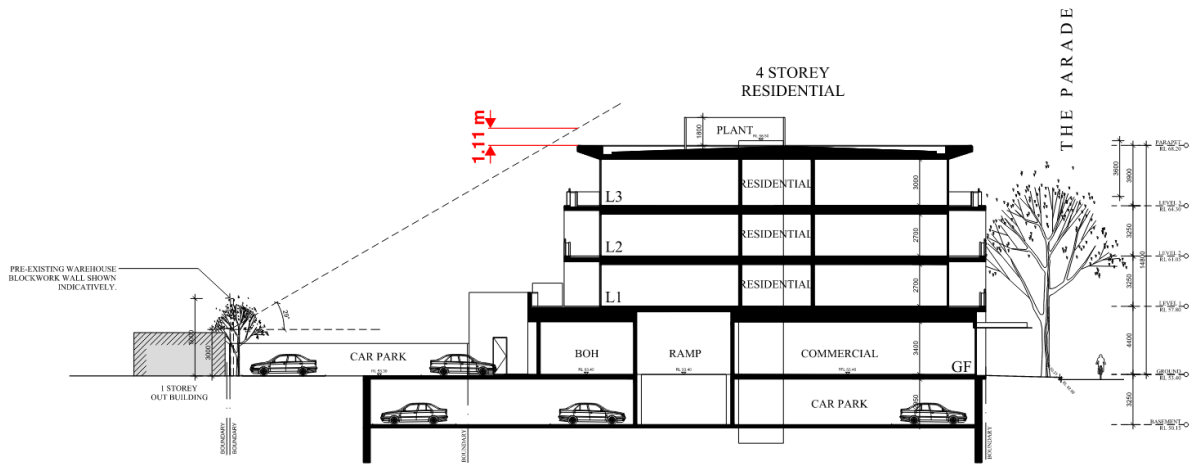
Building Height and Interface

A number of representors, including the submission prepared by the GLP, have raised concerns that the proposed building height is inconsistent with the Code, and by extension, incompatible with the existing and envisaged character of this part of the The Parade.

At the outset, it is important to correct several factual inaccuracies contained within the representations, particularly in relation to the Interface Height and application of the 30-degree plane.

To be clear, the proposed development fits entirely within the 30-degree plane. The closest portion of the building to that plane is the top of Level 3, which sits 1.11 metre below the 30-degree plane, as shown in Figure 2 below:

Figure 2 *30-degree Interface Height cross section*



Accordingly, assertions that the proposal breaches the interface height provisions of the Code are incorrect.

It is also evident that several submissions incorrectly treat the TNV as a prescriptive or maximum height limit. That approach is inconsistent with both *Part 1 – Rules of Interpretation*, of the Code and established judicial authority. While the proposal exceeds the three-level TNV applicable to the Site, this does not, of itself, render the development contrary to the Code. The appropriateness of building height must be assessed holistically, having regard to design quality, contextual response and, most importantly, performance against the relevant performance outcomes.

While representors refer to an alleged "maximum building height limit", no such limit exists. The detailed justification for the proposed height is set out in Section 7.4 of the original Planning Report, which remains relevant and unchanged.

Having established the above, the most relevant policy addressing building height is PO 3.1 of the Zone, which states:

> ***PO 3.1*** *Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of a locality.*

While PO 3.1 refers to buildings being "generally" low-rise, it expressly envisages '*taller buildings at the centre of the zone and away from adjoining neighbourhood-type zones*' to '*positively contribute to the built form character of a locality'*. The policy is therefore qualitative and contextual, not prescriptive.

As outlined in our Planning Report, the Site's overall size, frontage width, location within a key activity corridor, and relationship to surrounding development support a built form outcome that exceeds a strictly low-rise response while still achieve the intent of PO 3.1.

The relevance of considering existing, approved and envisaged development when assessing local context has been recently affirmed by Commissioner Dawson's in *Canning and Laycock Pty Ltd v State Planning Commission [2025] SAERDC 7.* In that decision, Commissioner Dawson held that assessment of local context is not confined to existing built form alone and may include what currently exists, what has been approved, and what is envisaged or possible under the Code, and that Performance Outcomes referring to local context are not limited to the examples listed within the policy.

Of particular relevant, the Court noted that:

> *"54. Whilst it is clear from the view that the existing form of development within Canning Street to the east of the Land is that of one and two storey detached and semi-detached dwellings the development potential within the street, and the locality more broadly, is significantly greater than the current built form."*

Applying this approach, it is reasonable to conclude that the emerging streetscape character of this part of The Parade is likely to include buildings of approximately three building levels, with opportunities for additional height, scale and mass away from sensitive neighbourhood-type zones on consolidated sites that are capable of supporting more substantial development.

The Site is materially larger than surrounding allotments in both site area and frontage width and is therefore well-placed to accommodate a building of the proposed height, while positively contributing to the evolving character of the locality.

Amenity Impacts on Adjoining Residents

Overshadowing

Shadow diagrams prepared by Enzo Caroscio Architecture confirm that adjoining residential properties to the south will experience some overshadowing in the mid to late afternoon on the Winter Solstice.

Notwithstanding, the diagrams demonstrate that direct sunlight access is retained for more than three hours to north-facing habitable room windows and to the relevant areas of private open space across the sunlight hours on the Winter Solstice.

On that basis and having regard to the Winter Solstice as the conservative (worst-case) scenario, the proposal maintains sunlight access at a level consistent with, and in excess of the intent applied by Interface Between Land Uses PO 3.1 and PO 3.2, and the quantitative standard outcomes in the corresponding DPFs.

Outlook and Privacy

The *Design in Urban Areas* module contains a suite of policies addressing overlooking and visual privacy. The relevant policies include:

Low rise buildings

PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.

PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.

All Development – Medium and high rise buildings

PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as:

FUTURE URBAN

(a) Appropriate site layout and building orientation

(b) Off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight

(c) Building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms

(d) Screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.

Residential Development – Medium and High Rise

PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to:

(a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy

(b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas

While POs 10.1 and 10.2 apply specifically to *low-rise* buildings which are defined in *Part 8 – Administrative Terms and Definitions* (**Part 8**) as up to two building levels. Comprising four building levels, the proposal constitutes *medium-rise* development pursuant to the definition provided in Part 8 (medium rise being 3 and up to 6 building levels).

Accordingly, PO 16.1 (medium and high-rise development) together with POs 28.1 and 28.2 (residential development in multi-level buildings) form the primary policy framework for assessing overlooking in this instance. However, PO 10.1 and 10.2 have nevertheless also been considered, given the proposal's interface with low-rise residential uses to south.

Collectively, <u>these policies seek to mitigate, not eliminate</u>, direct overlooking of habitable rooms and private open space in *neighbourhood-type zones* through qualitative design responses, including:

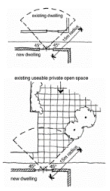
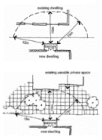
- appropriate building siting and orientation;
- off-setting of balconies and windows to ensure oblique rather than direct lines of sight;
- building setbacks that interrupt or soften overlook relationships; and
- integrated screening devices where necessary.

Importantly, the Code does not prescribe 1.5m-high balcony screening as a default outcome for medium or high-rise development. Instead, the policy framework adopts a qualitative approach, recognising that in urban environments, particularly at interfaces between zones with differing height and density expectations, some level of direct overlooking is both anticipated and unavoidable.

The Site occupies a transition point between the Established Neighbourhood Zone to the south, which accommodates low-density, low-rise residential dwellings and the Suburban Business Zone which envisages mixed-use, medium-rise development. In this context, a degree of direct overlooking is consistent with the policy intent of the Code given the expected potential level of visual interaction between properties, including instances of direct overlooking, consistent with the policy intent of the Code.

It is also important to highlight that *direct overlooking* is a term that is defined in Part 8 of the Code as shown in Figure 4 below:

Figure 3 *Excerpt from Part 8 of the Code – direct overlooking definition*

Direct overlooking	In relation to direct overlooking from a window, is limited to an area that falls within a horizontal distance of 15 metres measured from the centre line of the overlooking window and not less than 45 degree angle from the plane of that wall containing the overlooking window. In relation to direct overlooking from a deck, balcony or terrace, is limited to an area that falls within a horizontal distance of 15 metres measured from any point of the overlooking deck, balcony or terrace.	Overlooking window  Overlooking deck, balcony or terrace 

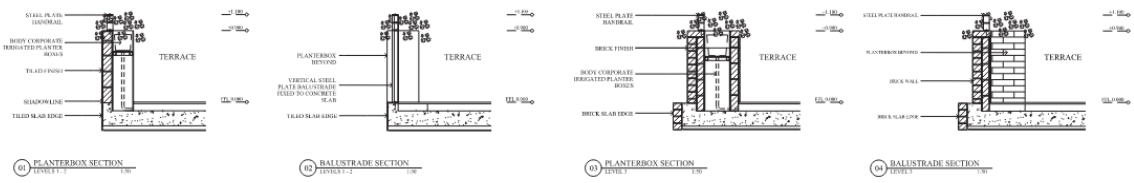
The proposal includes apartments with both north and south facing orientations, with south facing apartments interfacing with low-rise residential uses within a neighbourhood-type zone.

In this context, the proposal has been designed and sited to completely avoid *direct overlooking*, with the upper level balconies set back from the common (southern) boundary shared with adjoining residential uses by 15.22m, 19.10m and 21.34m. These generous setbacks exceed the sightline distance associated with direct overlooking to ensure that adjoining residential properties are not subject to direct overlooking from upper-level windows or balconies.

In addition to the substantial spatial separation described above, the proposal incorporates a range of integrated design measures to further manage and soften views, including:

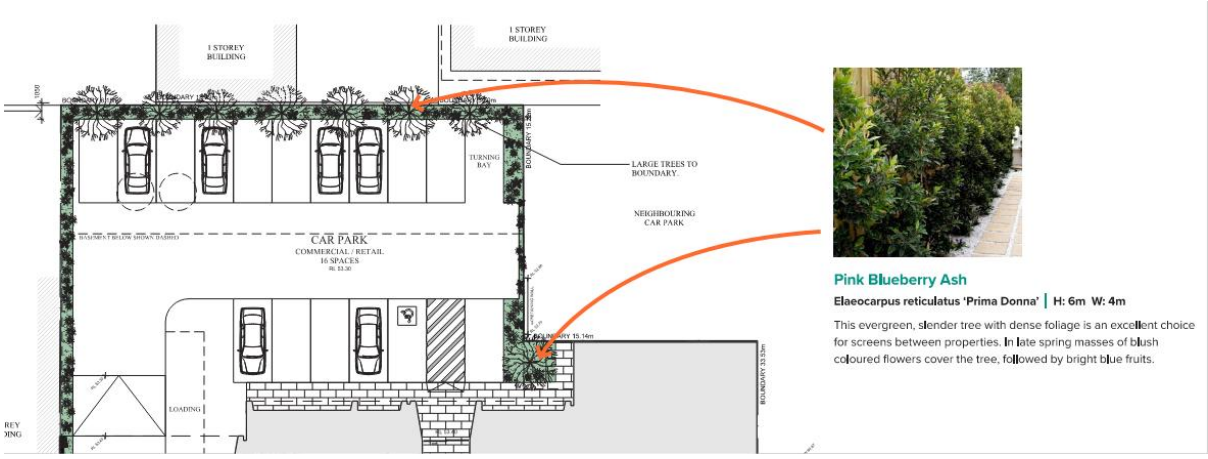
- integrating planter boxes to all balconies, designed to redirect sightlines outward rather than downward (refer to Drawing No. A5.01 and Figure 5 below).

Figure 4 *Balustrade detail for terraces*



- A continuous deep-soil planting zone along the southern boundary accommodating seven Pink Blueberry Ash (*Elaeocarpus reticulatus* 'Prima Donna') trees. These evergreen trees can reach approximately 6m in height with a 4m canopy spread., providing effective year-round visual filtering and contribute to a softer residential interface.

Figure 5 *Cross section showing eastern boundary deep soil zone and tree plantings*

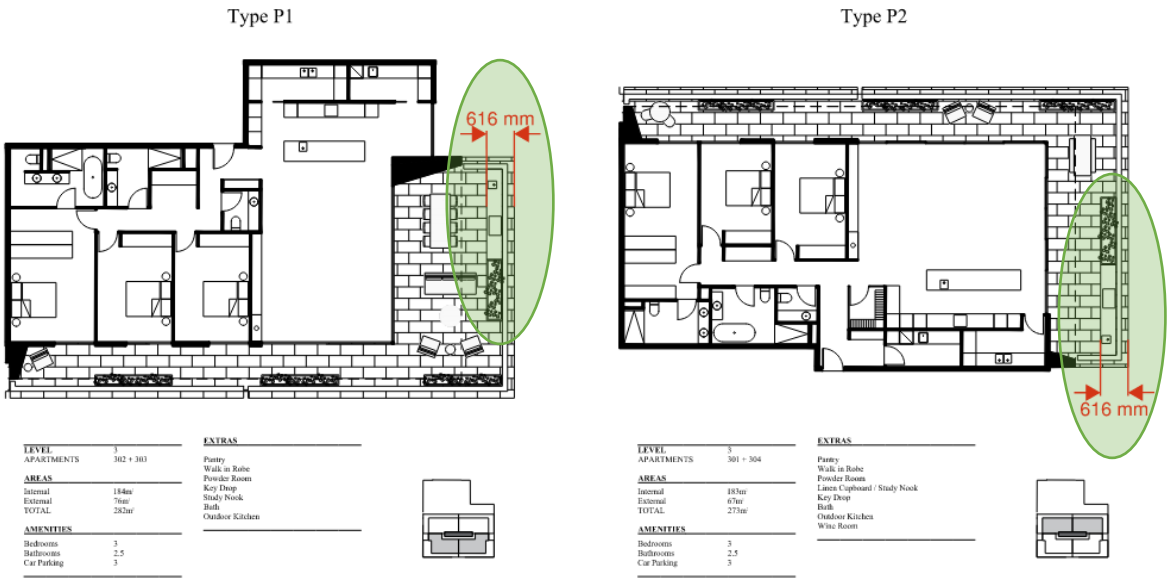


These measures meaningfully reduce the potential for views into habitable rooms and private open spaces of dwellings within the Established Neighbourhood Zone and achieve a level of privacy mitigation consistent with POs 16.1, 28.1 and 28.2, while also responding to the qualitative intentions of POs 10.1 and 10.2.

Potential direct overlooking of the roof terrace at 46 The Parade, is to be managed through the following targeted measures:

- **Level 1 Apartments 102 and 103:**
  - » integrated planter box (depth 400mm) to redirect sightlines outward rather than downward (refer to Drawing No. A5.01 and Figure 5 above); and
  - » replacement of standard 1.10m balustrades with 1.5m-high privacy screens.
- **Level 2 Apartments 202 and 203:**
  - » fixed opaque glazing fitted to windows facing west (within internal light-well) up to 1.5m above the finished floor level.
- **Level 3 Apartments 301 and 302:**
  - » integrated outdoor kitchen areas (depth 616mm) designed to redirect sightlines outward rather than downward (refer to Drawing No. A4.70 and Figure 7 below).

Figure 6 *Floor plan detail for Apt 301 and 302*



Conclusion

We trust this submission adequately responds to the written representations received in relation this development application. We remain firmly of the view that the proposal is deserving of planning consent.

We wish to confirm our attendance at the next available Council Assessment Panel hearing to respond to any third-party submissions. If you could kindly confirm the date of the meeting it would be greatly appreciated.

If, in the interim, you have any queries while finalising your assessment of the application, please do not hesitate to contact the undersigned.

Yours sincerely,

Jason Cattonar
Associate Director

APPENDIX 1: *architectural drawings*
APPENDIX 2: *superseded drawings*

SAPPA Report

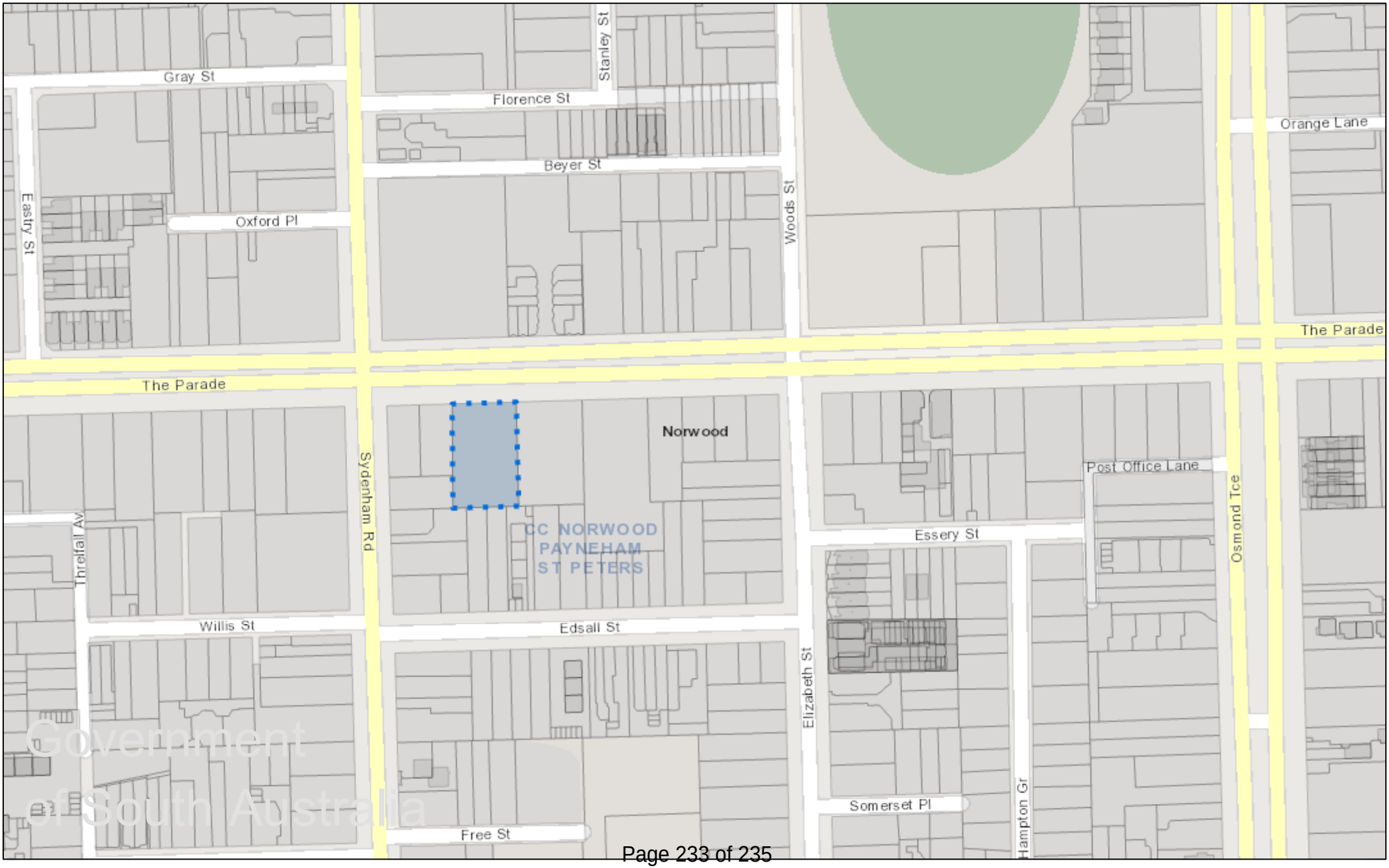
The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Attachment 4

Date created: March 6, 2026

Government of South Australia
Department for Housing and Urban Development

Subject Land Map



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SAPPA Report

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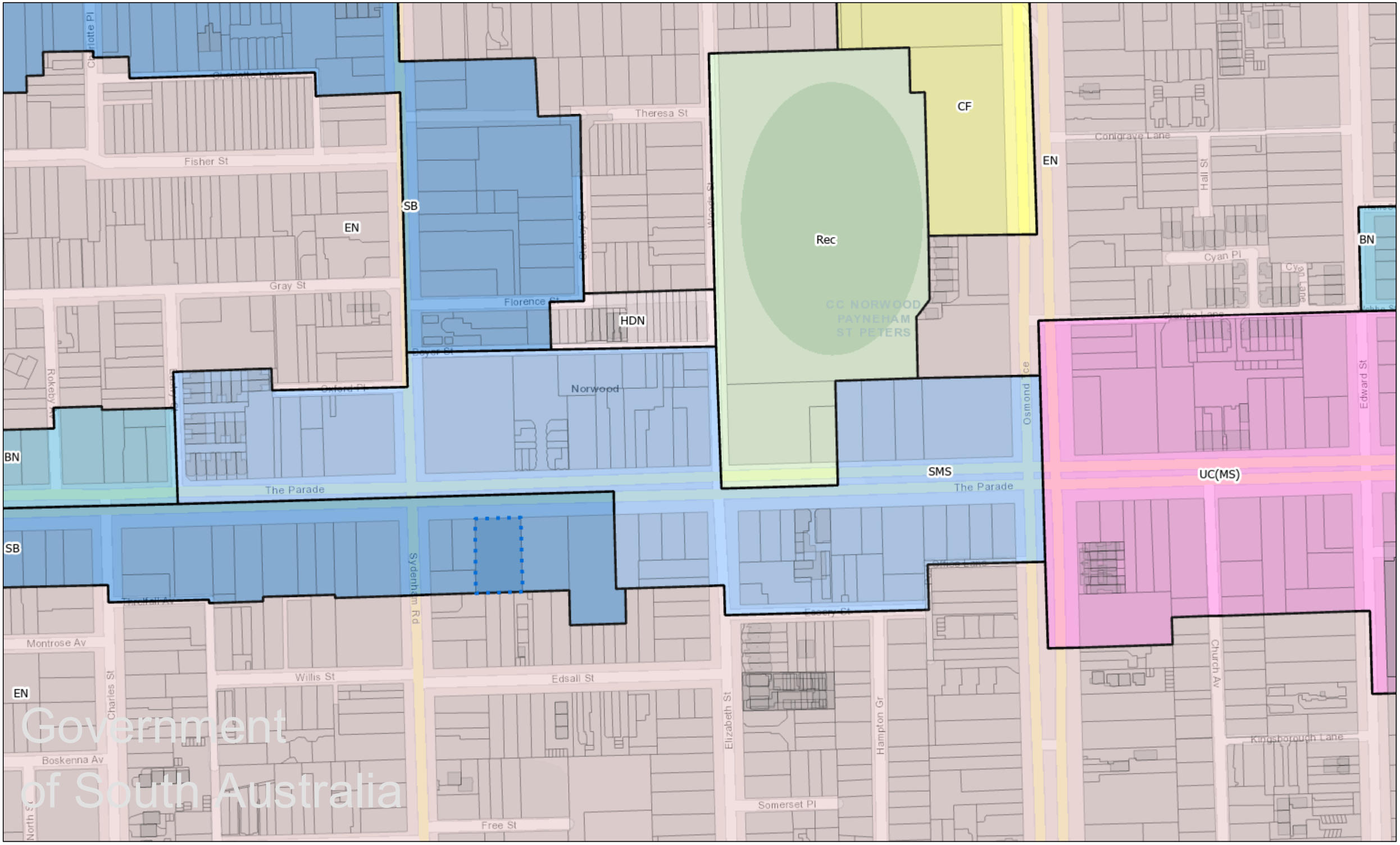
Attachment 6 **Date created: March 6, 2026**

Government of South Australia
Department for Housing and Urban Development

Zoning Map



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SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

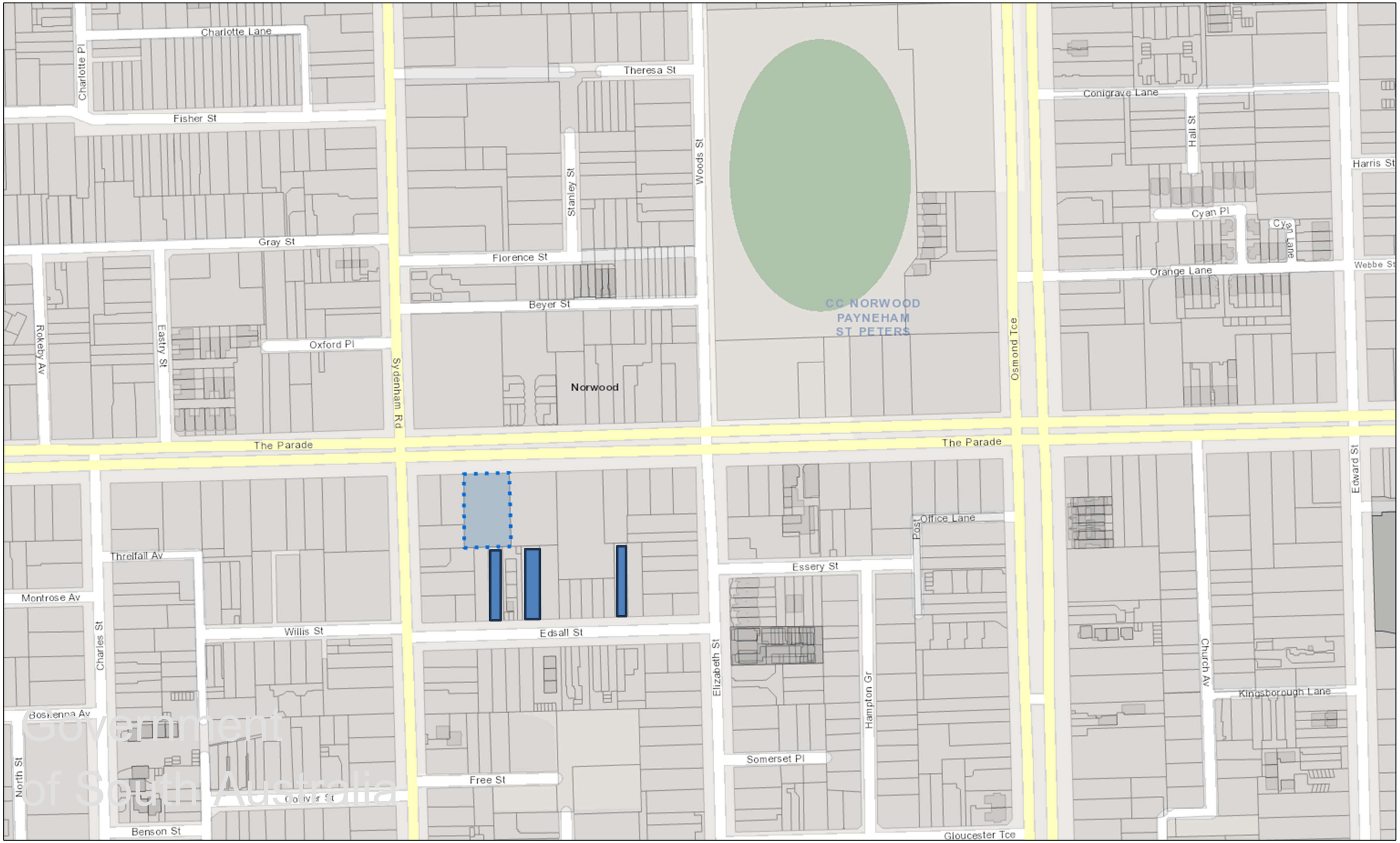
Attachment 6

Date created: March 6, 2026

Government of South Australia
Department for Housing and Urban Development

Out of Map Area
Representor 1 – 10 Plane Tree Lane NORWOOD SA 5067
Representor 3 – PO Box 11 Wakerville SA 5081

Representation Map



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6. DEVELOPMENT APPLICATIONS – DEVELOPMENT ACT

7. REVIEW OF ASSESSMENT MANAGER DECISIONS

8. ERD COURT APPEALS

8.1 CONFIDENTIAL MATTER – ENVIRONMRNT RESOURCES AND DEVELOPMENT COURT APPEAL - DEVELOPMENT NUMBER ID 24040449

9. OTHER BUSINESS
(Of an urgent nature only)

10. CONFIDENTIAL REPORTS

11. CLOSURE