COUNCIL ASSESSMENT PANEL

CAP Meeting Agenda

Presiding Member: Mr Brenton Burman

I write to advise of the Council Assessment Panel Meeting to be held on Tuesday 17 November 2026 at 6:00pm in the Unley Council Chambers, 181 Unley Road Unley.



Tim Bourner
Assessment Manager

Dated: 06/11/2026

Members: Mr Brenton Burman, Ms Colleen Dunn, Mr David Brown, Mr Terry Sutcliffe, Ms Yvonne Svensson

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KAURNA ACKNOWLEDGEMENT

Ngadlurlu tampinthi, ngadlu Kaurna yartangka inparrinthi. Ngadlurlu parnuku tuwila yartangka tampinthi.

*Ngadlurlu Kaurna Miyurna yaitya yarta-mathanya Wama Tarntanyaku tampinthi. Parnuku yailtya, parnuku tapa purruna yalarra puru purruna.**

We would like to acknowledge this land that we meet on today is the Traditional Lands for the Kaurna people and that we respect their spiritual relationship with their Country.

We also acknowledge the Kaurna people as the Traditional Custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kaurna people today.

*Kaurna Translation provided by Kaurna Warra Karrpanthi

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ITEM 4.1
DEVELOPMENT APPLICATION – 26000240 – 41 SHEFFIELD STREET, MALVERN

DEVELOPMENT NO.:	26000240
APPLICANT:	Rosa Retsas
ADDRESS:	41 SHEFFIELD ST MALVERN SA 5061
NATURE OF DEVELOPMENT:	Demolition of existing privacy screens and the construction of privacy screens attached to the existing southern and eastern boundary fences
ZONING INFORMATION:	**Zones:** • Established Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Co-located Housing • Historic Area • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Urban Tree Canopy **Technical Numeric Variations (TNVs):** • Maximum Building Height (Metres) (Maximum building height is 5.6m) • Minimum Frontage (Minimum frontage for a detached dwelling is 15m) • Minimum Site Area (Minimum site area for a detached dwelling is 750 sqm) • Maximum Building Height (Levels) (Maximum building height is 1 level) • Minimum Side Boundary Setback (Minimum side boundary setback is 1m for the first building level; 3m for any second building level or higher) • Site Coverage (Maximum site coverage is 50 per cent)
LODGEMENT DATE:	24 Jul 2026
RELEVANT AUTHORITY:	Assessment panel at City of Unley
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2026.13 16/07/2026
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed • **PER ELEMENT:** Other - Residential - Privacy Screen: Code Assessed - Performance Assessed Demolition: Code Assessed - Performance Assessed • **OVERALL APPLICATION CATEGORY:** Code Assessed - Performance Assessed • **REASON** P&D Code
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Lauren Cooke Planning Officer
REFERRALS STATUTORY:	Nil
REFERRALS NON-STATUTORY:	Nil
RECOMMENDATION	Refusal
ATTACHMENTS	Attachment 1 – Plan Set Attachment 2 – Representations Attachment 3 – Response to representations

ITEM 4.1
DEVELOPMENT APPLICATION – 26000240 – 41 SHEFFIELD STREET, MALVERN

DETAILED DESCRIPTION OF PROPOSAL:

This application seeks retrospective approval for the demolition of existing privacy screens and construction of privacy screens. The screens will be attached to the existing boundary fencing located on the eastern and southern boundaries. The proposed plans for consideration are contained in **Attachment 1**. Further details of each element are described below.

Demolition of freestanding screening on the eastern and southern boundaries that were approved as part of a previous consent.

Two privacy screens constructed of fibre cement sheeting and attached to the existing boundary fencing via flashing. The screens will both have a height of 2.7 metres. The eastern screen is attached to the existing 2.1m boundary fencing and has a length of 12 metres. The southern screen is attached to the existing 2.4m boundary fencing and will have a length of 15.24 metres.

Whilst the application seeks retrospective approval, the length of the southern privacy screen has not been constructed in full.

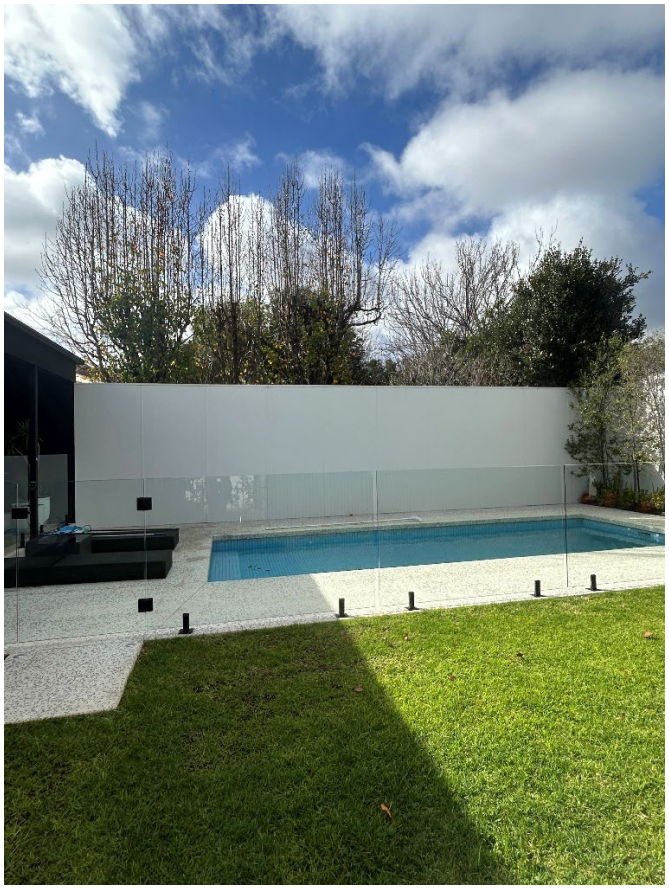


Figure 1 *– eastern boundary screen viewed from within the subject land*



Figure 2 *– southern boundary screen viewed from within the subject land*

ITEM 4.1
DEVELOPMENT APPLICATION – 26000240 – 41 SHEFFIELD STREET, MALVERN

BACKGROUND:

The subject land has been the subject of the following relevant applications prior to this application:

Development Application Number	Description of Development	Decision	Decision Date
24035205	Demolition of existing decorative screening, and construction of fencing (screens) along the east and south boundaries	Discontinued	17 June 2025
24001230	Replacement Swimming Pool And Pool Safety Fence In Same Position As Existing Pool Area	Development Approval	30 January 2024
990/2005/C1	Construct inground swimming pool	Development Approval	5 December 2005

The development which is the subject of this application is largely retrospective. The privacy screens have been erected on the applicant's property and are attached to the existing boundary fencing.

A screen is identified as exempt development within Schedule 4(1)(k) of the *Planning, Development and Infrastructure (General) Regulations 2017* (the **Regulations**) where it meets the following:

the installation of a screen to 1 or more sides of a structure for the purposes of privacy if –

(i) the screen comprises a permeable material (such as lattice or shadecloth) or is a plastic blind that is capable of being opened and closed; and

(ii) neither the height nor the length of the screen exceeds the dimensions of the structure to which it is fixed

Therefore, given the proposal is solid in nature and attached to an existing structure which it exceeds in height, the proposal is not considered to meet the above exemption criteria.

Following the erection of the screens, Council staff were made aware that the development had been undertaken and sought the owner of the subject land to seek retrospective approval as the screens constitute development.

SUBJECT LAND & LOCALITY:

Location reference: 41 SHEFFIELD ST MALVERN SA 5061
Title ref.: CT 5350/628 **Plan Parcel:** D1374 AL160 **Council:** CITY OF UNLEY

Site Description:

The subject land is formally described as Allotment 160 in Deposited Plan 1374 in the area named Malvern, Hundred of Adelaide and is more commonly known as 41 Sheffield Street, Malvern. The site is located on the southern side of Sheffield Street between Duthy Street and Cambridge Terrace.

The site is a regular, rectangular allotment with a width of 15.24 metres (m) and an allotment depth of 42.67 metres (m). The site has an overall area of approximately 650 square metres (m^2).

The site currently retains a single storey double fronted cottage constructed circa 1900. Car parking accommodation is provided in the form of a carport located on the western side of the dwelling. This is accessed via a crossover and driveway on the western side of the site, from Sheffield Street. An in-ground swimming pool is located within the south-eastern corner of the site. The site has a brush front fence.

The land is relatively flat and is not subject to any encumbrances or Land Management Agreements.

The subject land contains soft landscaping throughout the site, with no regulated trees located within the subject land. The verge directly in front of the subject site contains a Chinese Flame street tree.

Locality

The locality, taking into account the general pattern of development and likely impacts of the proposal, is shown in **Figure 3**. The locality is located entirely within the **Established Neighbourhood Zone**.

The residential built form in the locality is mixed with a range of dwelling styles constructed over a wide span of eras. The dwellings consist predominantly of Victorian-era character dwellings constructed in the early part of the 20th century. More modern post-war dwellings constructed in the 1990s and 2000s are also located within the locality.

Dwellings in the locality are generally single storey in scale with limited examples of second storey elements evident.

The residential allotment pattern within the locality is relatively consistent comprising of rectangular allotments with wide frontages.

The locality is well vegetated with mature street trees contributing to the landscape character of both Sheffield Street and Austral Terrace. Mature trees are also evident within private landholdings.

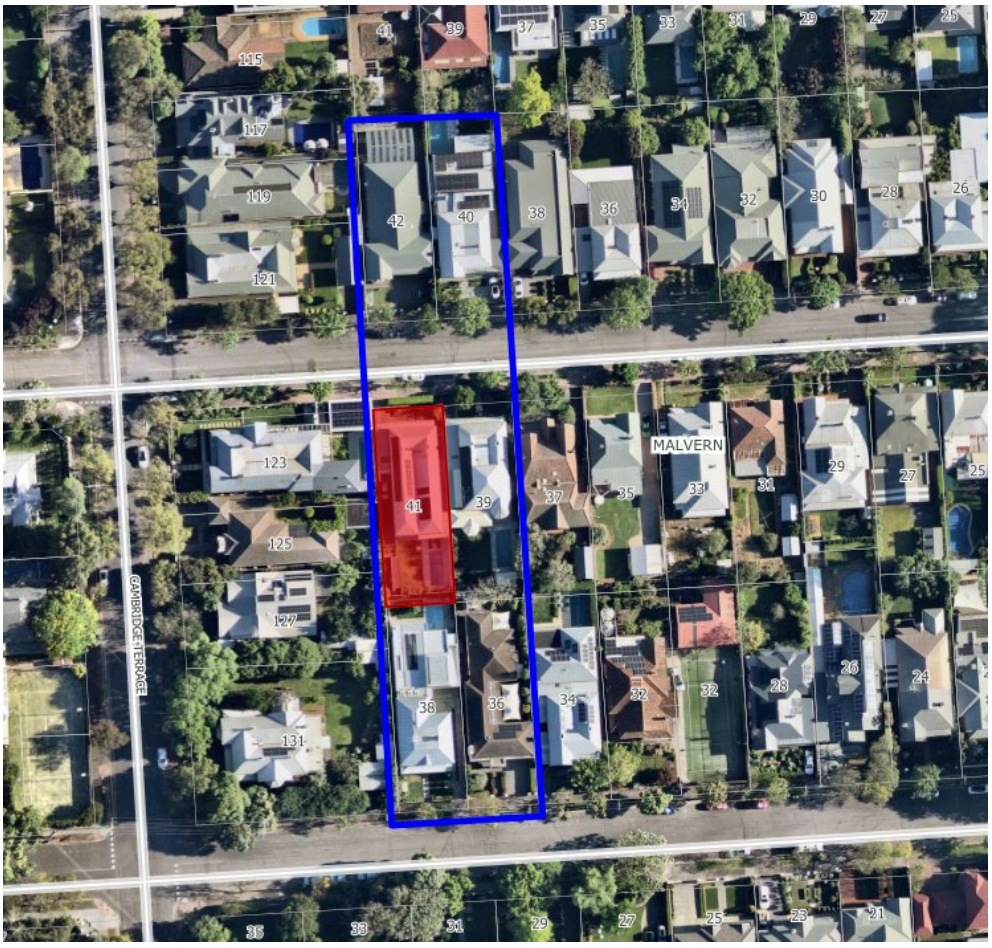


***Figure 3** – site and locality*

ITEM 4.1
DEVELOPMENT APPLICATION – 26000240 – 41 SHEFFIELD STREET, MALVERN

SERIOUSLY AT VARIANCE ASSESSMENT

The Planning, Development and Infrastructure Act 2016, Section 107(2)(c) states that *the development must not be granted planning consent if it is, in the opinion of the relevant authority, seriously at variance with the Planning and Design Code (disregarding minor variations).*

The **Established Neighbourhood Zone Desired Outcome** states:

> ***DO 1*** *– A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.*

The **Established Neighbourhood Zone Performance Outcome** states:

> ***PO 1.1*** *– Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.*

The proposal is for privacy screens, ancillary to and associated with the existing residential dwelling on the land. Dwellings and their associated structures are envisaged and desired forms of development in the **Established Neighbourhood Zone** which is a zone focused primarily on residential forms of development.

Therefore, the proposal is not considered to be seriously at variance with the Planning and Design Code.

PUBLIC NOTIFICATION

- **REASON**

  Established Neighbourhood Zone – Table 5 – Procedural Matters (PM) – Notification – screen is not listed as an excluded form of development and was not considered minor for the purposes of public notification, therefore is required to be publicly notified.

As part of the public notification process, 20 owners and/or occupiers of adjacent land were directly notified and a sign detailing the proposal was placed on the subject land for the duration of the notification period. A copy of the representations can be found in **Attachment 2**.

During the notification, Council received two representations. Both representations oppose the development and have requested to be heard by the Council Assessment Panel.

Representations:

Representor Name / Address	Support / Support with Concerns / Oppose	Request to be heard	Represented by
[redacted]	I oppose the development	Yes	Self
[redacted]	I oppose the development	Yes	Self

It is noted that both of the representors live within the locality.

ITEM 4.1
DEVELOPMENT APPLICATION – 26000240 – 41 SHEFFIELD STREET, MALVERN

Summary:

The representors raised the following concerns:

- Built form
- Amenity impacts
- Overshadowing
- Excessive height
- Inadequate boundary setback
- Quality of finishes

The applicant provided a response to the representations which can be found in **Attachment 3**. This response was provided to the representors. No changes to the proposal have been made in response to the representations.

AGENCY REFERRALS

The application was not subject to any external referrals.

INTERNAL REFERRALS

The application was not subject to any internal referrals.

RULES OF INTERPRETATION

The application has been assessed against the relevant provisions of the Planning & Design Code (the Code). The Code outlines zones, subzones, overlay and general provisions policy which provide Performance Outcomes (POs) and Desired Outcomes (DOs).

In order to interpret Performance Outcomes, the policy includes a standard outcome that generally meets the corresponding performance outcome (Designated Performance Feature or DPF). A DPF provides a guide as to what will satisfy the corresponding performance outcome. Given the assessment is made on the merits of the standard outcome, the DPF does not need to 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 discretion to determine that a Performance Outcome is not met despite a DPF being achieved.

Part 1 of the Code outlines that if there is an inconsistency between provisions in the relevant policies for a particular development, the following rules will apply to the extent of any inconsistency between policies:

- the provisions of an overlay will prevail over all other policies applying in the particular case;
- a subzone policy will prevail over a zone policy or a general development policy; and
- a zone policy will prevail over a general development policy.

PLANNING ASSESSMENT

The subject land is located within the **Established Neighbourhood Zone** and subject to the **Historic Area Overlay** and associated **Residential Spacious Unley and Malvern Trimmer Estate Historic Area Statement (Un13)**.

The application has been assessed against the relevant provisions of the **Planning & Design Code (the Code)**, which are contained in the following link:

Planning and Design Code Extract

ITEM 4.1
DEVELOPMENT APPLICATION – 26000240 – 41 SHEFFIELD STREET, MALVERN

Land Use

The subject site is located within the **Established Neighbourhood Zone** where the **Desired Outcome (DO)** and **Performance Outcome (PO)** are as follows:

> ***DO 1 – Established Neighbourhood Zone***
> *A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.*
>
> ***DO 2 – Established Neighbourhood Zone***
> *Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footings, front yards, and space between crossovers.*
>
> ***PO 1.1 – Established Neighbourhood Zone***
> *Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.*

The proposal seeks to construct privacy screens, surrounding the existing in-ground swimming pool associated with the existing detached dwelling on the land. Both a dwelling and swimming pool are envisaged uses within the **Established Neighbourhood Zone**. The residential use of the land will continue post-development. The proposed development is therefore considered to be an envisaged form of development within the **Established Neighbourhood Zone**.

Demolition

> ***DO 1 – Historic Area Overlay***
> *Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that response to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.*
>
> ***PO 7.2 – Historic Area Overlay***
> *Partial demolition of a building where that portion to be demolished does not contribute to the historic character of the streetscape.*
>
> ***PO 7.3 – Historic Area Overlay***
> *Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.*

In order to accommodate the constructed privacy screens, the existing freestanding privacy screens located on the eastern and southern boundaries have been demolished. These screens formed part of the pool safety barriers, installed as part of a previous consent.

The site is located within the **Residential Spacious Unley and Malvern Trimmer Estate Historic Area Statement (Un13)** which includes development from 1880 to 1920 and identifies dwelling styles such as Victorian and Turn-of-the-Century villas and cottages, with limited complementary Inter-War era styles.



Figure 4 *– previous screens (source – applicant response to representation)*

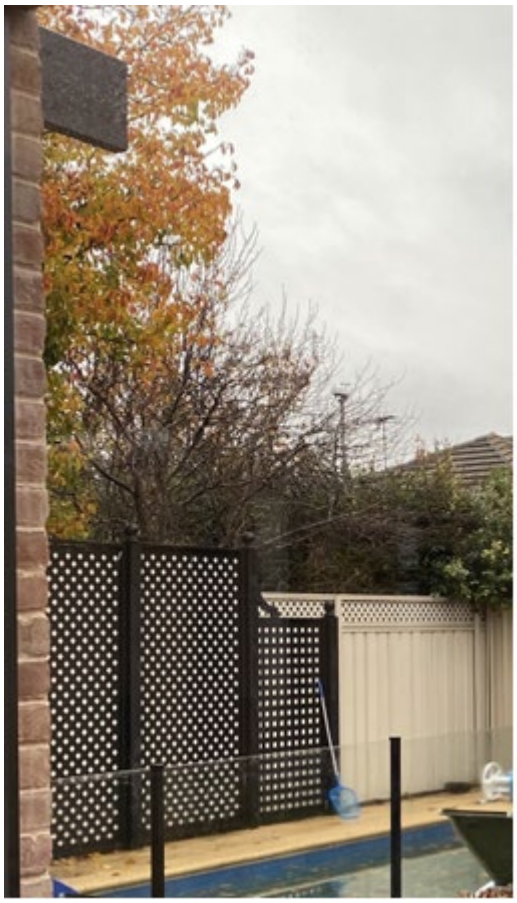


Figure 5 – *previous screens (source – applicant response to representation)*

The applicant's response to representations included details of the existing screens that have been demolished, as shown in **Figure 4** and **Figure 5**, above. The existing screens are not considered to conform with the values described within the **Historic Area Statement**. Screens are not an historic element identified within the Historic Area Statement and as such do not conform with the development outcomes sought by the Historic Area Statement. Furthermore, the screens were located at the rear of the subject land do not contribute to the streetscape character.

One of the representors made reference to the demolition of the existing privacy screening within their representation. They raised issue with the demolition as they were of the understanding that the existing screens were to be demolished, instead of the retrospective demolition that is being considered.

Therefore, the retrospective demolition of the screens is able to be supported in accordance with **DO 1** and **PO 7.3** of the **Historic Area Overlay**.

Privacy screens

Built Form

The **Desired Outcomes** and **Performance Outcomes** of the **Historic Area Overlay** and the **Established Neighbourhood Zone** seek for new buildings to be sympathetic to the predominant built form character and streetscape within the locality.

> ***DO 1 – Historic Area Overlay***
> *Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that response to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.*
>
> ***PO 1.1 – Historic Area Overlay***
> *All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.*
>
> ***PO 2.5 – Historic Area Overlay***
> *Materials are either consistent with or complement those within the historic area.*
>
> ***PO 4.1 – Historic Area Overlay***
> *Ancillary development, including carports, outbuildings and garages, complements the historic character of the area and associated buildings.*
>
> ***PO 4.2 – Historic Area Overlay***
> *Ancillary development, including carports, outbuildings and garages is located behind the building line of the principal building(s) and does not dominate the building or its setting.*

The proposed attached screens will have a height of 2.7m and a length of 12m on the eastern boundary and 15.24m on the southern boundary. The screens have been constructed using Permapine posts, fibre cement sheeting and Colorbond flashing. The screen has a painted finish in the colour 'White Duck Quarter' within the subject land. The screen is unfinished on the eastern neighbour's property. Similarly the southern screen has been finished in the colour 'White Duck Quarter' within the subject land and has been painted to match the adjoining neighbours fence colour, likely Monument.

The screens are located behind the building line of the associated dwelling and have a simple minimalist design. The siting and design of the screens results in an unobtrusive presence when viewed from the streetscape. The screens are therefore not considered to dominate the existing dwelling. The simple design is also not considered to impact the character of the locality.

The materiality and finishes of the screens is not wholly consistent with those sought by the **Historic Area Statement**. However, the proposed materiality is still considered to complement the locality and subject dwelling. Notwithstanding this, the eastern screen is not finished on the eastern property's side (as shown in **Figure 6**, below). This information was disseminated to the applicant who has advised that the finish of this side of the screen is to be in 'Classic Cream'.



Figure 6 *– privacy screen as viewed from within the eastern property*

One of the representors raised concerns with the quality of the materials and finishes. However, this concern was focused more on the structural issues associated with the fabrication of the structure and the consequential impacts from rainfall penetration between the gap between the screen and the existing boundary fencing. The applicant has provided an undertaking in their response to representations to address the existing shortcomings of the screens.

The screens are considered to satisfy **PO 1.1, 2.5, 4.1** and **4.2** of the **Historic Area Overlay**.

Visual Impact

DO 1 – Established Neighbourhood Zone
A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.

PO 3.1 – Established Neighbourhood Zone
Building footprints are consistent with the character and pattern of the neighbourhood and provide sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.

PO 7.1 – Established Neighbourhood Zone
Walls on boundaries are limited in height and length to manage visual and overshadowing impacts on adjoining properties.

PO 9.1 – Established Neighbourhood Zone
Buildings are set back from rear boundaries to provide:

- *a) separation between buildings in a way that complements the established character of the locality*
- *b) access to natural light and ventilation for neighbours*
- *c) private open space*
- *d) space for landscaping and vegetation.*

> ***PO 11.1 – Established Neighbourhood Zone***
> *Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.*

With the corresponding **Designated Performance Feature (DPF)** seeking the following with regards to boundary development:

> ***DPF 11.1(e)** – If situated on a boundary (not being a boundary with a primary street or secondary street), a length not exceeding 8m unless:*
> *(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and*
> *(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent*

While the above **PO's** and associated **DPF's** generally refer to buildings such as sheds and dwellings, they have relevance as they clearly guide how near boundary development should be undertaken to minimise adverse impacts on adjoining allotments.

The screens are attached to the existing boundary fencing on both the eastern and southern boundaries. This results in the screens having a setback from the boundary of 100mm.

Eastern Screen

DPF 7.1 of the **Established Neighbourhood Zone** seeks development that provides a one metre setback from side boundaries. More broadly, any development located on the boundary is sought to be limited in height and length to limit the amenity impacts to the adjoining properties.

The eastern boundary retains a 2.1m 'Good Neighbour' fence. The height of the proposal results in the screen protruding above the existing boundary fence by 600mm above the fence height. This height represents a nearly 30% increase to the effective height presentation of the existing boundary fence. The impact of the screen to the adjoining eastern property is exacerbated by the screen being unfinished when viewed from within this property. The materials and finishes are discussed earlier within this report.

DPF 11.1 (e) of the **Established Neighbourhood Zone** provides direction on the length of boundary development for ancillary structures. The **DPF** seeks boundary development with a length of no more than 8m. The length of the proposal, at 12m along the eastern boundary, further exacerbates the visual impact of the proposal to the eastern property.

One of the representors raised concerns with the proximity of the structure to the boundary, overall height and associated loss of amenity due to the visual impact.

The proposal as it presents to the eastern property is considered to result in unacceptable visual and amenity impacts and therefore is not considered to meet **PO 7.1** and **PO 11.1** of the **Established Neighbourhood Zone**.

Southern Screen

DPF 9.1 of the **Established Neighbourhood Zone** seeks development that provides a 4m setback from the rear boundary. This is to ensure that development is complementary to the locality, provide separation between buildings and enables light and ventilation to adjoining properties.

The southern boundary retains a retaining wall in combination with a 'Good Neighbour' fence with a combined height of 2.4m. The height of the proposal results in the screen protruding above the boundary fence by a maximum of 300mm. Comparative to the eastern screen, the height represents a 12.5% increase to the effective height presentation of the existing boundary fence.

DPF 11.1 (e) of the **Established Neighbourhood Zone** provides direction on the length of boundary development for ancillary structures. The **DPF** seeks boundary development with a length of no more than 8m. The length of the wall as it exists along the southern boundary is less than what is indicated on the plans, at approximately 8.03m. Council has been advised that the length of this structure has been extended more recently. This was evident at a site inspection undertaken by Council staff and shown in **Figure 7**, below.



***Figure 7** – partially unfinished privacy screen as viewed from within the southern property*

The plans show that the screen is to extend along the entirety of the southern boundary, at 15.24m. This is nearly double the length of the structure that currently exists on the boundary. While the effective height presentation to the southern boundary is less than that of the eastern boundary, the length of the southern screen as proposed is significant. This is inconsistent with **PO 7.1** of the **Established Neighbourhood Zone** which seeks boundary structures to be minimised in both height and length.

One of the representors raised concerns with the height of the proposed structure. However, this objection was made on the assumption that the application represents a proposed development as opposed to the retrospective approval that is currently under consideration. Notwithstanding, the height of the proposal was considered to be unnecessary in the context of the subject land and would contribute to a feeling of enclosure.

The proposal as it presents to the southern property is considered to result in unacceptable visual amenity impacts and therefore is not considered to meet **PO 7.1, 9.1** and **11.1** of the **Established Neighbourhood Zone**.

Overshadowing

> ***DO 1 – General Development Policies – Interface between Land Uses***
> *Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.*
>
> ***PO 3.1 – General Development Policies – Interface between Land Uses***
> *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*
>
> ***PO 3.2 – General Development Policies – Interface between Land Uses***
> *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*

With the corresponding **Designated Performance Feature (DPF)** seeking the following:

> ***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*
> *ii. 35m^2 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 – General Development Policies – Interface between Land Uses***
> *Development does not unduly reduce the generating capacity of adjacent rooftop solar energy*

Both representors raised concerns with overshadowing and loss of solar access to their properties. Any overshadowing impacts are further exacerbated during the winter months.

The applicant has advised in their response to representations (see **Attachment 3**) that the absence of comparative overshadowing diagrams results in an inability to quantify the overshadowing claims of the representors. The applicant did not provide any overshadowing diagrams in their response.

This concern is noted. Despite the assessment above, the proposal is limited in height to below 3m and will still enable direct sunlight to the private open space areas of both representors' properties. This is by virtue of both the height exceedance and the north-south axis of Sheffield Street. The 300mm protrusion of the southern screen above the fence will not cause a significant degree of overshadowing over and above that of the existing fence. The additional shading at midday on 21 June would be an additional 490mm long with the total shading caused by the fence and screen being 3.9m long to the south. With the setback of this dwelling being approximately 8m the rear yard will receive direct sunlight in accordance with ***DPF 3.2***.

Given this the proposal is not considered to cause unreasonable overshadowing to either the eastern or southern adjoining land.

CONCLUSION

Whilst the development does not satisfy all of the Designated Performance Features set out within the relevant Performance Outcomes, these shortfalls are considered to be detrimental to the established character of the locality.

The matters raised by the representors have been considered in the course of this assessment. Having considered all the relevant assessment provisions, the proposal is not considered to satisfy the intent of the Desired Outcomes and Performance Outcomes of the Planning and Design Code for the following reasons:

- The proposal has not been sympathetically designed with respect to the predominant built form character and development pattern of the locality and is inconsistent with the adjacent developments.

- The proposal will result in visual amenity impacts to the adjoining properties. The length and height of the proposal is considered to be excessive. The predominant impacts are concentrated on the eastern boundary.

- The proposal has not been designed in a contextually responsive manner that considers the adjoining developments.

The proposal has not been sympathetically designed with consideration given to the visual impact to the adjoining properties. Whilst the predominant impacts associated with the proposal are experienced by the eastern property,

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 26000240, by Rosa Retsas is refused Planning Consent for the following reasons:

    - Does not meet Established Neighbourhood Zone DO 1 – the privacy screens are not consistent with the predominant built form character of the locality.
    - Does not meet Established Neighbourhood Zone PO 7.1 – the privacy screens have not been designed with a height and length to manage visual impacts on adjoining properties.
    - Does not meet Established Neighbourhood Zone PO 11.1 – the privacy screens have a design that detracts from the appearance of the subject dwelling when viewed from neighbouring properties.

ADVISORY NOTES

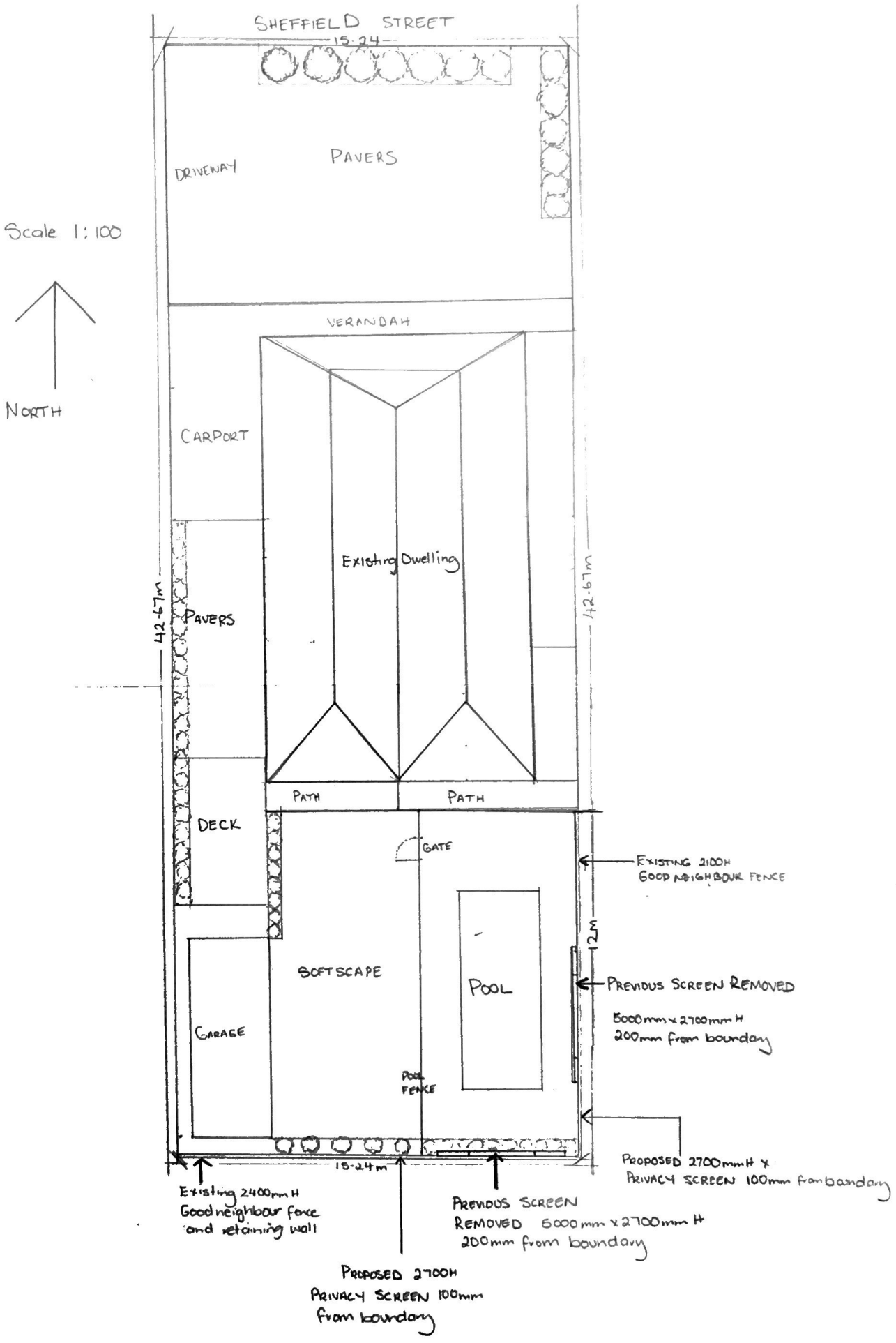
Planning Consent

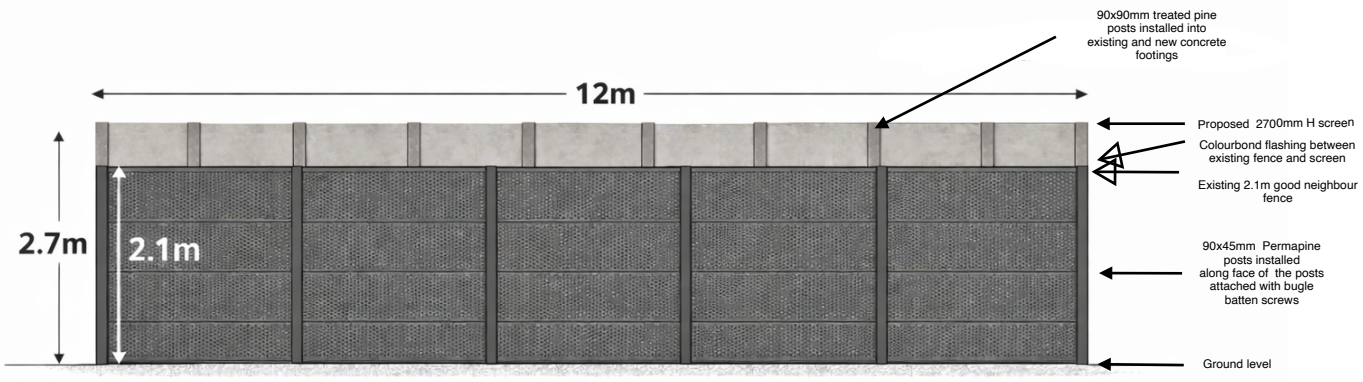
Advisory Note 1
The applicant has the right of review and appeal pursuant to section 202 of the PDI Act 2016.

An application to the Council Assessment Panel to review a decision by the Assessment Manager must be made within 1 month of applicant receiving this notice of decision.

An appeal to the Court against a decision by the Assessment Manger or Council Assessment Panel must be made directly to the Environment, Resources and Development Court within 2 months of the applicant receiving this notice of decision. The Court is located at the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

ATTACHMENT 1


SHEFFIELD STREET
15.24
DRIVEWAY
PAVERS
Scale 1:100
NORTH
VERANDAH
CARPORT
Existing Dwelling
42.67m
PAVERS
42.67m
PATH
PATH
DECK
GATE
EXISTING 2100H
GOOD NEIGHBOUR FENCE
1.2M
SOFTSCAPE
POOL
PREVIOUS SCREEN REMOVED
5000mm x 2700mm H
200mm from boundary
GARAGE
POOL FENCE
PROPOSED 2700mmH X
PRIVACY SCREEN 100mm from boundary
15.24m
Existing 2400mm H
Good neighbour fence
and retaining wall
PREVIOUS SCREEN
REMOVED 5000mm x 2700mm H
200mm from boundary
PROPOSED 2700H
PRIVACY SCREEN 100mm
from boundary



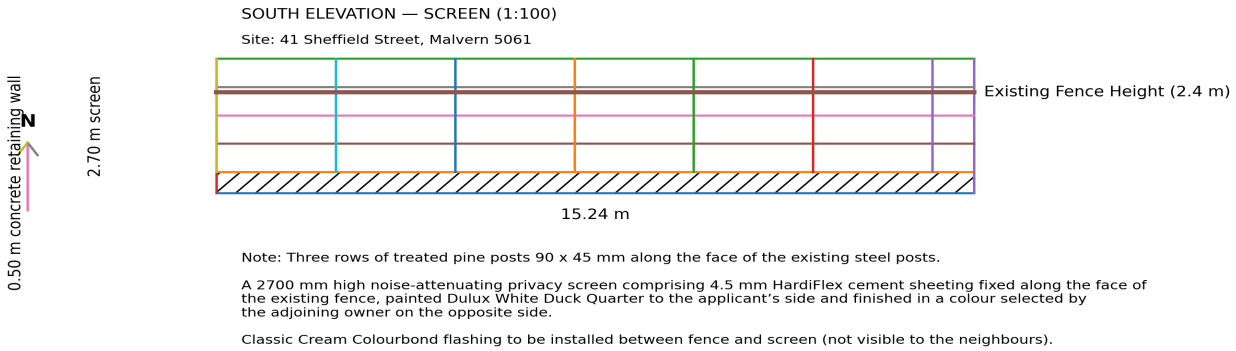
EAST ELEVATION

41 Sheffield Street, Malvern SA 5061	N
Scale: 1:100	

New 2700mm H non climbable, noise reducing, privacy screen in the pool area, constructed in front of existing east Colourbond boundary fence using 4.5mm Hardi flex cement sheeting painted in Dulux White Duck Quarter to the face and Dulux Classic Cream on the neighbours side

Please note there are extremely large trees on the neighbours side/boundary covering the entire length and height of the new screen making it not visible from the neighbours side

Colourbond flashing installed between the boundary fence and the new screen. Colour to match the existing fence in Classic Cream not visible from either side



Notes (as shown on drawing):

A 2700 mm high noise-attenuating privacy screen comprising 4.5 mm HardiFlex cement sheeting fixed along the face of the existing fence, painted Dulux White Duck Quarter to the applicant's side and finished in a colour selected by the adjoining owner on the opposite side. Three rows of treated pine posts 90 x 45 mm along the face of existing steel posts. Classic Cream Colourbond flashing to be installed between fence and screen (not visible to neighbours).

Drawing: SOUTH ELEVATION — SCREEN Scale: 1:100 @ A4	Site: 41 Sheffield Street, Malvern 5061

27th August 2026

41 Sheffield Street, Malvern SA 5061

Re: Development Application Amendment – Proposed Screen Finish (East Boundary)

This application seeks an amendment to the plans regarding the finish on the eastern (neighbour's) side of the privacy screen.

It is proposed to update the external finish on the eastern side of the screen to a painted finish. The paint used will be Dulux Weathershield Low Sheen Exterior Paint in the colour 'Classic Cream'. This selection ensures the screen perfectly matches and blends with the existing Colorbond boundary fence.

ATTACHMENT 2

Details of Representations

Application Summary

Application ID	26000240
Proposal	Demolition of existing privacy screens and the construction of privacy screens attached to the existing southern and eastern boundary fences
Location	41 SHEFFIELD ST MALVERN SA 5061

Representations

Representor 1 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	18/09/2026 11:43 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 Please refer to the attached letter.	

Attached Documents

Malvern-3086-001a-1648799.pdf

Malvern 3086 001a

18 September 2026

Town Planning
Development Advice
Strategic Management

Presiding Member
Council Assessment Panel
City of Unley
Via the Plan SA Portal

Attention: Nicholas Bolton, Planning Officer

Dear Mr Burman & Members,

Development Application 26000240 – Representation in Opposition

I refer to the above-mentioned Development Application by Ms Rosa Retsas that seeks Planning Consent for the demolition of existing privacy screens and the construction of privacy screening attached to the existing southern and eastern boundary fences on land located at 41 Shefield Street, Malvern.

I have been engaged by [redacted], the owners and occupiers of the adjoining residential property [redacted] to make the following representation in opposition to the proposed screening device to be placed atop the existing boundary fence.

I first note that the existing privacy screening to be demolished (as referenced in the description of proposed development) has, to the best of my knowledge, been erected without approval, or the consent of neighbours. I suggest that no weight should be placed on the presence of this screening in the assessment of this proposal.

The existing boundary fence has a height of 2.6m when measured from the low side (a 2.1m high fence atop a 500mm concrete sleeper retaining wall). The proposal is to install a structure attached to this fence that would provide an additional 600mm of a solid material above, resulting in an overall height of 3.2m.

[redacted] object to the proposal on the basis that:

- a structure of the height and form proposed is unnecessary, with suitable acoustic and visual privacy afforded by the existing boundary fence which is already considered high in a suburban context such as this;

- the additional height and extent of this screening device along the entirety of the shared boundary would contribute to a sense of enclosure in a manner that is very much uncharacteristic of this locality; and

- the proposed structure would cast increased shadow into [redacted] rear yard area for the majority of the day during Winter months, and in doing so diminish solar access and the amenity currently enjoyed in this space.

Phillip Brunning & Associates
ABN 40 118 903 021
Level 1, 27 Halifax Street
Adelaide SA 5000
Mobile 0407 019 748
phil@phillipbrunning.com
www.phillipbrunning.com

The Planning Development & Infrastructure (General) Regulations 2017 identifies that a *structure* includes a fence or a wall, and that a *structure* is a *building*, therefore *development* in the broader meaning of such. Accordingly, this screen requires approval and is to be assessed against the Planning & Design Code

While the Code provides little specific guidance with respect to privacy screens of the nature proposed, the Established Neighbourhood Zone does seek *buildings that are sympathetic to the predominant built form character* (DO 1) and that structures along rear boundaries are limited in length and height (PO 7.1 & 9.1).

I also note that the land is subject to the Historic Area Overlay (Residential Spacious Unley & Malvern Trimmer Estate) which seeks contextually responsive development that is consistent with the prevailing historic characteristics of the area, which in my submission, does not include structures of nature proposed.

It is also informative to have regard to General Development Policies under the heading Design in Urban Areas including PO 9.1 which seeks *fences of sufficient height to maintain privacy without unreasonably impacting visual amenity and adjoining land's access to sunlight*.

I submit that the additional screening sought along this property boundary is not necessary in the circumstance and would have a range of undesirable impacts with respect to solar access and visual amenity currently enjoyed by the [redacted] family. Accordingly, the application should be refused planning consent.

As provided for, I seek the opportunity to appear before the Panel.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD

[redacted]

PHILLIP BRUNNING RPIA
Registered Planner
Accredited Professional – Planning Levels 1, 2 & 3

Representations

Representor 2 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	18/09/2026 04:32 PM
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 Please refer to supporting documentation	

Attached Documents

App-ID-26000240-41-Sheffield-Malvern-1648947.pdf
AppId26000240-41SheffieldMalvern-15559047.pdf

[redacted]

18 September 2026

Assessment Panel
City of Unley
Online PlanSA Portal
DevelopmentServices@unley.sa.gov.au

Dear Assessment Panel

Development Application 26000240 – Planning Consent Opposed

We are [redacted], owners and occupiers [redacted] adjoining to the East of the property of 41 Sheffield Street, Malvern who have submitted the abovementioned Development Application.

We wish to oppose the Development Application and substantiate our claim henceforth.

Please note the screen is already constructed (September 2024) and we did not have the opportunity to comment via a Development Application at the time.

In reference to Development Application as presented:

- Per Application: "Non climbable, noise reducing, privacy screening"

  Our Objection: We consider the existing 2.1m good neighbour fence to provide adequate security and privacy. The addition of the proposed 2.7m screen is unnecessary from a noise reduction perspective and will not increase the noise dampening quality.

- Per Application: "*Please note there are extremely large trees on the neighbours side/boundary covering the entire length and height of the new screen making it not visible from the neighbours side*"

  Our Objection: Please refer to the attached photos which proves that the existing screen is plainly visible from 39 Sheffield Street regardless of the vegetation and presents an unsightly visual amenity.

- Per Application: "Colourbond flashing installed between the boundary fence and the new screen. Colour to match the existing fence in Classic Cream not visible from either side."

  Our Objection: The current installed flashing on the existing screen is not Colourbond and appears to be plain aluminium. The flashing is not fit for its intended purpose as there is a 50mm gap between the fence and the structure.

  Leaves and debris have begun to penetrate the space. Water can ingress between the existing fence and the structure which over time will mean the existing Colourbond fence will deteriorate due to moisture and debris build up.

Our specific objections are detailed below:

- Excessive Height: The proposed height of 2.7 meters is excessive for a boundary structure. It has resulted in an unreasonable loss of visual amenity, an imposing sense of enclosure and loss of solar access especially during the winter months. The excessive height is also out of character with the surrounding residential environment.
- Inadequate Boundary Setback: A distance of 100mm between the screen and the boundary fence is highly problematic. This negligible clearance leaves insufficient space for proper property maintenance, guttering, or standard drainage. It leaves a completely inaccessible gap, making it impossible for us and the neighbour to clean out debris or service either structure.
- Defective Flashing: As highlighted above the currently installed flashing is not adequate due to the 50mm gap between the screen and the existing fence. The primary purpose of custom flashing between two close structures is to act as a capping or watershed. This gap exposes the void to water ingress, trapped organic debris, and leaves, which will prematurely corrode the base and rails of the existing Colourbond fence.
- Inappropriate Materials: The use of a combination of black plastic mesh and light steel mesh to prevent leaf ingress has not been securely fastened. The plastic mesh is lifting off the fence proving unsightly in appearance and the steel mesh is detaching and collapsing into the fence void.
- Poor Aesthetic Finish: The overall finish of the screen is unsightly and does not meet the standard of workmanship expected for the neighbourhood and has a negative impact on the visual character of our property.

For these reasons we request that the Development Assessment Panel refuse the current Development Application in its present state, resulting in the removal of the existing 2.7m screen or authorise significant amendments including a reduction in height comparable to the existing good neighbour fence, increased boundary setback and rectified finishes before any approval is granted.

Thank you for considering our submission opposing planning consent for the Development Application and we are available to be heard at the meeting to represent our case.

Yous faithfully

[redacted]

Attachment – Photographs

















[redacted]

18 September 2026

Assessment Panel
City of Unley
Online PlanSA Portal
DevelopmentServices@unley.sa.gov.au

Dear Assessment Panel

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We are [redacted], owners and occupiers [redacted] adjoining to the East of the property of 41 Sheffield Street, Malvern who have submitted the abovementioned Development Application.

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For these reasons we request that the Development Assessment Panel refuse the current Development Application in its present state, resulting in the removal of the existing 2.7m screen or authorise significant amendments including a reduction in height comparable to the existing good neighbour fence, increased boundary setback and rectified finishes before any approval is granted.

Thank you for considering our submission opposing planning consent for the Development Application and we are available to be heard at the meeting to represent our case.

Yous faithfully

[redacted]

Attachment – Photographs

















ATTACHMENT 3

TOWN PLANNING ADVISORS
SUITE 1, GF, 159 PORT ROAD, HINDMARSH S.A. 5007
Website: www.townplanningadvisors.com.au

20 October 2026

Presiding Member
Council Assessment Panel
City of Unley

Re: Development Application 26000240 - Privacy screening
41 Sheffield Street, Malvern SA 5061

Response to Representations

Town Planning Advisors has been engaged on behalf of Rosa Retsas to respond to the representations received in relation to the privacy screening proposed along the eastern and southern boundaries of 41 Sheffield Street, Malvern. The proposal concerns screening within the rear yard beside the existing swimming pool.

We have considered the representations made by [redacted] and by Phillip Brunning, on behalf of [redacted]. Our response to the matters raised are detailed below.

Nature of the Proposed Development

The application seeks consent for the demolition of earlier privacy screens and the construction of replacement privacy screening attached to or located immediately inside the existing eastern and southern boundary fencing. The submitted elevations nominate an overall screen height of 2.7 metres, extending approximately 12 metres along the eastern boundary and 15.24 metres along the southern boundary.

The screens comprise painted fibre cement sheeting supported by framing, with proposed flashing between the screens and existing Colourbond fencing. They serve the existing residential pool area by improving visual screening and assisting with the management of airborne debris. The applicant has also identified a specific pool-barrier safety concern along part of the southern boundary.

Relevant Planning and Design Code Policy

Design in Urban Areas PO 9.1: Fences and walls

Design in Urban Areas PO 9.1 is the most directly applicable Performance Outcome. It seeks fences, walls and retaining walls of sufficient height to maintain privacy and security without unreasonably affecting visual amenity, adjoining land's access to sunlight or the amenity of public places. There is no corresponding DPF prescribing a maximum height for this form of rear-yard fencing.

Accordingly, the appropriate assessment is whether the proposed screening performs a reasonable residential privacy and safety function and whether its incremental visual and sunlight impacts on adjoining properties are unreasonable in the circumstances. Visibility of a screen above an existing fence, by itself, does not demonstrate that PO 9.1 is offended.

Established Neighbourhood Zone POs 7.1 and 9.1

The southern representation raised by Mr Phil Brunning also refers to Established Neighbourhood Zone PO 7.1 and PO 9.1. PO 7.1 concerns the height and length of walls on boundaries, with the associated DPF framed specifically around dwelling side boundary walls. PO 9.1 concerns the rear setbacks of buildings, with the DPF prescribing setbacks for building levels. The present works comprise rear-yard privacy screening associated with an existing swimming pool and are not dwelling walls or an extension of the dwelling. Their direct application as prescriptive building-wall or building-setback standards is therefore limited.

Historic Area Overlay

The site is affected by Historic Area Overlay (Un13). The screens are located in the rear yard behind the established dwelling. Their contribution to the public historic streetscape is therefore limited, subject to any views available from public land. The Historic Area Statement's particular guidance on low, visually open fencing concerns fences forward of the principal building's front facade; it is not a rear boundary fencing height control. We consider that suitably finished screening in the rear yard can sit comfortably with the existing residential setting.

Response to Eastern Boundary Representation: [redacted]

Height, privacy and visual amenity

The eastern neighbours object to the increase from the existing approximately 2.1 metre fence to the proposed 2.7 metre screen, and to its visibility above the fence. The applicant explains that earlier freestanding pool screens included centre panels of approximately 2.7 metres in height and flanking sections of approximately 2 metres. Their previous presence is contextual information only, and is not relied upon as establishing planning approval for the current works. *See Figure 1.*

The additional screening serves an established swimming pool and outdoor living area where the applicant seeks increased privacy and protection from dust and leaves. The applicant also describes smoke and odours affecting the pool area. Although the neighbour-facing upper portion of the screen is visible in the representors' photographs, the relevant test under PO 9.1 is whether that visibility results in an unreasonable impact, having regard to the existing fence, rear-yard location and proposed finish. *See Figure 2.*

Applicant photographs: earlier screening and pool debris



Figure 1. Earlier freestanding screens beside the pool.



Figure 2. Leaf debris around the emptied pool.

Vegetation, sunlight and sense of enclosure

The applicant's photographs show substantial established vegetation in the vicinity of the boundary. This vegetation forms part of the existing outlook and creates seasonal screening and shade. We acknowledge that deciduous foliage cannot be relied upon to screen the structure throughout the year. The representation asserts winter overshadowing, but provides no comparative shadow assessment quantifying the additional effect of the screen above the existing fence. The claimed impact should be evaluated as an incremental change against the existing built and vegetated conditions, rather than the total shade experienced on the adjoining land.

Applicant photographs: boundary vegetation and seasonal appearance



Figure 3. Mature foliage and earlier pool screens.

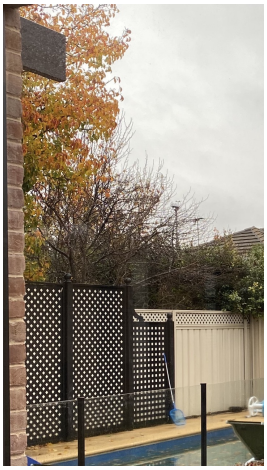


Figure 4. Existing deciduous trees and earlier screens.



Figure 5. Vegetation above the boundary screen.

Construction details, flashing and appearance

The eastern representation identifies concerns about an inaccessible gap, loose mesh, ineffective flashing, debris accumulation, possible moisture retention and an unfinished appearance. These are matters the applicant has expressly offered to address. The applicant is prepared to install appropriate continuous flashing, rectify loose or defective material and finish the surface facing the adjoining property in a mutually agreed colour. These works should be detailed to avoid trapping water or debris and to ensure any runoff remains within the subject site. A suitable condition requiring completion of these finishes and drainage details would directly address the neighbour's practical and visual concerns.

Response to Southern Boundary Representation: [redacted]

Actual height and potential overshadowing

The southern representation describes an existing 2.1 metre Colourbond fence atop a 500mm retaining wall and suggests an overall height of 3.2 metres for the proposed works. The applicant maintains that the existing fence and retaining wall together are approximately 2.6 metres high and that the new screen finishes at 2.7 metres, representing an increase of about 100mm. The 100mm increase above the existing boundary condition would be unlikely to generate a substantial change in existing shadow. The site is also affected by mature vegetation, including Pittosporum planting.

Pool safety and existing boundary conditions

The applicant explains that a retaining-wall ledge of more than 100mm was exposed on the pool side when the southern fence was installed, creating a potential climbable foothold within the pool-barrier area. She states that advice was received from a Council officer during the pool renovation to provide sheeting or boarding to eliminate the hazard. This is a relevant functional explanation for screening at the affected portion of the boundary, although the precise pool-safety requirements and extent of necessary treatment would require confirmation through the relevant compliance process. *See Figure 6.*

Applicant photograph: pool enclosure and southern boundary

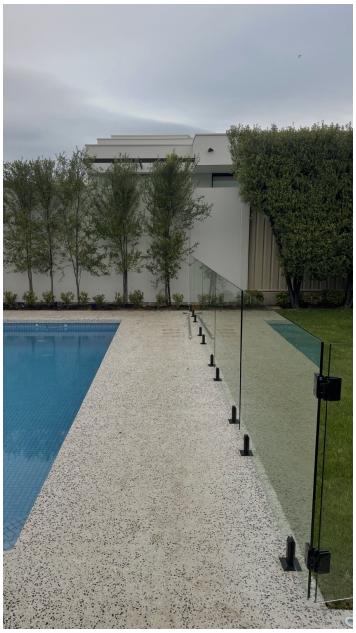


Figure 6. View along the pool barrier towards the southern screening.

The applicant also reports exposed steel posts, inconsistent capping and staining on the pool side of the existing southern fence and retaining wall. A continuous, appropriately finished screen would improve the appearance and usability of the pool enclosure. On the neighbour-facing side, suitable colours and a neat, durable finish would minimise visual effects under PO 9.1. *See Figures 7–10.*

Applicant photographs: southern fence and retaining-wall condition



Figure 7. Staining and weathering on the existing retaining wall.



Figure 8. Flashing termination and exposed components.



Figure 9. Close-up of fence posts and capping.



Figure 10. Different finishes and colours at fence junction.

Conclusion and Request

Design in Urban Areas PO 9.1 provides the appropriate policy framework for determining this application. The screening is an ancillary feature of an existing residential pool area, with identifiable privacy and safety purposes. The relevant considerations are the incremental effects of its height, appearance and shadow on neighbouring properties.

The applicant has indicated a willingness to complete the flashing, rectify the workmanship concerns and provide a suitable neighbour-facing finish. We submit that these practical measures can appropriately address the construction and presentation concerns without requiring a reduction in screen height.

For these reasons, we request that the Council Assessment Panel grant Planning Consent, subject to reasonable conditions concerning completion of finishes and flashing, and consideration of any necessary clarification of the southern boundary levels.

Yours faithfully,

[redacted]

Alexander Stamatopoulos
B. Urban and Regional Planning

TOWN PLANNING ADVISORS

ITEM 4.2
DEVELOPMENT APPLICATION – 26008861 – 28, 29, LOT 4 & LOT 68 NORMAN TCE EVERARD PARK SA 5035, 24 & 28 FOURTH AV EVERARD PARK SA 5035

DEVELOPMENT NO.:	26008861
APPLICANT:	EV Park Developments Pty Ltd
ADDRESS:	24 FOURTH AV EVERARD PARK SA 5035 28 FOURTH AV EVERARD PARK SA 5035 28 NORMAN TCE EVERARD PARK SA 5035 29 NORMAN TCE EVERARD PARK SA 5035 LOT 4 NORMAN TCE EVERARD PARK SA 5035 LOT 4 NORMAN TCE EVERARD PARK SA 5035 LOT 4 NORMAN TCE EVERARD PARK SA 5035 LOT 4 NORMAN TCE EVERARD PARK SA 5035 LOT 4 NORMAN TCE EVERARD PARK SA 5035 LOT 4 NORMAN TCE EVERARD PARK SA 5035 LOT 68 NORMAN TCE EVERARD PARK SA 5035
NATURE OF DEVELOPMENT:	Variation to Application ID 25027176 – Construction of a five (5) storey residential flat building comprising 74 dwellings (including 12 Affordable Housing dwellings) with a basement and an at grade carpark, associated communal facilities and the construction of 16 two-storey dwellings in a terrace arrangement, masonry front fence and air-conditioning units and the removal of three (3) regulated trees and four (4) Significant Trees - Variation to amend the residential flat building to wholly comprised Affordable Housing dwellings, increase the number of apartments from 74 to 75, amend the floor plans of each dwelling, increase street setbacks, remove basement carparking and alter the ground level covered carparking layout and removal of Condition 10.
ZONING INFORMATION:	**Zones:** • Urban Renewal Neighbourhood **Subzones:** • Landscape Transition **Overlays:** • Airport Building Heights (Regulated) • Affordable Housing • Building Near Airfields • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Significant Retirement Facility Supported Accommodation Sites • Traffic Generating Development • Urban Tree Canopy **Technical Numeric Variations (TNVs):** • Maximum Building Height (Levels) (Maximum building height is 2 levels)

ITEM 4.2
DEVELOPMENT APPLICATION – 26008861 – 28, 29, LOT 4 & LOT 68 NORMAN TCE EVERARD PARK SA 5035, 24 & 28 FOURTH AV EVERARD PARK SA 5035

	• Maximum Building Height (Levels) (Maximum building height is 4 levels) • Maximum Building Height (Metres) (Maximum building height is 14m) • Maximum Building Height (Metres) (Maximum building height is 8m) • Concept Plan (Concept Plan 116 - Everard Park)
LODGEMENT DATE:	17 Aug 2026
RELEVANT AUTHORITY:	Assessment Panel
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2026.15 13/08/2026
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed • **PER ELEMENT:** New housing Residential flat building: Code Assessed - Performance Assessed • **OVERALL APPLICATION CATEGORY:** Code Assessed - Performance Assessed • **REASON** P&D Code
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Amelia De Ruvo Senior Planning Officer
REFERRALS STATUTORY:	• Minister responsible for the administration of the South Australian Housing Trust Act 1995
REFERRALS NON-STATUTORY:	• Transport Engineer
RECOMMENDATION	Support with Conditions
ATTACHMENTS:	Attachment 1 – Plan Set & supporting documents Attachment 2 – Representations Attachment 3 – Response to representations Attachment 4 – SA Housing Trust referral response Attachment 5 – Previous application 25027176 DNF

BACKGROUND:

The Council Assessment Panel (CAP) previously considered Application 25027176 at its meeting on 17 March 2026, granting Planning Consent subject to two (2) reserved matters and 17 conditions for:

> *Construction of a five (5) storey residential flat building comprising 74 dwellings (including 12 Affordable Housing dwellings) with a basement and an at grade carpark, associated communal facilities and the construction of 16 two-storey dwellings in a terrace arrangement, masonry front fence and air-conditioning units and the removal of three (3) regulated trees and four (4) Significant Trees*,

The report and plans can be found in **Attachment 5**.

https://www.unley.sa.gov.au/files/assets/public/v/1/council/about-the-council/full-council-agendas-and-minutes/cap/cap-agenda-january-28-2026-final_redacted.pdf

https://www.unley.sa.gov.au/files/assets/public/v/1/council/about-the-council/full-council-agendas-and-minutes/cap/cap-agenda-march-17-2026_redacted.pdf

In August 2026 the applicant lodged a variation application, pursuant to *Section 128 – Variation of Authorisation* of the *Planning, Development and Infrastructure Act 2016 (The Act)*. Section 128 enables a person to seek a variation to a development authorisation previously granted under *the Act*. The Relevant Authority, in its assessment, is confined to assessing the specific amendments sought by the variation application. The assessment **does not** reconsider elements of the development previously authorised and that remain unchanged by the proposed variation.

Accordingly, this report is limited to the assessment of the variations sought by the applicant.

DETAILED DESCRIPTION OF PROPOSAL:

The proposed development seeks to vary elements of the existing development authorisation relating to the residential flat building. Accordingly, the proposed development remains for the construction of a five-level residential flat building, the nature and land use of the development remain unchanged from the previous authorisation.

The amendments sought by the applicant comprise the following:

- The number of apartments within the residential flat building increased by one (1) from 74 to 75;
- The designation of 100% of dwellings as Affordable Housing, increased from the previously approved 13%;
- Alterations to the building footprint of the residential flat building, including increased setbacks to Fourth Avenue and the removal of the basement car park;
- Amendments to the building's external façade and appearance;
- Internal reconfiguration of the building layout, including the removal of the ground floor dwellings but retaining the Community space for residents;
- Removal of the three (3) bedroom dwellings, resulting in a dwelling mix comprising of three (3) one (1) bedroom dwellings and 72 two (2) bedroom dwellings;
- A reduction of on-site car parks from 91 to 53 for the residential flat building;
- Removal of residential vehicular access from the private laneway to the north, with all vehicular access to the ground-level car park to be provided from Norman Terrace.

In addition to the above, as the development proposes to remove the basement car park from the application, Condition 10, *No groundwater is to be discharged into Council's stormwater system* has sought to be removed from the application.

The proposed variations do not alter the previously authorised 16 two-storey dwellings fronting Ross Street, nor do they affect the approved waste collection, private laneway arrangements or the proposed public open space, which forms part of a separate land division application.

ITEM 4.2
DEVELOPMENT APPLICATION – 26008861 – 28, 29, LOT 4 & LOT 68 NORMAN TCE EVERARD PARK SA 5035, 24 & 28 FOURTH AV EVERARD PARK SA 5035

SUBJECT LAND & LOCALITY:

Location reference: 24 FOURTH AV EVERARD PARK SA 5035
Title ref.: CT 5922/145 **Plan Parcel:** D63587 AL150 **Council:** CITY OF UNLEY
Location reference: 28 FOURTH AV EVERARD PARK SA 5035
Title ref.: CT 5187/224 **Plan Parcel:** D2440 AL3 **Council:** CITY OF UNLEY
Location reference: 28 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5649/292 **Plan Parcel:** D2440 AL6 **Council:** CITY OF UNLEY
Location reference: 29 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5129/286 **Plan Parcel:** D2440 AL5 **Council:** CITY OF UNLEY
Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5786/274 **Plan Parcel:** D2440 AL4 **Council:** CITY OF UNLEY
Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5804/31 **Plan Parcel:** F6522 AL75 **Council:** CITY OF UNLEY
Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5922/144 **Plan Parcel:** F6522 AL71 **Council:** CITY OF UNLEY
Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5674/218 **Plan Parcel:** F6522 AL70 **Council:** CITY OF UNLEY
Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5675/381 **Plan Parcel:** F6522 AL69 **Council:** CITY OF UNLEY
Location reference: LOT 68 NORMAN TCE EVERARD PARK SA 5035
Title ref.: CT 5804/30 **Plan Parcel:** F6522 AL76 **Council:** CITY OF UNLEY

Site Description

The subject land is comprised of 10 allotments which are comprised of 28, 29, Lot 4 & Lot 68 Norman Terrace and 24 & 28 Fourth Avenue Everard Park, forming an irregular shaped site. The subject land fronts to three roads being Norman Terrace, Fourth Avenue and Ross Street.

The site has a frontage to Norman Terrace which runs diagonally in a south-western and north-eastern direction for approximately 45m, a frontage to Fourth Avenue of approximately 66m and to Ross Street of approximately 106m. The subject land has an approximate area of 9,500m² and is relatively flat in topography. There are currently no known encumbrances or easements on the land.

A previous supported accommodation facility and independent living units occupy Lot 4 & 68 Norman Terrace and is comprised of long, single storey buildings with low pitched roofs contained units for residents and supporting services. The buildings are separated by driveways and landscaping to communal open spaces and front yards, with hard-stand car parking areas scattered throughout the site.

24 Fourth Avenue is comprised of five (5) single storey dwellings with a contemporary design, circa 2000's, and 28 Norman Terrace is comprised of a single storey bungalow style, circa 1920s, that are all used as independent living units. Single storey detached dwellings with ancillary structures occupies 28 Fourth Avenue and 29 Norman Terrace. The dwellings are also bungalow style circa 1920s and feature masonry brick work, with weatherboard and rendered accents and gable end rooves.

The subject land is currently accessed by three (3) crossovers from Norman Terrace, four (4) crossovers to Fourth Avenue and six (6) crossovers from Ross Street.

Across the site there are three (3) Regulated Trees and seven (7) Significant Trees as well as other mature landscaping that is exempt from planning controls.

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Locality

When determining the locality of the subject land the general pattern of development and the extent the proposed development is likely to impact surrounding occupiers and landowners was considered.

The locality falls within four zones, being the **Established Neighbourhood Zone, General Neighbourhood Zone** and **Urban Renewal Neighbourhood Zone** the subsequent **Landscape Transition Subzone**, as shown in Figure 1 below.



Figure 1: Zone Map

The locality is predominately residential in nature, with predominantly dwellings in a range of typologies and the previous supported accommodation facility on the adjacent site. The Glenelg/City tramline, runs diagonally in a north-east and south-west direction, forms a notable feature of the locality with the Black Forest tram stop adjacent to the subject land.

The residential built form and allotment pattern in the locality is mixed. To the west of the site is a single storey supported accommodation facility. Further west of the site are residential flat buildings with group dwellings being a notable presence. These buildings range from two to three levels and are of simple brick construction and occupy large allotments – the most notable being Roberts Close managed by the South Australian Housing Trust.

The remaining pattern of residential allotments are relatively consistent comprising of rectangular allotments with wide street frontages and deep allotment boundaries with sporadic land divisions which have resulted in narrower and shallower allotments. The other exceptions are the allotments fronting Norman Terrace and Aroha Terrace, which have irregular shapes due to their angled primary street frontages. These residential allotments contain mostly single storey detached dwellings. They exhibit a mixture of styles, with early inter-war era bungalows and early post war dwellings prominent interspersed with contemporary style dwellings.

The locality is well vegetated with mature vegetation seen both on private land as well as within the street verges. Mature vegetation and large regulated trees are a prominently feature along the tramline and shared use path which runs alongside it, providing a streetscape of high amenity.



Figure 2: Locality Plan

SERIOUSLY AT VARIANCE ASSESSMENT

The PDI Act 2016, Section 107 (2)(c) states that *the development must not be granted planning consent if it is, in the opinion of the relevant authority, seriously at variance with the Planning and Design Code (disregarding minor variations).*

The **Urban Renewal Neighbourhood Zone Desired Outcome** states:

> ***DO 1 –*** *Housing and other land uses which no longer meet community preferences are replaced with new diverse housing options. Housing density increases, taking advantage of well-located urban land. Employment and community services will improve access to jobs, goods and services without compromising residential amenity.*

The **Urban Renewal Neighbourhood Zone Performance Outcome (PO's)** states:

> ***PO 1.1 –*** *Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable urban neighbourhood.*

The proposal remains for the construction of a five-level residential flat building for the purpose of residential living. The development as a whole will provide the area with a variety of housing options, from individual dwellings to apartments identified as affordable housing. The proposal will maintain the residential nature of the locality and increase residential densities in a strategic location adjacent to a tram line.

As seen in the following planning assessment, the proposal is considered to satisfy the intent of the **Desired Outcomes** and **Performance Outcomes** with only minor variations noted against the respective **Designated Performance Features**. Therefore, this proposal is not considered to be seriously at variance with the Planning and Design Code.

PUBLIC NOTIFICATION

- **REASON**
  Urban Renewal Zone – Table 5 – Procedural Matter (PM) – Notification – Clause 3(1) any development comprising a dwelling and residential flat building that exceeds the maximum building height of DPF 2.1 is not an excluded form of development and therefore requires to be publicly notified.

As part of the public notification process 75 owners and / or occupiers of adjacent land were directly notified via direct mail. In addition to the direct notice, one (1) sign each sited on Ross Street and Norman Terrace, respectively, and two (2) sited on Fourth Avenue detailing the proposal were placed on the subject land for the duration of the notification period. Refer to Figure 3 below for the representor map.

During the notification period, Council received 20 representations, two which where duplicated. One (1) representor supported the development, one (1) who supports the development with concerns and 18 representors who do not support the development. Eight (8) representors wish to address the Council Assessment Panel (CAP) in support of their representation. A copy of the representations can be found in **Attachment 2**.

Representations:

Representor Name / Address	Support / Support with Concerns / Do not support	Request to be heard	Represented by
[redacted]	I do not support development	Yes	Self
[redacted]	I do not support development	Yes	Self
[redacted]	I do not support development	Yes	Self
[redacted]	I do not support development	No	
[redacted]	I do not support development	No	
[redacted]	I do not support development	No	

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[redacted]	I do not support development	No	
[redacted]	I do not support development	No	
[redacted]	I do not support development	No	
[redacted]	I do not support development	Yes	Self
[redacted]	I do not support development	Yes	Self
[redacted]	I do not support development	No	
[redacted]	I do not support development	Yes	Self
[redacted]	I support the development with concerns	Yes	Self
[redacted]	I do not support development	No	
[redacted]	I do not support development	No	
[redacted]	I do not support development	No	
[redacted]	I support the development	Yes	Self
[redacted]	I do not support development	Yes	Self
[redacted]	I do not support development	No	



Figure 3 - Public Notification Map and representors - (11 of the representors are sited outside of the map)

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Summary:
The representors raised the following concerns:

- Excessive building height, bulk, and scale;
- Visual impact on streetscape and loss of local character;
- Poor interface and transition with adjacent zones;
- Poor architectural design and build quality;
- Inadequate energy-efficient and sustainable design outcomes.
- Reduced housing diversity through the removal of three-bedroom dwellings;
- Strong preference to return to the original authorisation with 91 on-site residential car parks;
- Lack of detail regarding affordable housing management and eligibility;
- Traffic congestion, parking demand and vehicular access impacts;
- Insufficient bicycle parking and storage facilities;
- Crime and community security concerns;
- Insufficient detail regarding waste collection arrangements;
- Negative effect on property values;
- Concerns regarding fire safety and emergency service requirements;
- Support the provision of affordable housing;
- Concerns with the management of the Public Open Space;
- Development consistent with the intent of the Urban Renewal Neighbourhood Zone; and
- Support for increased density near public transport (with proper planning).

The applicant provided a response to the representations which can be found in **Attachment 3**. The response to the representation provided by Ekistics was emailed to all representors. It should be noted that several matters raised in representations, including building height, interface impacts and dwelling yield, were considered as part of the original assessment and are not matters for reconsideration under this application. Additionally, concerns relating to property values and fire safety are not planning matters and cannot be taken into account in the assessment.

AGENCY REFERRALS

- Minister responsible for the administration of the South Australian Housing Trust Act 1995
  When the development proposes to include affordable housing of any number of dwellings a mandatory referral to the Minister responsible for the administration of the South Australian Housing Trust Act 1995 referral body is required in accordance with *Schedule 9 Clause 3 – Item 20 Affordable housing* of *The Regs*.

  The Department for Housing and Urban Development (DHUD) have advised that provided the proposed development is undertaken in accordance with the terms of the affordable housing Land Management Agreement, DHUD considers that the delivery of 100 per cent affordable housing in this application is secured.

  No advisory conditions or notes were applied by DHUD, however a Reserve Matter was directed to be included as part of the recommendation.

  A copy of their referral response is found in **Attachment 4**.

INTERNAL REFERRALS

- Transport Engineer
  The application was referred to Council's Transport Engineer, who supports the application in its current form.

RULES OF INTERPRETATION:

The application has been assessed against the relevant provisions of the Planning & Design Code (the Code). The Code outlines zones, subzones, overlay and general provisions policy which provide Performance Outcomes (POs) and Desired Outcome (DOs).

In order to interpret Performance Outcomes, the policy includes a standard outcome that generally meets the corresponding performance outcome (Designated Performance Feature or DPF). A DPF provides a guide as to what will satisfy the corresponding performance outcome. Given the assessment is made on the merits of the standard outcome, the DPF does not need to 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 discretion to determine that a Performance Outcome is not met despite a DPF being achieved.

Part 1 of the Code outlines that if there is an inconsistency between provisions in the relevant policies for a particular development, the following rules will apply to the extent of any inconsistency between policies:

- the provisions of an overlay will prevail over all other policies applying in the particular case;
- a subzone policy will prevail over a zone policy or a general development policy; and
- a zone policy will prevail over a general development policy.

PLANNING ASSESSMENT

The application has been assessed against the relevant policies of the **Planning & Design Code (*the Code*)**, which are found at the following link:

Planning and Design Code Extract

As discussed earlier in the report, the application before you is seeking a variation to a previous authorisation, pursuant to *Section 128* of *The Act*. Whilst there will be discussion regarding the broader development, the report will limit its assessment to the variations sought by the applicant, refer to *Detailed Description of the Proposal,* above, for an outline of the proposed changes.

Land Use

The subject land is located within the **Urban Renewal Neighbourhood Zone** where the **Desired Outcome (DO)** and **PO's** are as follows:

> ***DO 1 – Urban Renewal Neighbourhood Zone***
> *Housing and other land uses which no longer meet community preferences are replaced with new diverse housing options. Housing density increases, taking advantage of well-located urban land. Employment and community services will improve access to jobs, goods and services without compromising residential amenity.*
>
> ***PO 1.1 – Urban Renewal Neighbourhood Zone***
> *Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable urban neighbourhood.*

The corresponding **Designated Performance Feature (DPF) 1.1** states:

DPF 1.1 - *Development comprises one or more of the following:*

e) Dwelling

j) Residential flat building

The corresponding **DPF(s) 1.1** of the **Urban Renewal Neighbourhood Zone** anticipates a dwelling and residential flat building as a form of development envisaged within the Zone. The nature of development and the substantive use of the residential flat building remains the same. The increase in the number of dwellings by one and the designations to 100% affordable housing maintains the residential nature of the development whilst providing alternatively dwelling options for the community in a strategically located area with convenient access to public transport. As such, the proposed development continues to satisfy **PO 1.1** of **Urban Renewal Neighbourhood Zone**.

Site Dimensions and Density

The relevant **PO's** of the **Landscape Transition Subzone** and **Urban Renewal Neighbourhood Zone** are:

PO 2.1 - **Landscape Transition Subzone**
Allotments/sites created for residential purposes primarily accommodating medium density residential development, with lower density at the interface with a different neighbourhood zone.

PO 8.1 - **Urban Renewal Neighbourhood Zone**
Allotments/sites created for residential purposes accommodate a diverse range of medium density housing.

PO 8.2 - **Urban Renewal Neighbourhood Zone**
High density residential development located on sites of a suitable size and dimension to achieve a high standard of amenity for occupants and neighbours.

The corresponding **DPF's** states:

DPF 2.1 - Landscape Transition Subzone
Allotments/sites for residential purposes accord with the following:

a) Site areas (or allotment areas in the case of land division) are not less than:

i. 180m2, or 100m2 on an allotment >2000m2, for a dwelling

ii. 120m2, or 80m2 on an allotment >2000m2, for each dwelling in a residential flat building

iii. 300m2 for a dwelling (including in a residential flat building) in areas where the Maximum Building Height (Levels) Technical and Numeric Variation specifies a maximum building height of 2 levels.

b) Site frontages (or allotment frontage in the case of land division) are not less than):

i. 8m for a dwelling

ii. 20m for a residential flat building

DPF 8.1 - **Urban Renewal Neighbourhood Zone**
Allotments/sites for residential purposes achieve a net density of up to 70 dwellings per hectare.

> ***DPF 8.2*** **- Urban Renewal Neighbourhood Zone**
> *Development with a net residential density over 70 dwellings per hectare on sites with a minimum area of 1200m2 and minimum frontage width of 35m.*

The application seeks to increase the dwelling yield of the development from 90 to 91 dwellings, resulting in an increase of one dwelling from the previous authorisation. The additional dwelling is proposed within the Residential Flat Building, which will comprise 75 one and two-bedroom apartments, increased from the previously approved 74 apartments. It is noted that, during the assessment of the earlier proposal as considered by the Council Assessment Panel in January 2026, a total dwelling yield of 91 dwellings was supported by Council Administration.

The addition of one dwelling within the Residential Flat Building represents a minor increase in dwelling yield compared to the previous authorisation. As identified in Council Administration's recommending report at the January 2026 Council Assessment Panel, the subject site is of sufficient size and configuration to accommodate a higher-density residential density and is strategically located adjacent to public transport. In this instance, the increase of a single dwelling is not considered to materially alter the intensity of development on the site. Accordingly, the proposed dwelling yield of 91 dwellings continues to align with the envisaged outcomes of the **Landscape Transition Subzone** and **Urban Renewal Neighbourhood Zone**.

Affordable Housing Overlay

Provision of Affordable Housing

The relevant **DO's** and **PO's** of the **Affordable Housing Overlay PO 3.2** state:

> ***DO 1 -*** *The Affordable housing is integrated with residential and mixed-use development.*
>
> ***PO 1.1*** *- Development comprising 20 or more dwellings / allotments incorporates affordable housing.*
>
> ***PO 1.2 -*** *Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.*
>
> ***PO 1.3 -*** *Affordable housing is distributed throughout the development to avoid an overconcentration.*

The corresponding **DPF's** state:

> ***DPF 1.1 -*** *Development results in 0-19 additional allotments / dwellings.*
>
> ***DPF 1.2 -*** *Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where:*
>
> *a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development;*
> *or*
>
> *b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.*

The variation application seeks to increase the number of affordable housing dwellings within the Residential Flat Building from 12 to 75, equating to 82.2% of the total development. This represents a substantial increase in the provision of affordable housing compared to the previously authorised development. A mandatory referral to Minister responsible for administering the *South Australian Housing Trust Act 1995* was undertaken, and the Department of Housing and Urban Development has supported the development. Whilst no conditions or advisory notes were included by the Department, they have

directed the Council administration to include Reserve Matter 3 which seeks the applicant to complete the registration of the affordable housing Land Management Agreement on the certificate(s) of title once the land division has been completed.

The variation to identify all dwellings within the Residential Flat Building as affordable housing is welcomed and continues to satisfy the intent of **PO's 1.1** and **1.2** of the **Affordable Housing Overlay**, as it provides additional opportunities for households with low to moderate incomes to purchase an apartment within the residential flat building.

Apartment configuration

As part of the proposed variation, the applicant has removal all three bedroom dwellings within the residential flat building and will now be comprised of three (3) one bedroom dwellings and 72 two bedrooms dwellings in varying configurations. Multiple representors raised concerns regarding the removal of the three bedroom dwellings, minimising families opportunities to purchase the dwellings.

The operational model of the Residential Flat Building differs from that of a traditional apartment development, where dwellings are typically sold individually following construction. In this instance, the Residential Flat Building will be owned, operated and managed by Junction Housing Australia. As outlined in the applicant's response to representations, **Attachment 3**, Junction Housing Australia does not sell any apartments, instead under the Housing Australian Future Fund (HAFF), Junction retains all dwellings for a minimum of 25 years and are required to make them available for affordable rental as defined by Housing Australia. Junction, in an agreement with Housing Australia, are required to charge qualified tenants 74.9% of the market rent. In this instance, the market rent for a three bedroom dwelling would require a household income higher than allowed under the approved affordable housing threshold. As such, to maximise housing accessibility and ensure the greatest opportunity for eligible households to secure affordable housing, the variation has been amended to comprise one and two-bedroom dwellings only.

Residential Flat Building

Height, Bulk and Scale

A number of representors raised concerns regarding the five-storey height of the residential flat building, specifically that it will be out of character for the area in a predominately single storey area. The overall height of the proposed building is no different to that of the previous authorisation granted in March 2026. As such, the overall building height of the building does not form part of the assessment of the current application.

Notwithstanding the above, the building footprint has been revised to facilitate the delivery of 100% affordable housing dwellings, resulting in amendments to the building setbacks along both Norman Terrace and Fourth Avenue. The following **PO**'s and corresponding **DPF's** of **Urban Renewal Neighbourhood Zone** provides guidance regarding setbacks and interaction with the locality:

> ***PO 2.1 – Urban Renewal Neighbourhood Zone***
> *Buildings on an allotment at the interface with a different neighbourhood-type zone are sited and designed to provide an orderly transition to the built form scale envisaged in that zone to mitigate impacts on adjacent residential uses.*
>
> ***PO 3.1 – Urban Renewal Neighbourhood Zone***
> *Buildings are set back from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape and integrate development with public open space.*
>
> ***DPF 3.1 – Urban Neighbourhood Zone***
> *In all other cases: 3m*

PO 4.1 – Urban Renewal Neighbourhood Zone
Buildings are set back from secondary street boundaries to achieve a pattern of separation between building walls and public streets and reinforce a streetscape character.

DPF 4.1 – Urban Neighbourhood Zone
Building walls are set back at least 900mm from the boundary of the allotment with the secondary street frontage.

PO 6.1 – Urban Renewal Neighbourhood Zone
Buildings are set back from side boundaries to provide:

a) separation between buildings to minimise visual impact;

b) access to natural light and ventilation for neighbours.

DPF 6.1 - Urban Renewal Neighbourhood Zone
Building walls not sited on side boundaries are set back from side boundaries in accordance with the following:

a) where the wall height does not exceed 3m - at least 900mm

b) where the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.

PO 7.1 – Urban Renewal Neighbourhood Zone
Buildings are set back from rear boundaries to provide:

a) separation between buildings to minimise visual impact;

b) access to natural light and ventilation for neighbours;

c) open space recreational opportunities;

d) space for landscaping and vegetation.

DPF 7.1 – Urban Renewal Neighbourhood Zone
Building walls are set back from the rear boundary at least:

a) 3m for the first building level or 0m where the rear boundary abuts a laneway

b) 5m for any second building level

c) 5m plus any increase in wall height over 7m for buildings of 3 building levels and above.

For clarity, the amendments to the setbacks from both Norman Terrace and Fourth Avenue have been detailed below in Table 1.

	Previous Authorisation	Currently Proposed
Ground Level	Norman Tce: 6.2m – 7.2m Fourth Ave: 14.1m	Norman Tce: 7.1m – 14.9m Fourth Ave: 14m
Levels 1 – 3	Norman Tce: 4.9m – 9.1m Fourth Ave: 10.4m – 14.1m	Norman Tce: 4.5m – 15.1m Fourth Ave: 17.9m – 21.4m
Level 4	Norman Tce: 4.9m – 9.1m Fourth Ave: 14.3m	Norman Tce: 14.2m – 21.8m Fourth Ave: 47.2m - 47.6m

Table 1: Comparison of Building Setback Distances Between the Approved and Proposed Development

As detailed in the table above, the variation application generally seeks to increase the building setbacks from both Norman Terrace and Fourth Avenue. The proposed setbacks are generous and continue to exceed the minimum quantitative requirements sought by the **Urban Renewal Neighbourhood Zone**. Furthermore, reducing the footprint and repositioning the fifth level closer to the western boundary, reduces the bulk and scale of the building, particularly from Fourth Avenue. The reduction in height of the eastern portion of the residential flat building from five to four storeys further assists in managing the interface between the higher-density outcomes sought by the **Urban Renewal Neighbourhood Zone** and the established low scale character of the adjacent **Established Neighbourhood Zone**.

Overall, the revised setbacks to the public realm represent an improvement on the previously authorised development. The combination of increased setbacks and the reduction in building height along the eastern interface provides greater opportunities for substantial mature landscaping, which will assist in softening the appearance of the built form, noting the continued retention of the significant *Corymbia Maculata* - Spotted Gum on Fourth Avenue. Collectively, these amendments provide a more appropriate transition in height, scale and character between the **Established Neighbourhood Zone** and the **Urban Renewal Neighbourhood Zone**, satisfying the above **PO's**.

Design and Appearance

The relevant **PO** of the **General Development Policies – Design in Urban Areas** state:

> **PO 2.1** – **Affordable Housing Overlay**
> *Affordable housing is designed to complement the design and character of residential development within the locality.*

The relevant **PO's** of the **General Development Policies – Design in Urban Areas** state:

> ***PO 1.1 - General Development Policies – Design in Urban Areas***
> *Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).*
>
> ***PO 1.3 - General Development Policies – Design in Urban Areas***
> *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 2.3 - General Development Policies – Design in Urban Areas***
> *Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.*
>
> ***PO 7.3 - General Development Policies – Design in Urban Areas***
> *Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.*
>
> ***PO 12.1 - General Development Policies – Design in Urban Areas***
> *Buildings positively contribute to the character of the local area by responding to local context.*
>
> ***PO 12.2 - General Development Policies – Design in Urban Areas***
> *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.*
>
> ***PO 12.3 - General Development Policies – Design in Urban Areas***
> *Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.*

PO 12.5 - General Development Policies – Design in Urban Areas
External materials and finishes are durable and age well to minimise ongoing maintenance requirements.

PO 12.7 - General Development Policies – Design in Urban Areas
Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.

PO 14.3 - General Development Policies – Design in Urban Areas
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.

As part of the variation application, the proposal seeks to alter the external form of the building, as a result of the amendments to the building footprint and dwelling layout. Notwithstanding this, the visual appearance of the building is considered to be appropriate, maintaining the articulated façade and the use of vertical elements that break up the horizontal massing of the building. As discussed in the previous recommending report, the design is simple and provides visual interest through the use of varied materials and finishes, including fibre cement in varying colours, glazed balustrades, brick cladding and aluminium batten screening.

The variation application proposes multiple entrances, including two from the private laneway and one to the proposed public open space. As part of the variation, entry points continue to not be strongly defined in the current design. Nevertheless, they remain accessible from both the Public Open Space and the northern vehicle parking area. Further refinement of the surrounding landscape design could assist in creating clearer and more activated entryways, enhancing legibility and pedestrian experience.

Overall, the proposal is considered to satisfactorily address the relevant **PO's.**

Vehicular Access, traffic and parking

A number of representators raised concerns regarding the reduction in on-site car parking and the potential impacts on traffic congestion, parking demand and the availability of on-street parking within the surrounding road network.

The relevant **PO 1.1** of **Affordable Housing Overlay** states:

PO 4.1 – Affordable Housing Overlay
Sufficient car parking is provided to meet the needs of occupants of affordable housing.

With the corresponding **DPF 4.1** seeking for a Residential Flat Building:

DPF 4.1 - Affordable Housing Overlay
Dwellings constituting affordable housing are provided with car parking in accordance with the following:

a) 0.3 carparks per dwelling within a building which incorporates dwellings located above ground level within either:

i. 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2)

ii. is within 400 metres of a bus interchange(1)

iii. is within 400 metres of an O-Bahn interchange(1)

iv. is within 400 metres of a passenger rail station(1)

v. is within 400 metres of a passenger tram station(1)

vi. is within 400 metres of the Adelaide Parklands; or

b) 1 car park per dwelling for any other dwelling.

[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.]

The relevant **POs** of **General Development Policies** state:

PO 23.1 - General Development Policies – Design in Urban Areas
Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.

The subject land is sited immediately adjacent a tram station. When a development proposes Affordable Housing, the relevant overlay provides a dispensation in car parking rate when a site is located within 400mm of a passenger tram station. **DPF 4.1** of **Affordable Housing Overlay** details a car parking rate allocated to a dwelling classified as affordable housing as being 0.3 per dwelling. To satisfy the requirements of *The Code*, the proposal is required to provide a total of 22.5 car parks (23 rounded up). The variation proposes 51 resident car parks within the secured Undercroft car park, each having a minimum internal width of 2.4m and length of 5.4m, ensuring that sufficient space is available to be functional and accessible to all residents and visitors on site. The Affordable Housing Overlay does not provide a rate for visitor car parking, nevertheless, the applicant is not making any amendments to the 20 visitor parks sited within the private laneway. In this instance, the total number of car parks on site far exceeds the minimum requirements of *The Code*, and more specifically the Affordable Housing Overlay, and is considered acceptable.

Whilst Council administration acknowledges the concerns raised by residents, specifically regarding the substantial reduction of on-site car parks from the previous authorisation, the proposed variation substantially exceeds the car parking rate applied to Affordable Houses. In discussion with Council's Transport Engineer, the previous authorisation resulted in an increase of 245 trips per day and 25 trips during each expected peak hours. The proposed variation resulting in a reduction of 33 off-street parking spaces, increase of one additional dwelling and the conversion of all apartments to affordable housing is likely to result in less traffic generation across the site, in comparison to the previous authorisation. It was also advised that when taking into consideration the worst-case scenario, had the traffic generation to remained as per the previous authorisation, the increase in traffic generation is expected to have a minimal impact on the surrounding road network and is considered acceptable.

PO 7.1 – General Development Policies – Transport, Access and Planning
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.

As part of the proposed variation all vehicular access to the Residential Flat Building will be provided through a single crossover from Norman Terrace, removing all residential vehicle access from the private laneway. Council's Transport Officer supports the single access arrangement, noting the MFY have provided vehicle turn paths indicating that simultaneous two-way access can be achieved, which is

supported. Council's Transport Officer did seek clarification regarding any access control options, which was confirmed by the applicant to be remote access control system for the roller door.

Given the above, the proposal is considered to meet the intent of the above **PO's**.

Bicycle parking

The lack of on-site bicycle parking was raised as a concern by both representors and Council Administration. While *Table 3 - Off-Street Bicycle Parking* does not apply to the development, the applicant was requested to consider the provision of additional bicycle parking to encourage alternative modes of transport. To address the concerns raised, the amended plans provide an additional 14 bicycle parking spaces, a total of 28 secure bicycle spaces within the under-croft car park. A further eight bicycle spaces are also proposed within the communal open space area, representing a significant improvement in bicycle parking provision across the site.

Energy efficiencies

Representors raised concerns regarding the environmental sustainability and long-term energy efficiency of the proposed development. In particular, concerns were raised regarding the absence of renewable energy infrastructure, such as rooftop solar panels and battery storage systems, as well as the reliance on individual instantaneous gas hot water units.

In response, the applicant has confirmed that opportunities to incorporate energy-efficient and sustainable design measures will be further explored through the detailed design phase. The applicant has also advised that the building will operate as an all-electric development and will not rely on gas hot water systems. Furthermore, the development will be required to demonstrate compliance with the energy efficiency provisions of the National Construction Code as part of the Building Rules assessment. Accordingly, Council Administration is satisfied that sustainability and energy efficiency measures can be appropriately addressed through the subsequent design and approval stages.

Crime Prevention

Representors raised concerns that the increased resident population would contribute to higher levels of crime within the surrounding area. Concerns were also raised regarding the legibility of the building's main entrance, with representors noting that the primary entry is not readily identifiable from the street and that the distinction between public and private access areas lacks clarity.

The following **PO's** from the **Landscape Transition Subzone** and **Design in Urban Areas** state:

> ***PO 17.1 - General Development Policies – Design in Urban Areas***
> *Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.*
>
> ***PO 17.2 - General Development Policies – Design in Urban Areas***
> *Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.*

Council Administration notes these concerns and have identified both above and in the previous authorisation recommending report, that the identification of the entry door can be improved. Notwithstanding, the development continues to be refined, particularly in relation to the landscape design, which presents opportunities to create a more identifiable and activated entry experience. The proposed landscaping is expected to enhance wayfinding, improve the delineation of public and private spaces, and contribute to a more intuitive and welcoming pedestrian environment. Furthermore, all pedestrian access

ways, both fronting to the public realm, private laneway and the proposed public open space will benefit from passive surveillance through direct overlooking from upper level dwellings, which contributes to resident safety, visitor security and the ongoing activation of the development consistent with General Development Policies, Design in Urban Areas PO 17.1 and PO 17.2.

Fire Safety & Emergency Services

Numerous representors raised concerns with the fire safety requirements and emergency access both to the development and as a result on traffic congestion due to the increased traffic generated by the development. As discussed above, Council's Transport Officer has advised that the traffic associated with the variation application is not expected to materially impact the surrounding road network and is therefore unlikely to impede emergency service access within the locality.

Representors also queried whether the Metropolitan Fire Service had been consulted with as part of the assessment process. Council Administration notes that matters relating to fire safety, building services and emergency access are addressed through the Building Rules assessment and the buildings compliance with the National Construction Code. Should Planning Consent be granted, consultation with the relevant referral authorities, including the Metropolitan Fire Service where required, will occur as part of the subsequent approval processes.

Waste collection

PO 11.4 of **General Development Policies – Design in Urban Areas** states:

> ***PO 11.4 -*** *Communal waste storage and collection areas are designed to allow waste and recycling collection*

Representors raised concerns regarding potential impacts on waste collection arising from increased demand for on-street parking and sought clarification on waste collection arrangements for the 16 dwellings fronting Ross Street. As discussed above, the Ross Street dwellings do not form part of the current variation application. Notwithstanding, the applicant provided an updated memo prepared by Rawtec as part of its response to representations. **Attachment 3**. Under the previous authorisation, waste collection for the 16 dwellings was proposed to occur via Council collection from either Ross Street or the private laneway, subject to confirmation from Council's Manager Climate & Sustainability. The updated Rawtec memo now confirms that all waste for the Ross Street dwellings will be collected by a private waste contractor from within the private laneway, satisfying **PO 11.4** of **General Development Policies – Design in Urban Areas**. This approach removes the reliance on Council waste collection services and minimises potential impacts on the surrounding road network.

Architectural Plans

There are inconsistencies noted with the Architectural Plans, however they are not considered fundamental to the assessment of the application. At this stage the application has not yet progressed to the detailed design stage and, as such, several matters require further refinement, including structural supports (as outlined by a representor) and pedestrian access to the community room. As such, Council Administration have recommended Reserve Matter 4 be included as part of a decision, seeking a full suite of plans removing all inconsistencies.

ITEM 4.2
DEVELOPMENT APPLICATION – 26008861 – 28, 29, LOT 4 & LOT 68 NORMAN TCE EVERARD PARK SA 5035, 24 & 28 FOURTH AV EVERARD PARK SA 5035

Condition 10

The development no longer proposes a basement-level car park. Accordingly, Condition 10 from the previous authorisation (25027176), which relates to groundwater management associated with basement, is no longer relevant and has therefore been recommended to be removed from the conditions.

Public Open Space

Some of the representors outlined concerns regarding the provision of Public Open Space on the corner of Norman Terrace and Fourth Avenue. As outlined in the previous application, public open space does not form part of the assessment of the current application(s). Notwithstanding this and as noted on both the architectural plans and the supporting planning report, the development of the land ultimately seeks to provide approximately 1200m² of Public Open Space with the vesting of land to be considered as part of the concurrent land divison application.

CONCLUSION

Whilst the development does not satisfy some of the Designated Performance Features set out within the relevant Performance Outcomes, these shortfalls are not considered to be detrimental to the established character of the locality.

The matters raised by the representors have been considered in the course of this assessment. Having considered all the relevant assessment provisions, the proposal is considered to satisfy the intent of the Desired Outcomes and Performance Outcomes of the Planning and Design Code for the following reasons:

- On balance the proposed development satisfies the relevant Performance Outcomes of the Urban Renewal Neighbourhood Zone, Overlays and General Development Policies;
- The provision of 100% affordable housing within the residential flat building provides opportunities for tenants who qualify under the House Australia Future Fund (HAFF) to be provided with housing in desirable locations at affordable rental prices;
- The proposed variation increases the buildings setback from Norman Terrace and Fourth Avenue which reduces the visual bulk and scale of the building to adjacent properties within the Established Neighbourhood Zone;
- The increase setbacks provide generous areas for mature landscaping to development are soften the built form from the public realm;
- The proposed development has provided sufficient on-site car parking to satisfy *the Code* and has demonstrated any increase in traffic movements would not adversely impact upon traffic movements on the adjacent road network.
- The applicant has provided bicycle parks on site to encourage alternative modes of transport for residents, even though the site is not located within a Designated Area;

ITEM 4.2
DEVELOPMENT APPLICATION – 26008861 – 28, 29, LOT 4 & LOT 68 NORMAN TCE EVERARD PARK SA 5035, 24 & 28 FOURTH AV EVERARD PARK SA 5035

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 26008861, by EV Park Developments Pty Ltd is GRANTED Planning Consent subject to the following reserve matters and conditions:

RESERVED MATTERS

Planning Consent

Pursuant to section 102 (3) of the Planning, Development and Infrastructure Act of 2016, the following matter(s) shall be reserved for further assessment prior to the granting of Development Approval:

Reserved Matter 1

A comprehensive and detailed landscaping plan for the site be provided including the following details:

- All trees to be planted to satisfy the Urban Tree Canopy requirements and shall clearly identified by species & location.

Note - Further conditions may be imposed on the Planning Consent in respect of the above matters.

Reserved Matter 2

Final stormwater management plan including the following:

- Final engineering drawings;
- Geo-testing to ensure that there will be no impact of the direction of flow of surface water and ground water, to the satisfaction of the Relevant Authority.
- Final details on the stormwater quality treatment devices and MUSIC (Model for Urban Stormwater Improvement Conceptualisation) analysis to be undertaken to the satisfaction of the Relevant Authority

Note - Further conditions may be imposed on the Planning Consent in respect of the above matters.

Reserved Matter 3

The applicant shall complete the registration of the affordable housing Land Management Agreement on the certificate(s) of title.
Note - Further conditions may be imposed on the Planning Consent in respect of the above matters.

Reserved Matter 4

A full suite of finalised architectural plans to remove all inconsistencies across the plan set.
Note - Further conditions may be imposed on the Planning Consent in respect of the above matters.

CONDITIONS

Planning Consent

Condition 1

The approved development shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

Condition 2

The plans and conditions in Planning Consent No. 25027176 must be fully complied with except for condition no. 10 and where varied by the current application and conditions attached to it.

ADVISORY NOTES

Planning Consent

Advisory Note 1

No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

Advisory Note 2

Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 3

This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.

Advisory Note 4

Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).

Advisory Note 5

The applicant/developer is reminded of its general environmental duty, as required by section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure the activities on the site (including during construction) do not pollute the environment in a way which causes or may cause environmental harm. This includes being mindful of and minimising off site noise, dust and vibration impacts associated with development.

Advisory Note 6

It is recommended that as the applicant is undertaking work on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

Advisory Note 7

The applicant is reminded of the requirements of the Fences Act 1975. Should the proposed works require the removal, alteration or repair of an existing boundary fence or the erection of a new boundary fence, a 'Notice of Intention' must be served to adjoining owners. Please contact the Legal Services Commission for further advice on 1300 366 424 or refer to their web site at www.lsc.sa.gov.au.

Advisory Note 8

That the existing crossovers shall be closed and reinstated back to kerb and gutter in accordance with Council requirements and at the applicant's expense, prior to occupation of the development. Refer to the City of Unley website Forms & Applications – Application to Alter Public Roads and Driveway Crossover

Specifications.
https://www.unley.sa.gov.au/Page/Forms-Applications

Advisory Note 9

The construction of the crossing places shall be carried out in accordance with any requirements and to the satisfaction of Council at full cost to the applicant. All driveway crossing places are to be paved to match existing footpath and not constructed from concrete unless approved by council. Refer to the City of Unley website Forms & Applications – Driveway Crossover Specifications.
https://www.unley.sa.gov.au/Page/Forms-Applications

Advisory Note 10

That any damage to the road reserve, including road, footpaths, public infrastructure, kerb and guttering, street trees and the like shall be repaired by Council at full cost to the applicant.

Advisory Note 11

The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

Advisory Note 12

Numerous parts of the Council area have low lying water tables. Where there is sub-surface development occurring, groundwater can be encountered. Issues related to the disposal of this groundwater, either temporarily or permanently, can cause damage to surrounding Council infrastructure and cause problems for adjoining landowners. Where groundwater is encountered during the construction of the development, it will be necessary for measures to be taken to ensure the appropriate containment and disposal of any groundwater.

Advisory Note 13

You are advised that it is an offence to undertake *tree damaging activity* in relation to a regulated or significant tree without the prior consent of Council. *Tree damaging activity* means:

- The killing or destruction of a tree; or
- The removal of a tree; or
- The severing of branches, limbs, stems or trunk of a tree; or
- The ringbarking, topping or lopping of a tree; or
- Any other substantial damage to a tree, (including severing or damaging any roots), and includes any other act or activity that causes any of the foregoing to occur but does not include maintenance pruning that is not likely to affect adversely the general health and appearance of a tree.

Advisory Note 14

If there are any works undertaken within the Notional Root Zone of any street tree, Council's City Arborist should be contacted prior to the commencement of any works. Council's City Arborist can be contacted via 8372 5111 or PoBox1@unley.sa.gov.au

Advisory Note 15

The development (including during construction) must not at any time emit noise that exceeds the relevant levels derived from the *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

Advisory Note 16

Council will not consider removing any existing on-street parking spaces adjacent or opposite crossovers on Norman Terrace, Fourth Avenue or Ross Street either during assessment or post Development Approval.

ATTACHMENT 1

ekistics

UNLOCK

YOUR VISION

REF 1910-007

20 March 2026

Amelia De Ruvo
Senior Planning Officer
City of Unley

By Email: Aderuvo@unley.sa.gov.au and via PlanSA Portal upload

Dear Amelia,

RE: VARIATION TO DEVELOPMENT APPLICATION ID 25027176 - – LOT 4, LOT 68 & 28-29 NORMAN TERRACE & 24-28 FOURTH AVENUE, EVERARED PARK

We refer to the recently granted Planning Consent for Development Application (ID 25027176) made on behalf of EV Park Developments Pty Ltd for the Construction of a five (5) storey residential flat building comprising 74 dwellings (including 12 Affordable Housing dwellings) with a basement and an at grade carpark, associated communal facilities and the construction of 16 two-storey dwellings in a terrace arrangement, masonry front fence and air-conditioning units and the removal of three (3) regulated trees and four (4) Significant Trees on land located at Lot 4, Lot 68 & 28-29 Norman Terrace & 24-28 Fourth Avenue, Everard Park. This application was granted Planning Consent on 17 March 2026 and was subject to 2 Reserve Matters and 17 Conditions (refer to **Appendix 1**).

The applicant is now seeking to vary the Planning Consent to:

- Increase the number of apartments in the Residential Flat Building (RFB) from 74 to 75 dwellings- removal of ground floor dwellings;
- Change the footprint of the RFB to increase upper level setbacks from Fourth Avenue;
- RFB to comprise 100% Affordable Housing rather than 13% Affordable Housing;
- Remove three (3) bedroom apartment typologies within the RFB;
- Changes to dwelling layout and configuration within the RFB;
- Removal of basement carpark within the RFB and shift access point on Norman Terrace to accommodate revised entry location to at grade covered parking spaces; and
- Minor amened to façade design to reflect revised floor plans.

Importantly, this variation application increases the approved setbacks from Fourth Avenue to the RFB and does not change the approved building height. This variation application is supported by the following documentation:

Appendix 1	Decision Notification Form DA ID 225027176
Appendix 2	Revised Plans (Colegate Co.)

Revised specialist reports including waste management, traffic, stormwater management and landscaping will be provided under separate cover. Similarly revised elevations and perspectives will be provided under separate cover.

1. Proposal

1.1. Affordable Housing

The subject site is covered by the Affordable Housing Overlay which seeks that development comprising 20 of more dwellings include a minimum of 15%affordalbe housing. This proposal seeks to amend the approved portion of the RFB which constitutes 'Affordable Housing' from 12 dwellings (or 13%) to 75 dwellings or 83% of the total development site. In order to facilitate this change, the composition of the dwellings within the RFB and the carparking arrangement within the RFB has been amended as is further outlined in the body of this letter.

1.2. Revised Carparking Layout

As was detailed within the original development application, the Affordable Housing Overlay PO 4.1 seeks that "*sufficient car parking is provided to meet the needs of occupants of affordable housing.*" With associated DPF 4.1 seeking that dwellings constituting affordable housing are provided with car parking at a rate of 0.3 carparks per dwelling where located within 400m of a passenger tram station. This equates for a need to provide 23 onsite parking spaces (rounded up) for the proposed 75 dwellings.

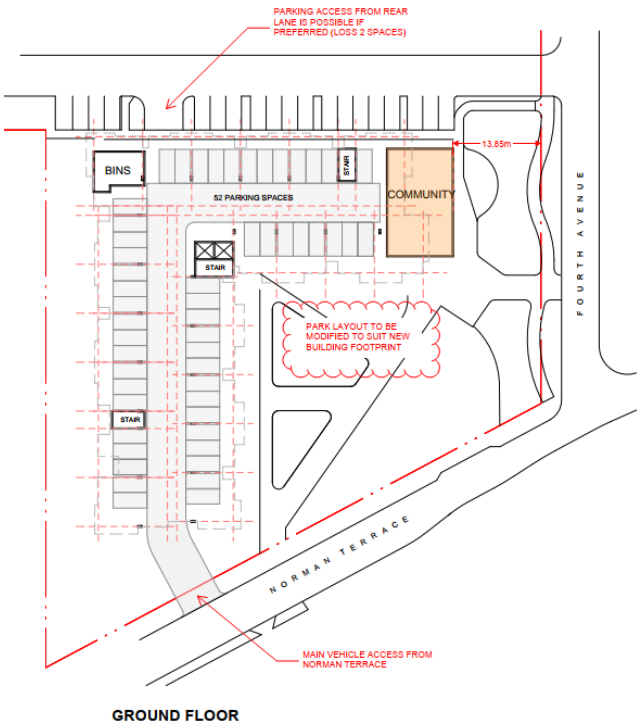
The approved plans provide for 57 carparking spaces within the basement and an additional 34 covered at-grade parking spaces (total of 91 on-site parking spaces).

This variation application seeks to remove the basement carparking level and re-configure the at grade covered carparking spaces to 52 spaces (refer to **Figure 1.1** on the following page). This is achieved by:

- Removing the two (2) ground floor dwellings;
- Removing resident vehicle access point to the RFB from the private rear driveway, with all access being from Norman Terrace;
- Consolidating and relocating the lift location more central to the RFB; and
- Relocation of the Norman Terrace access point further to the east.



Planning Consent basement and ground floor layout



Revised ground floor layout

***Figure 1-1** Comparison of ground floor plans*

1.3. Revised Apartment Floor Plans

In order to achieve the affordable housing price point, the three (3) bedroom dwellings have been removed from the RFB and now comprising a combination of one (1) and two (2) bedroom dwellings. **Table 1.1** below provides a breakdown of the revised dwelling typologies.

***Table 1-1** Revised Dwelling Breakdown*

Dwelling Typology	Floor Area	Bedroom/ Bathrooms	Private Open Space
Type A	70.5 m^2	2 bed/ 1.5 bath	13 m^2
1 bed	52 m^2	1 Bed/1 Bath	11 m^2
Type C	67.6 m^2	2 bed/ 1.5 bath	11 m^2
Type E	60.8 m^2	2 bed/ 1 bath	11 m^2

1.4. Setbacks

The revised design increases the upper level setback of the RFB from Norman Terrace and Fourth Avenue and has slight amendment from the western (side) boundary. There is no change of the apartment setback from the private rear laneway. **Table 1.2** provides a summary of the approved site setbacks compared to the proposed side setbacks.

***Table 1-2** Comparison of Approved vs Proposed Side Setbacks*

Building Level	Approved Setback	Proposed Setback	Comment
Ground	Norman Tce: 6.2m-7.2m Fourth Ave: 14.1m Western (side): 7.7m – 10.2m	Norman Tce: 6.5m – 16m Fourth Ave: 13.95m Western (side): 7.5m to 10.2m	Variation provides opportunity for greater landscaping to the Norman Terrace frontage due to increase setbacks
Levels 1-3	Norman Tce: 6.2m – 9.1m1m Fourth Ave: 11.2m – 14.1m Western (side): 6.3m to 10.2m	Norman Tce: 5m to 13.6m Fourth Ave: 17.8m – 21.7m Western (side): 6.45m to 10m	The proposal increases the western side setback from Norther Terrace and substantially increases the setback from Fourth Avenue. Minor increases in setback from the western (side) boundary.

Building Level	Approved Setback	Proposed Setback	Comment
Level 4	Norman Tce: 6.2m-9.1m Fourth Ave: 11.3 to 17.7m Western (side): 7.5m - 10.2m	Norman Tce: 12.2m to 20.5m Fourth Ave: 47m Western (side): 7.5m – 10.2m	Proposal seeks substantial increase in Level 4 setback from both Norman Terrace and Fourth Ave which will further minimise the scale of development when viewed from adjoining properties and the streetscape.

1.5. Private Open Space

The proposal as altered the balcony design of the revised apartment typologies. As outlined in **Table 1.1** all proposed balconies meet the minimum amount of private open space sought by Table 1 of the Design in Urban Areas provisions of the Code with a minimum dimension of 2.0m.

2. Zoning, Overlays and Techncial Numeric Variations

The Planning and Design Code (Version 2026.5, dated 12 March 2026) in conjunction with the SA Property and Planning Atlas (SAPPA), identifies that the site is located within the '**Landscape Transition Subzone'** of the **Urban Renewal Neighbourhood Zone** (URN Zone).

Zoning for the site and immediate locality is illustrated in **Figure 2.1** below.

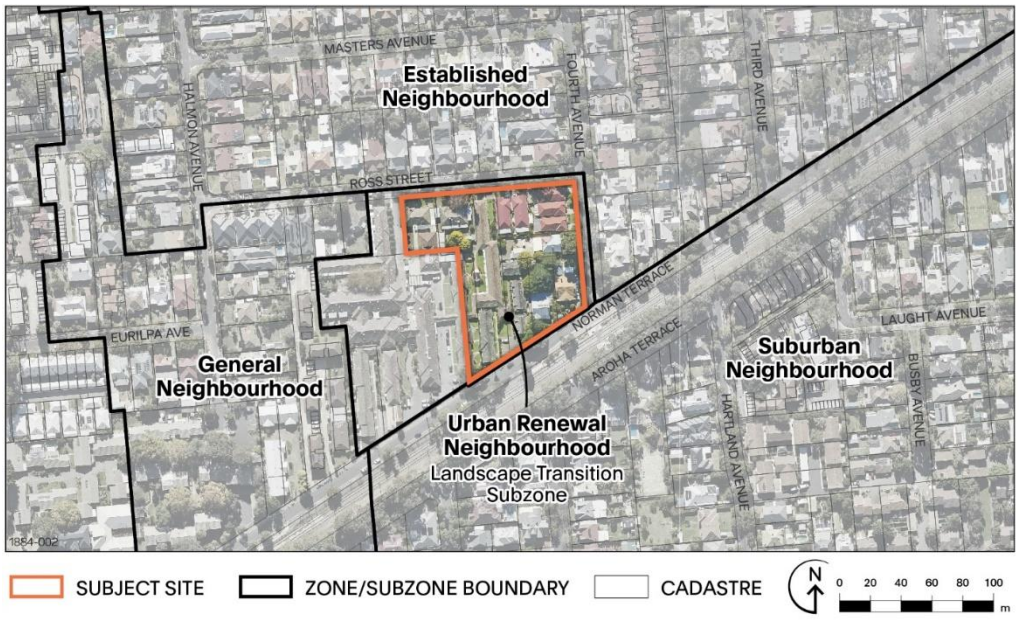


Figure 2-1 Zoning Map

2.1.1. Overlays

The following Overlays are applicable to the subject site:

- Airport Building Heights (Regulated)- All Structures over 15 metres Overlay
- Affordable housing Overlay
- Building Near Airfields Overlay
- Prescribed Wells Overlay
- Regulated and Significant Tree Overlay
- Stormwater Management Overlay
- Urban Tree Canopy Overlay

From the above list of Overlays, the 'Prescribed Wells Overlay' is not relevant to the assessment of the application as the proposed development does not involve the extraction of ground water.

2.1.2. Local Variations (TNVs)

The site is subject to the following Local Variation (Technical Numeric Variation):

- Maximum Building Height is 8m-14m
- Maximum Building Height is 2-4 Levels
- Concept Plan 116- Everard Park

3. Procedural considerations

3.1. Amendment to Development Application

The applicant, EV Park Developments Pty Ltd, is seeking to amend the approved development authorisation pursuant to Section 128 of the *Planning Development and Infrastructure Act, 2016* which states:

> *(1) Subject to subsection (2), a person may seek the variation of a development authorisation previously given under this Act (including by seeking the variation of a condition imposed with respect to the development authorisation).*
>
> *(2) An application to which subsection (1) applies –*
>
> *(a) may only be made if the relevant authorisation is still operative; and*
>
> *(b) will, for the purposes of this Part, but subject to any exclusion or modification prescribed by the regulations and any other provision made by the regulations, to the extent of the proposed variation (and not so as to*

provide for the consideration of other elements or aspects of the development or the authorisation), be treated as a new application for development authorisation; and

(d) *unless otherwise approved by the relevant authority, cannot seek to extend the period for which the relevant authorisation remains operative.*

The existing development authorisation (ID 25027176) is still operative.

3.2. Nature of Development

The nature of development is best described as:

> Variation to Application ID 25027176 – to amend the residential flat building to wholly comprised Affordable Housing dwellings, increase the number of apartments from 74 to 75, amend the floor plans of each dwelling, increase street setbacks, remove basement carparking and alter the ground level covered carparking layout.

Accordingly, this variation application comprises variation to the Residential Flat Building (dwellings) element of the proposal.

3.3. Classification of Development

Within the **URN Zone** the proposed variations to the Residential Flat Building are a '**Code Assessed - Performance Assessed'** form of development.

3.4. Relevant Authority

The relevant authority to determine the development application will be the **City of Unley Assessment Panel** or the Council Assessment Manager as per Section 93(1)(a) or 96 of the PDI Act.

3.5. Public notification

Pursuant to Table 5, Clause 1 of the URN Zone, this variation application is considered to be of a minor **nature only** and will not impact on the owners or occupiers of land in the locality of the site of the development for the following reasons:

- The proposal does not seek to change the height of the approved building;
- The proposal increases upper level setbacks from the existing road frontages; and
- The proposal reduces vehcile movements through the adjoining street network will all access to be provided from Norman Terrace (as sought by many of the representors to the original application).

3.6. Agency Referrals

Agency referrals are prescribed by individual Overlays (Procedural Matters – Referral), with additional agency referrals prescribed within Part 9 – Referrals of the Planning and Design Code.

3.6.1. Affordable Housing

The proposal seeks to increase the previously approved scheme that provided 12 dwellings for Affordable Housing to 75 dwellings for Affordable Housing. Accordingly, a referral to the **Minister responsible for administering the South Australian Housing Trust Act 1995** under the 'Affordable Housing Overlay' **is anticipated**

3.6.2. Adelaide Airport Ltd

The proposal does not seek to change the approved building height of the RFB. The original application was referred to Adelaide Airport Ltd under the '*Airport Building Heights (Regulated) – All structures over 15 metres Overlay'*. Given no change is proposed to the building height, a **referral is not required** in this instance.

4. Code Assessment

The following Outcomes of the Planning and Design Code have been considered most relevant for this assessment of the proposed amendment.

Landscape Transition Subzone	Urban Renewal Neighbourhood Zone	Overlays	General Development Policies (GDP)
DO1, PO 1.1, DPF 1.1, PO 1.2, DPF 1.2, PO 2.1, DPF 2.1	DO1, PO 1.1, DPF 1.1, PO 2.2, PO 3.1, PO 4.1, PO 5.1, DPF 5.1, PO 5.2, DPF 5.2, PO 6.1, PO 7.1, DPF 7.1, PO8.1, PO 8.2, PO 9.1, DPF 9.1	**Affordable Housing Overlay** DO1, DO2, PO 1.1, PO 1.2, PO 1.3, PO 2.1, PO 3.2, DPF 3.2	**Design in Urban Areas** DO1, PO 1.1, PO 1.3, PO 2.1, PO 2.3, PO 2.4, PO 3.1,PO 4.1, PO 4.3, PO 7.1, PO 7.4, PO 7.5, PO 9.1, PO 12.1 to PO12.3, PO12.5, DPF 12.5, PO 12.6 to PO 12.8, PO 13.1, DPF 13.1, PO 13.3, PO 13.4, PO 14.2 to PO 14.3, PO 17.1 to PO 17.2, PO 18.1 to PO 18.2, PO 20.1, DPF 20.1, PO 21.1, DPF 21.1, PO 21.2, DPF 21.2, PO 22.1, DPF 22.1, PO 27.1, DPF 27.1, PO 32.1, PO 28.2, DPF 28.2, PO 28.3, DPF 28.3, PO 32.1 to PO32.5, PO 34.1, DPF 34.1, PO 34.2, DPF 34.2
		Urban Tree Canopy Overlay DO1, PO 1.1, DPF 1.1	**Interface between land uses** DO1, PO 1.1, PO 3.1, PO 3.2, PO 3.3, PO 4.2 to PO 4.4, PO6.1 to PO 6.2

Landscape Transition Subzone	Urban Renewal Neighbourhood Zone	Overlays	General Development Policies (GDP)
			Transport, Access and Parking DO1, PO 1.1 to PO1.2, PO 1.4, PO 2.1 to PO 2.2, PO 3.1 to PO 3.6, PO 3.8, PO 4.1, PO 5.1, PO 6.1 to PO6.7, PO 7.1

An assessment of the variation against relevant provisions of the Code is provided below. Please note this has only considered the elements of the proposal that have changed since the original Planning Consent was granted.

4.1. Land Use/ Affordable Housing

As outlined in our original Planning Statement, the Urban Renewal Neighbourhood Zone PO 8.2 and associated DPF seeks that high density residential development be located on site with a minimum area of 1,200m^2 and a minimum frontage of 35m. The subject site has a site area of over 7,000m^2 (excluding the proposed area of public reserve) and adjoins the Black Forest tram station. The site therefore satisfies the Zone criteria to accommodate high density residential development (over 70 dwellings per hectare). Importantly a residential flat building is expressly envisaged by Zone DPF 1.1. There is no change to the RFB land use in this proposal and only a minor change to density (75 dwellings compared to 74 dwellings) to that originally granted approval.

The site is also located within the Affordable Housing Overlay that seeks that "*Affordable housing is integrated with residential and mixed use development*" (DO1) and that "*development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing*" (PO 1.2).

The proposal seeks to increase the percentage of the proposal designated as affordable Housing from 12 dwellings to 75 dwellings (the entirety of the RFB). This site is ideally located to facilitate affordable housing being opposite the Black Forrest Tram station and associated bicycle pathway which provides quick access to alternative transportation options.

The RFB also adjoins a future area of public open space that will provide a high level of residential amenity and encourage social interaction and wellbeing.

4.2. Siting & Visual Appearance of Built Form

As outlined in Section 1, this variation application seeks to alter the external appearance of the building by increasing the building setbacks from both Norman Terrace and Fourth Avenue and substantially reducing the Level 4 building footprint and further recessing this level central to the site.

The proposes changes to the building footprint are considered to further reduce the proposed buildings visual massing and further breaking up the façade satisfying Design in Uran Areas PO 12.3.

4.3. Carparking

As outlined in Section 1, the Affordable Housing Overlay seeks PO 4.1 seeks that "*sufficient car parking is provided to meet the needs of occupants of affordable housing*." With associated DPF 4.1 seeking that dwellings constituting affordable housing are provided with car parking at a rate of 0.3 carparks per dwelling where located within 400m of a passenger tram station. This equates for a need to provide 23 onsite parking spaces (rounded up) for the proposed 75 dwellings. The reconfigured parking area of 52 spaces provides more spaces than sought by the Overlay.

The revised carparking arrangement consolidates the access to the RFB to Norman Terrace frontage and reduces the number of vehicle movements into the surrounding street network consistent with GDP Transport, Access and Parking PO 3.6.

4.4. Interface between land uses

Given the proposed variation does not seek to alter the overall building height and substantially increase the setbacks from both Norman Terrace and Fourth Avenue, there will be a reduction to the overshadowing diagrams provided as part of the Planning Consent plans and be less visually dominant that the current approved plans as viewed from adjoining residential properties and within the streetscape satisfying GDP Interface between land uses PO 3.1 to PO 3.3.

5. Conclusion

The proposed amendment seeks to change the composition of the residential flat building to increase the dwellings from 74 to 75 wholly Affordable Housing dwellings, remove the basement parking, reconfigure the ground level covered parking area, internal reconfiguration of dwelling typologies and increase the setbacks from boundaries at the recently approved development at Lot 4, Lot 68 & 28-29 Norman Terrace & 24-28 Fourth Avenue, Everard Park.

An assessment of the proposed development against the relevant provisions Planning and Design Code confirms that:

- Affordable Housing in the form of a Residential Flat Building is an envisaged land use within the Landscape Transition Subzone' of the Urban Renewal Neighbourhood Zone;
- The proposed building footprint will substantially increase setbacks from both street frontages and further reduce the overall bulk and scale when viewed form adjoining residential properties;
- Sufficient on-site carparking has been provided to meet Code provisions; and
- The consolidation of the RFB access points will reduce the movement of vehicles through the surrounding street network.

We thank you in anticipation of your prompt assessment and determination of the variation application.

Please do not hesitate to contact the undersigned on (08) 7231 0286 you require any additional information in support of the development.

Yours Sincerely,



Zoë Garnaut
Senior Associate

25 September 2026

Amelia De Ruvo
Senior Planning Officer
City of Unley

By Email: Aderuvo@unley.sa.gov.au and via PlanSA Portal upload

Dear Amelia,

RE: RESPONSE TO COUNCIL REQUEST FOR FURTHER INFORMATION- VARIATION DEVELOPMENT APPLICATION ID 26008861 - – LOT 4, LOT 68 & 28-29 NORMAN TERRACE & 24-28 FOURTH AVENUE, EVERARED PARK

We refer to Council's correspondence dated 10 September 2026 seeking further information in relation to development application (DA ID 26008861) made on behalf of EV Park Developments Pty Ltd which seeks to vary Application ID 25027176 – to amend the residential flat building to wholly comprised Affordable Housing dwellings, increase the number of apartments from 74 to 75, amend the floor plans of each dwelling, increase street setbacks, remove basement carparking and alter the ground level covered carparking layout.

Pursuant to Section 119 subsection 5 of the *Planning, Development and Infrastructure Act 2016*, on behalf of the Applicant, this letter provides a formal response to the requests for information sought by Council.

This letter should be read in conjunction with our original Planning letters dated 20 March 2026 and 14 August 2026.

In further support of our response to the further information request, the following documents are provided as appendices to this letter:

- **Appendix 1** Revised Plans – Colegate & Co.
- **Appendix 2** Traffic and Parking response - MFY;

Please find following a summary of Council's request along with the applicant's response.

1. RESPONSE TO REQUEST FOR INFORMATION

1.1. Bicycle Parking

Council seek that additional bike parking spaces are provide that encourage active transportation options. Whilst it was recognised that the site is not located within a Designated Area, Council seek that the rate applied within *Table 3 – Off-Street Bicycle Parking* be provide d which equates to 19 resident spaces and 8 visitor spaces (27 in total).

The proposal has been updated to include a total of 14 bicycle racks, which will equate to a total of 28 spaces (refer to **Figure 1-1** and revised plans within **Appendix 1**).

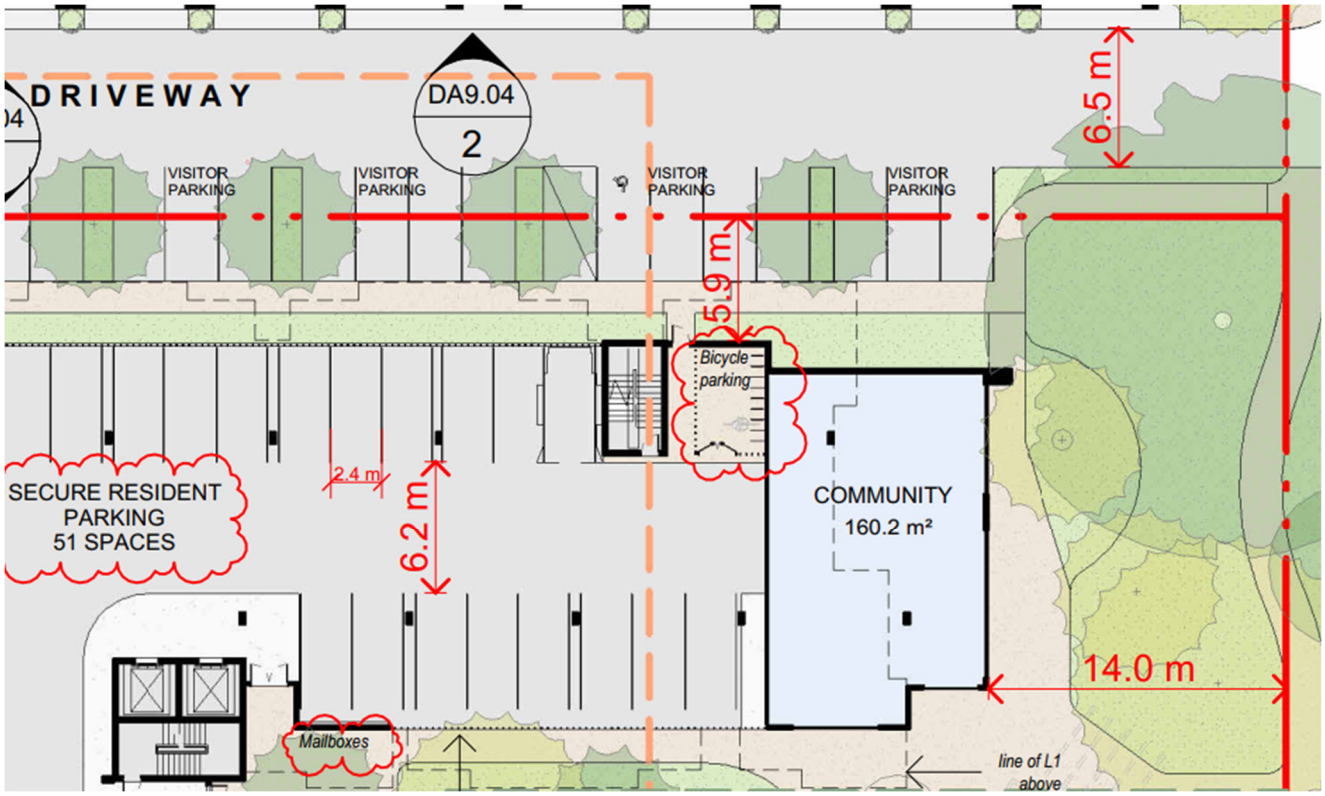


Figure 1-1 Revised Plans showing dedicated resident bicycle parking in addition to visitor parking

1.2. Confirmation of On-Site Car Parks

Council has sought clarification of the exact number of carparks contained in the covered at grade parking area. Please refer to the revised architectural plans contained within **Appendix 1** and MFY advice within **Appendix 2** which both confirm **51 spaces** will be provided.

1.3. Vehicular Access

Council raised concern that the updated MFY report included an option for a potential access control solution to the car park, which also widens the proposed crossover to Norman Tce. Council advised that widening the crossover on Norman Tce to support any access control options would not be supported. The applicant has confirmed that a remote access control system which will provide for drivers to activate the roller door remotely. Accordingly, there will be no requirement for a wider crossover.

1.4. Pedestrian Sight Triangles

MFY have reviewed the revised plans (refer to **Appendix 2**) and confirmed that sightlines are provided at the Norman Tce intersection in accordance with the requirement in *Australian/New Zealand Standard, Parking Facilities Part 1: Off-streetcar parking (AS/NZS 2890.1:2004).*

1.5. Headroom for Vehicles

Council seeks to ensure that the proposal has been designed to accommodate access for both cars and light vans, and outlined that the height between the floor and an overhead obstruction shall be a minimum of 2.2m. MFY has confirmed that he car park will have a **head-height clearance of approximately 2.75 m** and will therefore comply with the requirements in *AS/NZS 2890.1:2004*.

2. CONCLUSION

This letter seeks to provide a response to Council's request for further information. We thank you for the opportunity to respond and we trust this submission offers a constructive response to the matters raised. We trust that Council now has sufficient information to grant Planning Consent.

Yours Sincerely,



Zoë Garnaut

Senior Associate

APPENDIX 1

Amended Plans, Elevations & Perspectives

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PLANNING APPROVAL

EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park



DA DRAWING LIST

DWG NO.	TITLE	REV
DA0.00 PRELIMINARIES		
DA0.01	COVER SHEET	E
DA0.03	ARTIST IMPRESSION	B
DA1.00 SITE ANALYSIS		
DA1.02	LOCAL CONTEXT PLAN	B
DA1.03	PLANNING ANALYSIS	C
DA1.04	SITE ANALYSIS	D
DA1.10 SITE PLAN		
DA1.12	EXISTING & DEMOLITION PLAN	C
DA1.13	SITE PLAN	D
DA2.00 FLOOR PLANS		
DA2.03	LEVEL GROUND	E
DA2.04	LEVEL 1	C
DA2.05	LEVEL 2	C
DA2.06	LEVEL 3	B
DA2.07	LEVEL 4	B
DA2.08	LEVEL ROOF	C
DA3.00 ELEVATIONS		
DA3.01	SITE ELEVATION - NORTH & SOUTH	B
DA3.03	SITE ELEVATION - EAST & WEST	C
DA4.00 SECTIONS		
DA4.01	SITE SECTIONS	C
DA5.00 TYPICAL UNITS		
DA5.01	UNIT TYPES & STORAGE SCHEDULE	B
DA8.00 COMPLIANCE DIAGRAMS		
DA8.01	SHADOW ANALYSIS - SHEET 01	C
DA9.00 TOWNHOUSES		
DA9.01	TH - FLOOR PLAN - SHEET 1	A
DA9.02	TH - FLOOR PLAN - SHEET 2	A
DA9.03	TH - FLOOR PLAN - SHEET 3	A
DA9.04	TH - ELEVATIONS SHEET 1	A
DA9.05	TH - ELEVATIONS SHEET 2	A
DA9.06	TH - STREET ELEVATION	A
DA9.10	ARTIST IMPRESION - SHEET 1	A
DA9.11	ARTIST IMPRESION - SHEET 2	A
DA9.12	ARTIST IMPRESION - SHEET 3	A
DA9.20	PERSPECTIVE VIEWS	A

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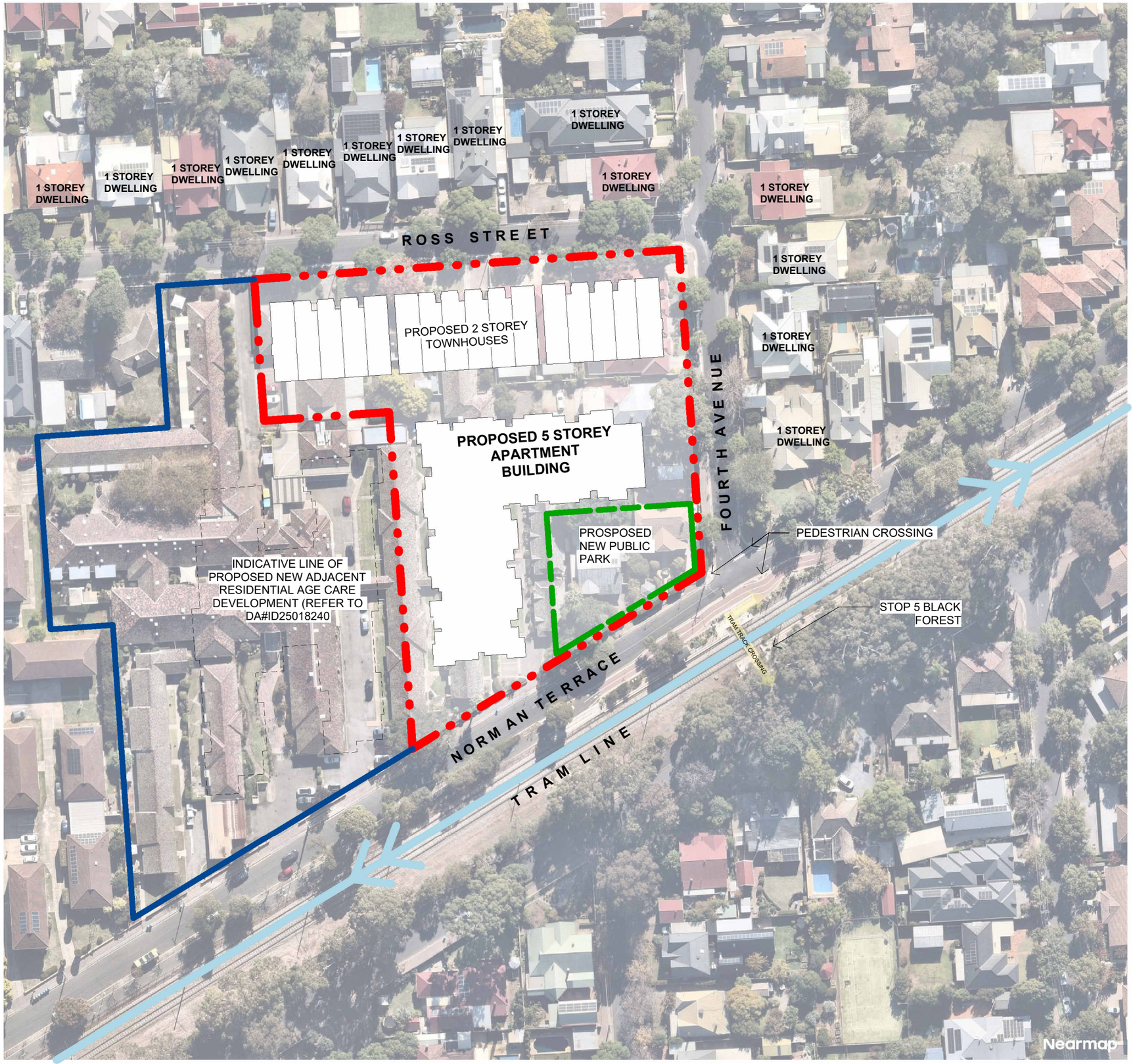
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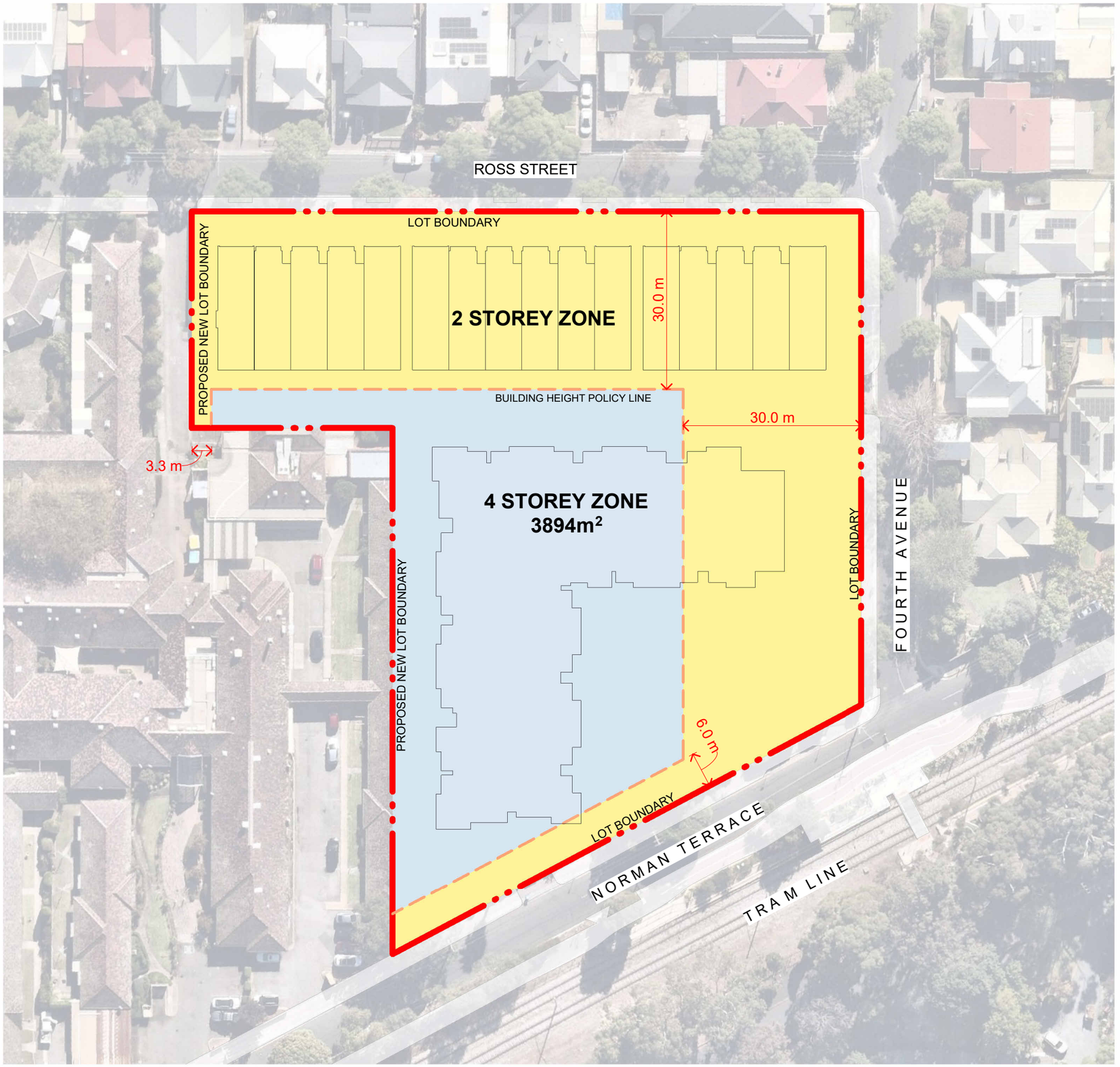
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LOCAL CONTEXT PLAN

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1 PLANNING ANALYSIS
DA3.01 1 : 700

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JOB	DRAWING	REVISION
24103	DA1.00	C



1 DA3.01 SITE ANALYSIS - VENTILATION & ILLUMINATION

1 : 700

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ROSS STREET

MAKE GOOD TO EXISTING CROSS OVER

MAKE GOOD TO EXISTING CROSS OVER

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MAKE GOOD TO EXISTING CROSS OVER

MAKE GOOD TO EXISTING CROSS OVER

MAKE GOOD TO EXISTING CROSS OVER

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

RESIDENTIAL AGE CARE

RESIDENTIAL AGE CARE

GUM 2.1M GIRTH

GUM 2.4M GIRTH

GUM 3.3M GIRTH

E1

E2

E3

E6

E7

E8

E9

TREE MULTI 12M AVG

EXISTING TREE FOR RETENTION (REFER TO ARBORIST REPORT)

EXISTING STREET TREE TO BE REMOVED (REFER TO ARBORIST REPORT)

EXISTING STREET TREE FOR RETENTION

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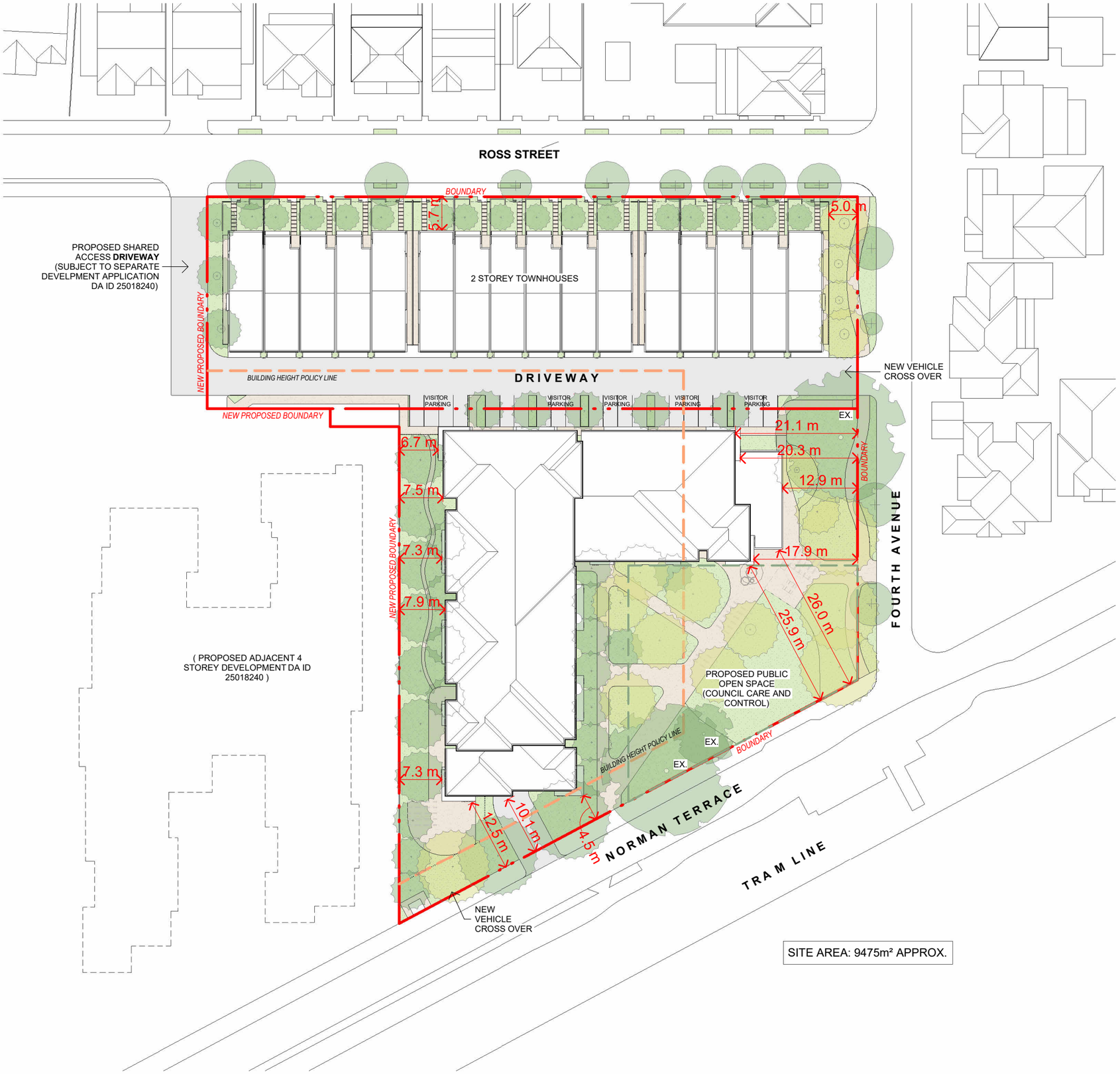
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ROSS STREET

PROPOSED SHARED ACCESS **DRIVEWAY** (SUBJECT TO SEPARATE DEVELPMENT APPLICATION DA ID 25018240)

2 STOREY TOWNHOUSES

TYE C | TYE A | TYE A | TYE A | TYE B | TYE B | TYE A | TYE A | TYE A | TYE A | TYE B | TYE B | TYE A | TYE A | TYE A | TYE C

DRIVEWAY

VISITOR PARKING

BINS

SECURE RESIDENT PARKING 51 SPACES

Bicycle parking

COMMUNITY 160.2 m²

Mailboxes

line of L1 above

SCREENING TO UNDERCROFT PARKING

line of council land to be reviewed apartment encroach by 600mm

PROPOSED PUBLIC OPEN SPACE (COUNCIL CARE AND CONTROL)

LINE OF L1 ABOVE

R/DOOR

communal space

DRIVEWAY

7.8 m | 10.2 m | 6.2 m | 14.0 m | 6.0 m | 7.1 m | 14.9 m | 6.5 m | 5.9 m

2.4 m | 3.3 m

(PROPOSED ADJACENT 4 STOREY DEVELOPMENT DA ID 25018240)

FOURTH AVENUE

NORMAN TERRACE

TRAM LINE

EXISTING STOBIE LOCATION

NEW TRANSFORMER

RELOCATE EXISTING STOBIE

AREA

COMMUNITY

COLEGATE & CO.
ARCHITECTS

CLIENT
EV PARK DEVELOPMENTS PTY LTD

PROJECT
EVERARD PARK REDEVELOPMENT

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DRAWING TITLE
LEVEL GROUND

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C		20/07/2026 Planing Approval V3	LG



AREA

- 1BED - A
- 2BED - B
- 2BED - C
- 2BED - D
- POS

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EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park

DRAWING TITLE
LEVEL 1

(TYPICAL L1-L3)

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AREA

- 1BED - A
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- 2BED - C
- 2BED - D
- POS

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EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park

DRAWING TITLE
LEVEL 2

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AREA

- 1BED - A
- 2BED - B
- 2BED - C
- 2BED - D
- POS

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EVERARD PARK REDEVELOPMENT

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LEVEL 3

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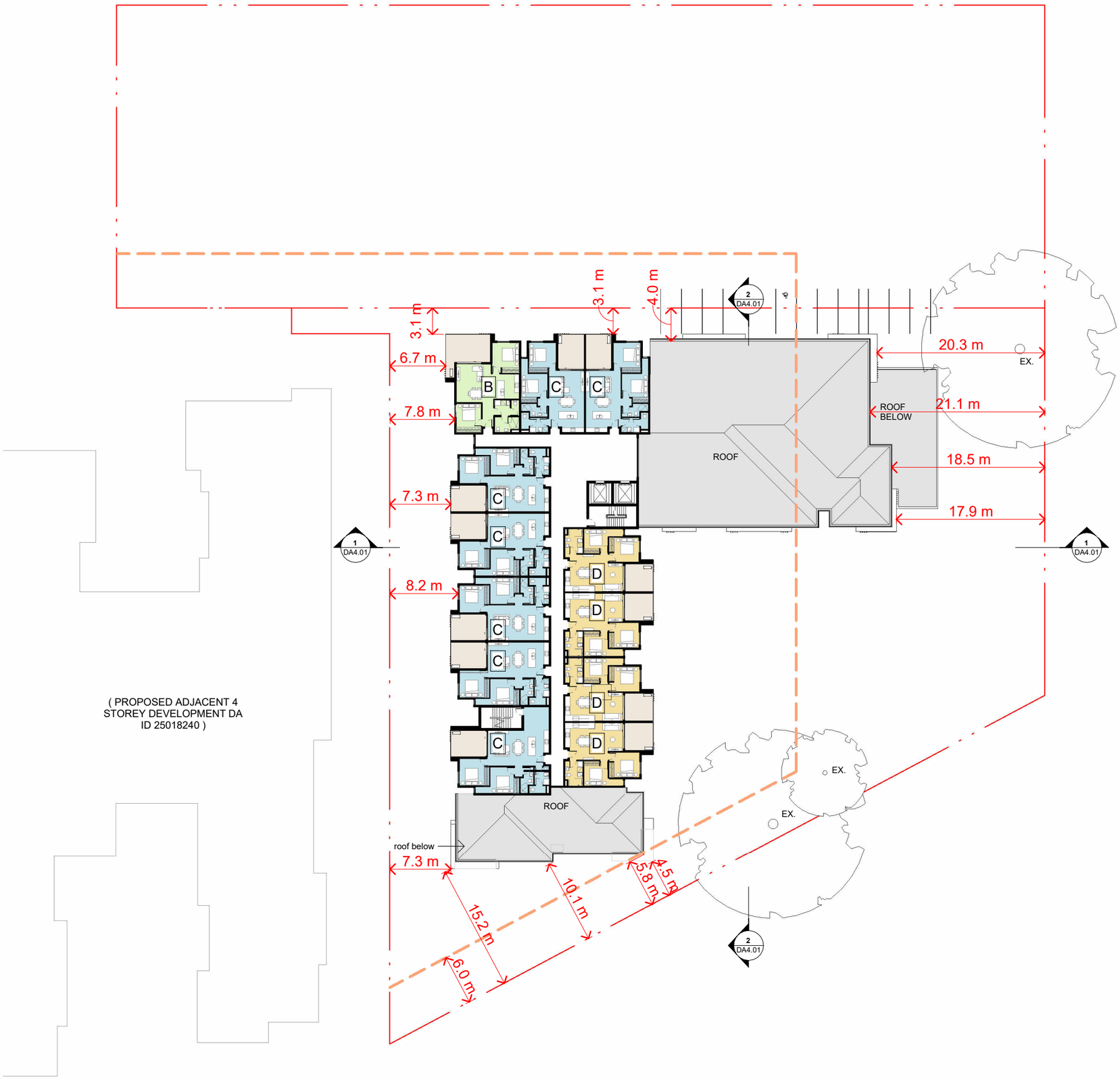
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AREA

- 2BED - B
- 2BED - C
- 2BED - D
- POS

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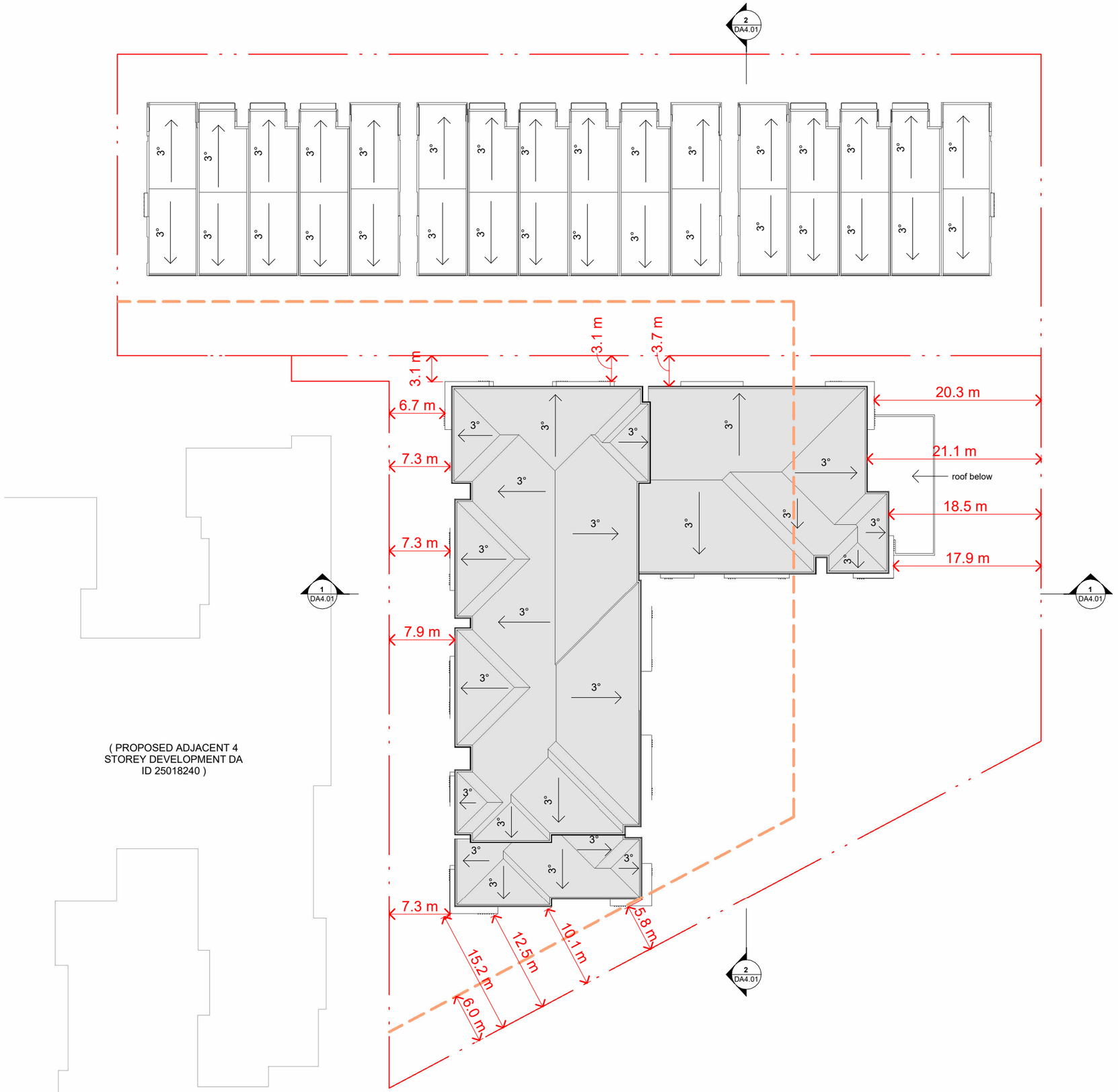
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LEVEL 4

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LEVEL ROOF

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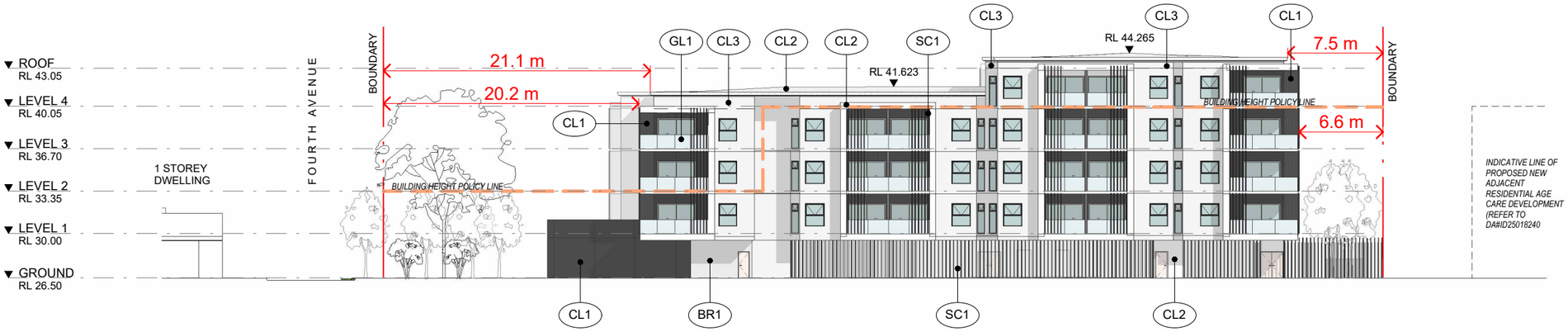
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1 / DA2.03 BUILDING NORTH

1 : 400

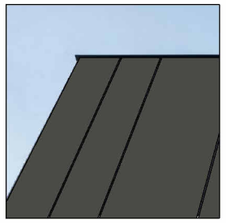


2 / DA2.03 BUILDING SOUTH

1 : 400

CL1 CLADDING 1 FIBRE CEMENT

PAINT FINISH
COLOUR: WOODLAND GREY



CL2 CLADDING 2 FIBRE CEMENT

PAINT FINISH
COLOUR: WHITE



CL3 CLADDING 3 FIBRE CEMENT

PAINT FINISH
COLOUR: OFF WHITE



GL1 GLAZED BALUSTRADE

FINISH
COLOUR: FROSTED



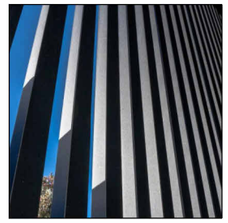
GL2 ALUMINIUM FRAME WINDOW GLAZING

FRAME PWD FINISH
COLOUR: BLACK



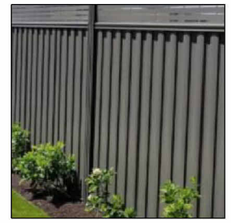
SC1 ALUMINIUM BATTENS BALUSTER / FENCE

PWD FINISH
COLOUR: BLACK



F1 METAL FENCE GOOD NEIGHBOUR

PWD FINISH
COLOUR: WOODLAND GREY



BR1 GREY BRICK CLADDING

FINISH COLOUR:
SANSELMO SMOKED OR SIMILAR



REV.	DATE	DESCRIPTION	BY
A	19/08/2025	Planning approval	LG
B	20/07/2026	Planning Approval V3	LG

COLEGATE & CO.
ARCHITECTS

CLIENT
EV PARK DEVELOPMENTS PTY LTD

PROJECT
EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park

DRAWING TITLE
SITE ELEVATION - NORTH & SOUTH

SCALE	DATE	DRAWN	CHECKED
As indicated	20/07/2026	Author	SC

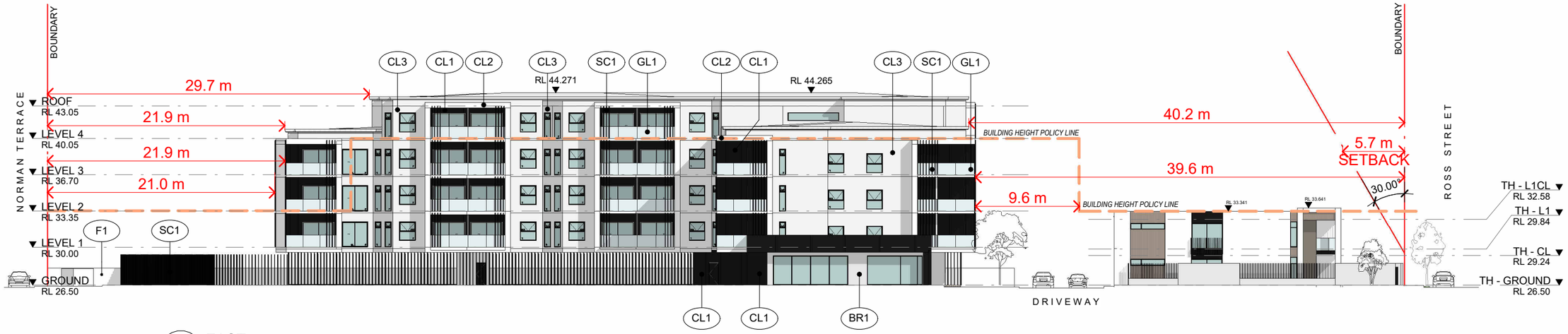
JOB	DRAWING	REVISION
24103	DA3.01	B

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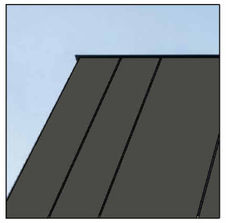
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1 : 400



2 DA2.03 WEST
1 : 400

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COLOUR: WOODLAND GREY



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PAINT FINISH
COLOUR: WHITE



CL3 CLADDING 3 FIBRE CEMENT

PAINT FINISH
COLOUR: OFF WHITE



GL1 GLAZED BALUSTRADE

FINISH
COLOUR: FROSTED



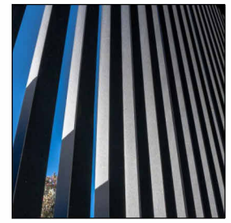
GL2 ALUMINIUM FRAME WINDOW GLAZING

FRAME PWD FINISH
COLOUR: BLACK



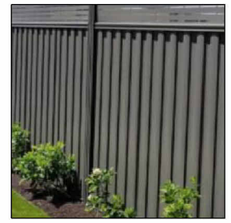
SC1 ALUMINIUM BATTENS BALUSTER / FENCE

PWD FINISH
COLOUR: BLACK



F1 METAL FENCE GOOD NEIGHBOUR

PWD FINISH
COLOUR: WOODLAND GREY



BR1 GREY BRICK CLADDING

FINISH COLOUR:
SANSELMO SMOKED OR SIMILAR



REV.	DATE	DESCRIPTION	BY
A	19/08/2025	Planning approval	LG
B	19/02/2026	Planing Approval V2	LG
C	20/07/2026	Planing Approval V3	LG

COLEGATE & CO.
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EV PARK DEVELOPMENTS PTY LTD

PROJECT
EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park

DRAWING TITLE
SITE ELEVATION - EAST & WEST

SCALE	DATE	DRAWN	CHECKED
As indicated	20/07/2026	Author	SC

JOB	DRAWING	REVISION
24103	DA3.09	C

DATE STAMP:17/09/2026 11:14:32 AM

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1 / DA2.03 SECTION - 1

1 : 400



2 / DA2.03 SECTION - 2

1 : 400

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A	19/08/2025	Planning approval	LG
B	19/02/2026	Planning Approval V2	LG
C	20/07/2026	Planing Approval V3	LG

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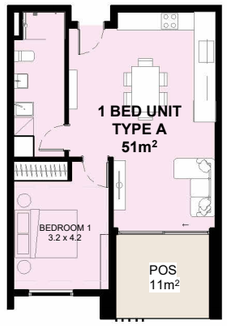
PROJECT
EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park

DRAWING TITLE
SITE SECTIONS

SCALE	DATE	DRAWN	CHECKED
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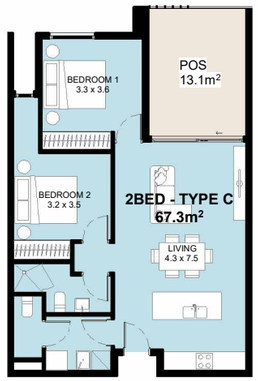
JOB	DRAWING	REVISION
24103	DA4.01	C



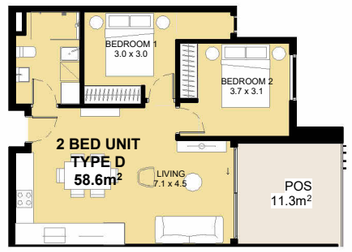
1 DA3.01 1BED - APT TYPE A
1 : 200



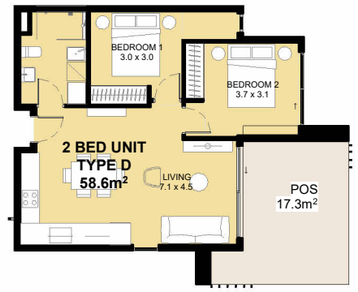
2 DA3.01 2BED - APT TYPE B
1 : 200



3 DA3.01 2BED - APT TYPE C
1 : 200



4 DA3.01 2BED - APT TYPE D
1 : 200



5 DA3.01 2BED - APT TYPE D
1 : 200

APARTMENT STORAGE SCHEDULE				
APARTMENT # BEDROOMS	1 BED A	2 BED B	2 BED C	2 BED D
STORAGE REQ'D - INT	**8m³**	**10m³**	**10m³**	**10m³**
APARTMENT STORAGE SCHEDULE				
ROBE 1	2.8m³	4.7m³	3.3m³	2.7m³
ROBE 2		3.3m³	2.9m³	2.6m³
LAUNDRY CUPBOARD	1.1m³	1.1m³	1.1m³	1.1m³
STORAGE (TOTAL)	**3.9m³**	**9.1m³**	**7.3m³**	**6.4m³**

DATE STAMP:17/09/2026 11:14:33 AM

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B	20/07/2026	Planning Approval V3	LG

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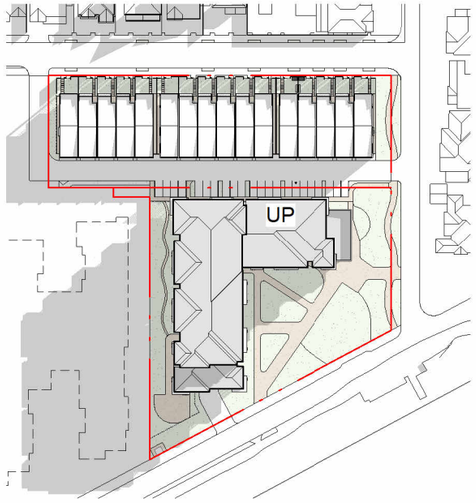
PROJECT
EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park

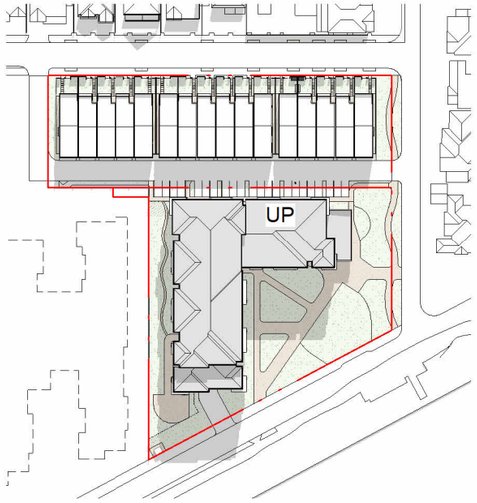
DRAWING TITLE
UNIT TYPES & STORAGE SCHEDULE

SCALE	DATE	DRAWN	CHECKED
As indicated	20/07/2026	Author	SC

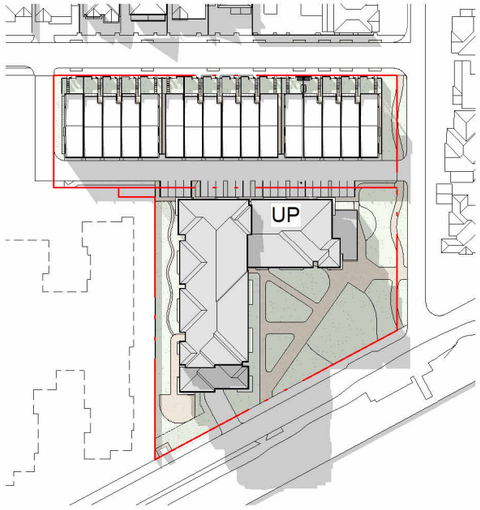
JOB	DRAWING	REVISION
24103	DA3.01	B



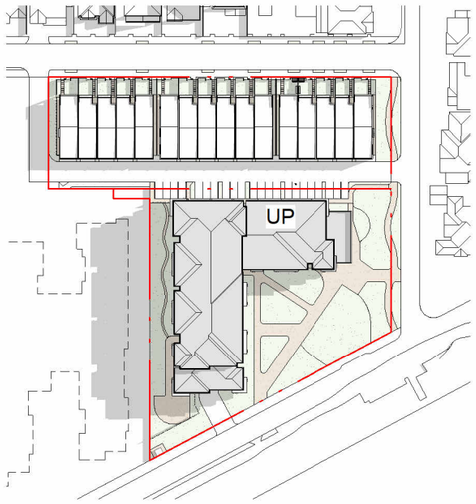
21st JUNE - WINTER SOLSTICE - 9am



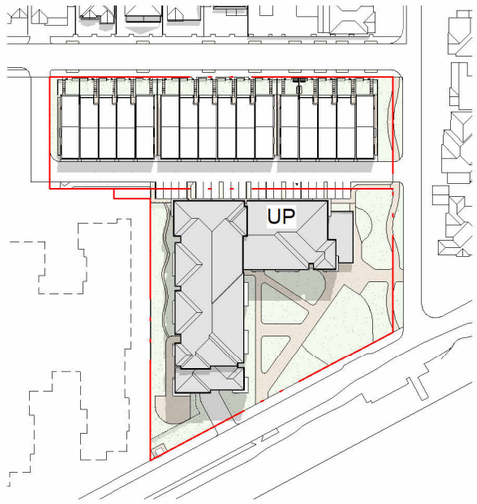
21st JUNE - WINTER SOLSTICE - 12pm



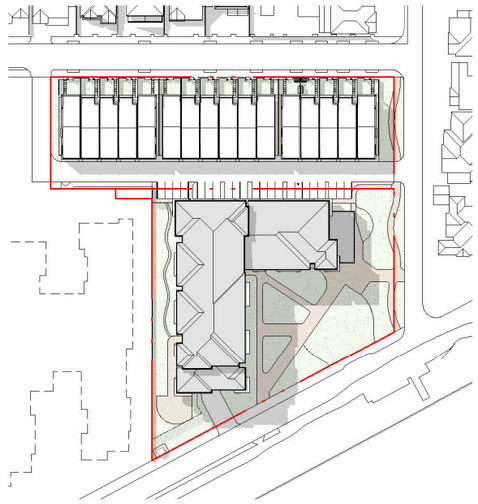
21st JUNE - WINTER SOLSTICE - 3pm



21st MARCH - EQUINOX - 9am



21st MARCH - EQUINOX - 12pm



21st MARCH - EQUINOX - 3pm

DATE STAMP:17/09/2026 11:14:43 AM

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REV.	DATE	DESCRIPTION	BY
A	19/08/2025	Planning approval	LG
B	19/02/2026	Planing Approval V2	LG
C	20/07/2026	Planing Approval V3	LG

COLEGATE & CO.

ARCHITECTS

CLIENT
EV PARK DEVELOPMENTS PTY LTD

PROJECT
EVERARD PARK REDEVELOPMENT

24-28 Fourth Avenue & 28-36 Norman Terrace, Everard Park

DRAWING TITLE
SHADOW ANALYSIS - SHEET 01

SCALE	DATE	DRAWN	CHECKED
1 : 2000	20/07/2026	Author	SC

JOB	DRAWING	REVISION
24103	DA802	C

APPENDIX 2

Traffic & Parking Letter

SV/25-0131

3 Aug 2026

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

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F: +61 8 8338 8880
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W: mfy.com.au

MFY Pty Ltd
ABN 79 102 630 759

Ms. Zoe Garnaut
Ekistics
Level 3, 431 King William Street
ADELAIDE, SA 5000

Dear Zoe,

PROPOSED APARTMENT BUILDING, NORMAN TERRACE, EVERARD PARK

This report relates to the proposed apartment building on the corner of Norman Terrace and Fourth Avenue in Everard Park. A previous application for a residential development was approved on the subject site. This proposal now seeks to vary the composition of the apartment building approved on the site to affordable living units. This report documents the traffic and parking implications associated with the proposed variation. The assessment has been based on Colegate & Co Planning Set (Drawing 24103 DA2.03) dated 22 July 2026.

The approved development (Application ID: 25027176) consists of an apartment building with 74 units of which 12 would be offered as affordable units. Parking for residents was to be provided in an at-grade car park and a basement car park. The basement car park would be accessed via a new crossover on Norman Terrace while the at-grade car park was to be accessed via a shared driveway. Parking for visitors and refuse collection would have been accommodated in the shared driveway.

The proposed building will include one car park which will be located on the ground level of the building. The car park will comprise of 51 parking spaces which will comply with Australian/New Zealand Standard, *Parking facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004).* The car park will include the following properties:

- regular spaces will be 2.4 m wide;
- the two small car spaces which will be 2.3 m wide;
- all spaces will be 5.4 m long;
- parking aisle will be 6.2 m wide;
- there will be a 300 mm clearance to raised obstructions such as walls;
- dead-end parking aisles will include a 1 m extension at the end of the spaces; and
- columns could be located as per the requirement in Figure 5.2 of AS/NZS 2890.1:2004

Access to the car park will be provided on Norman Terrace. Access to the proposed car park will be secured with a roller door. The access as currently designed will accommodate entry movements of vehicles while a vehicle is stored waiting to exit, as illustrated in Figure 1.

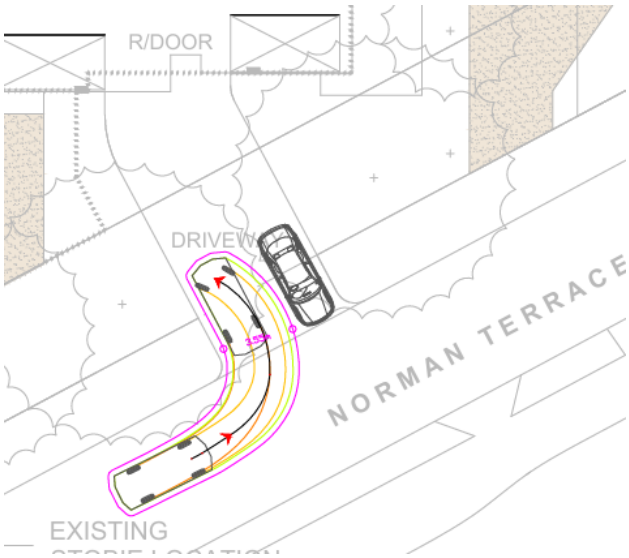


Figure 1: Entry movement of vehicle when vehicle stored to exit

Notwithstanding the above, access control equipment may be required for residents to activate the roller door (if a remote system is not provided). Figure 2 illustrates a potential access control solution for residents accessing the secure facility.

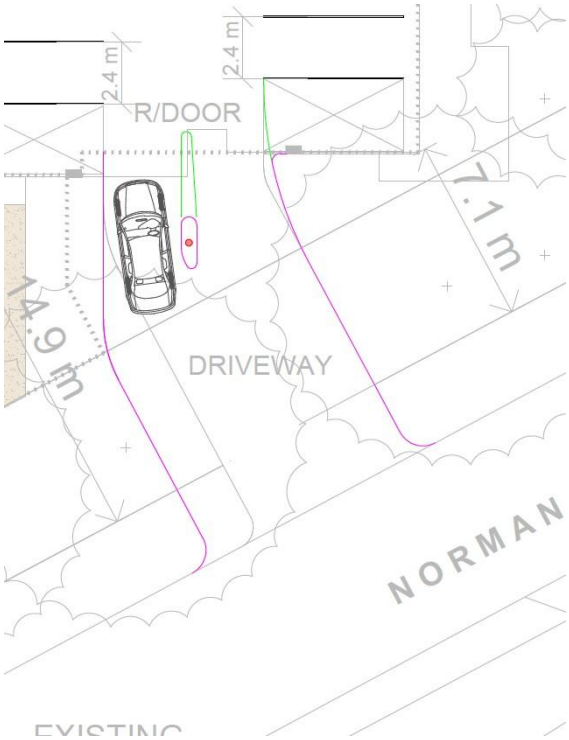


Figure 2: Potential access control solution to car park.

The above figure illustrates that a driver will be able to reach a proximity reader within the driveway and that the position of the proximity reader and roller door will provide for a vehicle to be stored within the site while the roller door is opening.

While the proposal will include one additional residential unit, the traffic generation rate would be expected to be lower, given that the proposal is for affordable units. Accordingly, it is anticipated that there will be a marginal reduction in traffic volumes associated with the current design. Notwithstanding a potential reduction in volumes, there will be a redistribution of traffic as a result of the change on access to the parking. In particular, all resident related traffic movements will be directed to and from Norman Terrace, resulting in a reduction of forecast volumes on Ross Street.

Refuse collection and visitor parking will occur within the proposed driveway and will enter via Fourth Avenue and exit to Ross Street, consistent with the previous approval.

The Planning and Design Code (PDC) identifies a parking provision rate of 0.3 spaces per affordable housing unit located above the ground floor. It does not specify any additional requirement for visitors. Based on this rate, the proposal will require 28 parking spaces. The development will provide 51 parking spaces and, therefore, satisfy the PDC requirement.

In summary, the proposal for affordable living apartment building will result in minimal variation to the previous approval as it relates to traffic and parking matters. All residents will access the site via Norman Terrace, while visitors will use the parking within the proposed driveway. Adequate parking will be provided on the site, consistent with the PDC requirement, designed in accordance with relevant Australian Standards. In respect to traffic and parking, there will be negligible change when compared with the approved development on this site.

Yours sincerely,

MFY PTY LTD

[redacted]

SURESH VIJAYAKUMAR
Associate

SV/25-0131

25 Sep 2026

Traffic • Parking • Transport

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W: mfy.com.au

MFY Pty Ltd
ABN 79 102 630 759

Ms. Zoe Garnaut
Ekistics
Level 3, 431 King William Street
ADELAIDE, SA 5000

Dear Zoe,

APPLICATION ID: 26008861
PROPOSED APARTMENT BUILDING, NORMAN TERRACE, EVERARD PARK

We are in receipt of a Request for Information (RFI) from the City of Unley regarding the proposed affordable living apartment building on Norman Terrace, Everard Park. As requested, we have reviewed the queries raised by Council to provide additional information on traffic and parking matters in support of the application. The review has been based on Colegate & Co ground level plan (Drawing 24103 DA2.03) Revision E dated 17 September 2026, which has been updated to incorporate Council's recommendations. We have repeated Council's query, followed by our response.

- *Bicycle parking*

  Whilst it is acknowledged that the subject site is not located within a Designated Area where off-street bicycle parking is applicable, the previous application included 50 on-site bicycle parking spaces across the basement and ground levels. The current plans have removed all resident bicycle spaces, however retained the 8 visitor racks, which is considered to be a poor outcome for both residents and visitors.

  The City of Unley are actively promoting alternative transport options for residents and is seeking your assistance with this initiative by requesting you provide the 19 resident spaces and 8 visitor spaces in accordance with Table 3 – Off-street bicycle parking.

  It is requested that amended plans addressing the above are provided, including the provision of bicycle parking.

The proposal has been updated to include a total of 14 bicycle racks, which will equate to a total of 28 spaces. This will satisfy Council's request to provide 27 bicycle parking spaces. Five bicycle parking racks adjacent to the community building, which will provide for ten bicycle parking spaces.

- *Confirmation of on-site car parks*

  Can you clarify the number of on-site car parks? The MFY report, dated Aug 3rd, states 51 on-site car parks, whereas the Ekistics report, dated 14 Aug and the Architectural plans state 53. I assume the development will have 53 on-site car parks; as such, the MFY report should be updated to reflect the amendments.

The updated plan indicates that there will be 51 parking spaces on the site.

- *Vehicular access*

  Vehicle access to the apartment building car park is via a separate crossover to Norman Terrace, with turn path assessments provided within the MFY report which indicate simultaneous two-way access can be achieved, which is considered acceptable.

  The updated MFY report includes an option for a potential access control solution to the car park, which also widens the proposed crossover to Norman Terrace.

  Widening the crossover on Norman Terrace to support any access control options will not be supported.

It is unclear as to why Council would not support a wider crossover, particularly given that existing crossovers will be closed and returned as kerb.

Notwithstanding, the development will utilise a remote access control system which will provide for drivers to activate the roller door remotely. Accordingly, there will be no requirement for a wider crossover.

- *Pedestrian Sight Triangles*

  Please ensure pedestrian sight triangles are provided adjacent to each exit lane crossover in accordance with Australian Standards.

  Amended Plans are providing clearly show the pedestrian sight triangle at Norman Terrace.

Figure 1 identifies the pedestrian sight triangle in accordance with the requirement in Australian/New Zealand Standard, *Parking Facilities Part 1: Off-streetcar parking (AS/NZS 2890.1:2004)* at the proposed access on Norman Terrace.

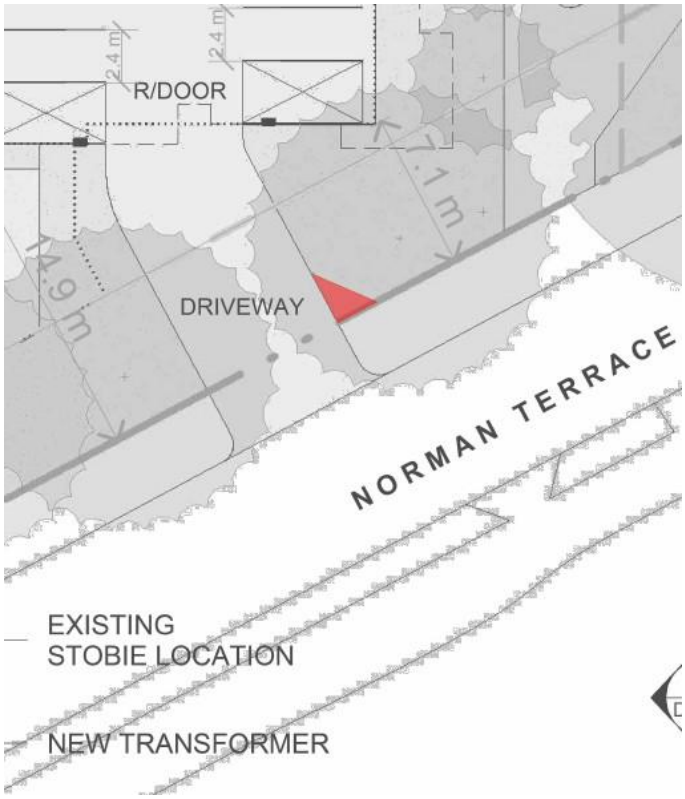


Figure 1: Pedestrian sight triangle at the proposed access on Norman Terrace

- *Headroom and gradient of ramps:*

  The Australian Standards (AS2890.1-2004 – Section 5.3) state that to permit access for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2.2m.

  Please ensure all height clearances within car parks and along access ramps are provided in accordance with Australian Standards.

The proposed variation does not include any ramps. The car park will have a head-height clearance of approximately 2.75 m and will therefore comply with the requirements in *AS/NZS 2890.1:2004.*

In summary, the traffic and parking-related queries raised by Council are primarily related to design requirements. The updated site plan has adequately addressed these queries, and the additional information above provides additional clarity to support the proposal.

Yours sincerely,

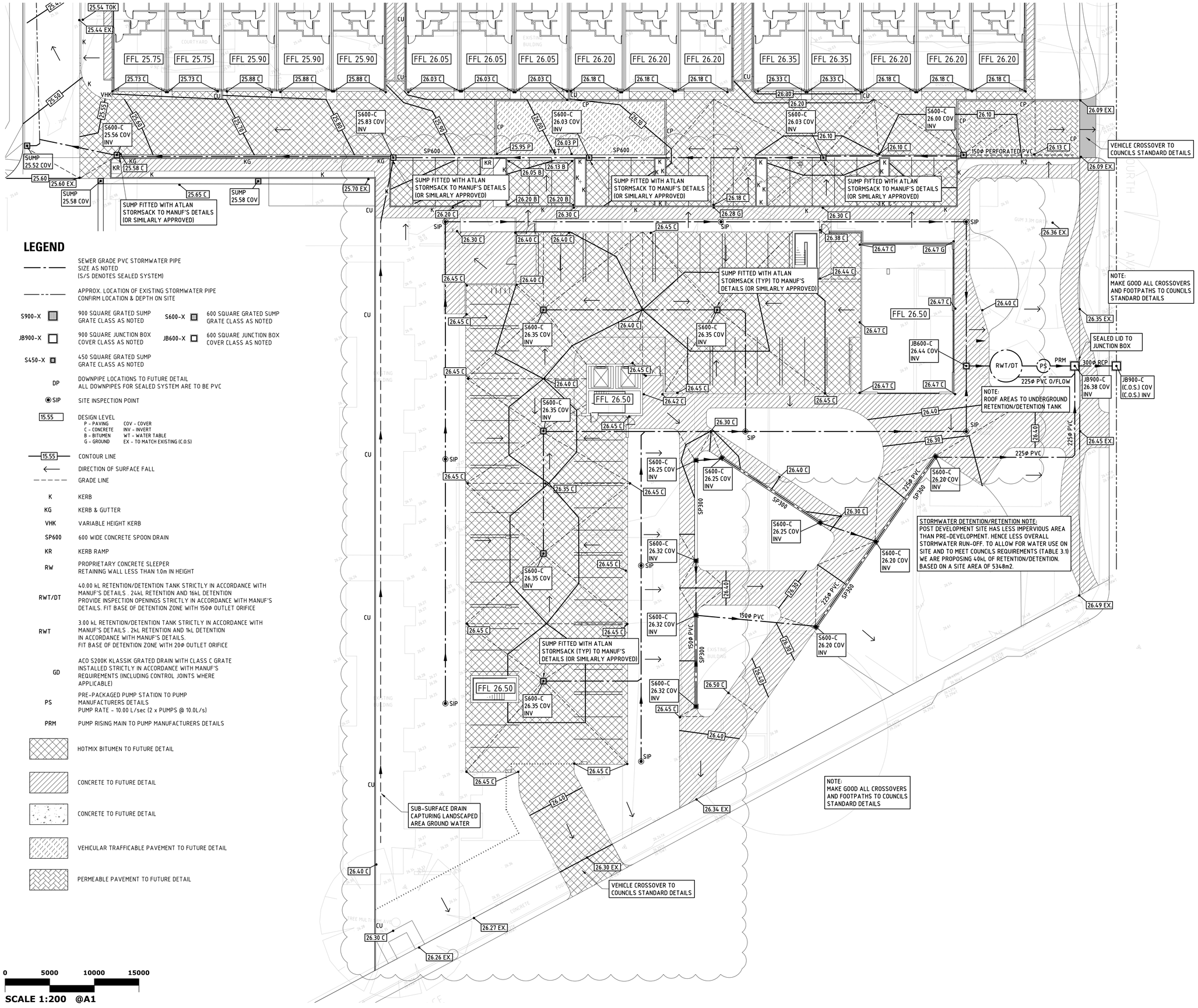
MFY PTY LTD

[redacted]

SURESH VIJAYAKUMAR
Associate

APPENDIX 3

Stormwater Management Plan



LEGEND

- SEWER GRADE PVC STORMWATER PIPE SIZE AS NOTED (S/S DENOTES SEALED SYSTEM)
- APPROX. LOCATION OF EXISTING STORMWATER PIPE CONFIRM LOCATION & DEPTH ON SITE
- S900-X — 900 SQUARE GRATED SUMP GRATE CLASS AS NOTED
- S600-X — 600 SQUARE GRATED SUMP GRATE CLASS AS NOTED
- JB900-X — 900 SQUARE JUNCTION BOX COVER CLASS AS NOTED
- JB600-X — 600 SQUARE JUNCTION BOX COVER CLASS AS NOTED
- S450-X — 450 SQUARE GRATED SUMP GRATE CLASS AS NOTED
- DP — DOWNPIPE LOCATIONS TO FUTURE DETAIL ALL DOWNPIPES FOR SEALED SYSTEM ARE TO BE PVC
- SIP — SITE INSPECTION POINT
- 15.55 — DESIGN LEVEL
  - P - PAVING
  - C - CONCRETE
  - B - BITUMEN
  - G - GROUND
  - COV - COVER
  - INV - INVERT
  - WT - WATER TABLE
  - EX - TO MATCH EXISTING (C.O.S)
- 15.55 — CONTOUR LINE
- DIRECTION OF SURFACE FALL
- GRADE LINE
- K — KERB
- KG — KERB & GUTTER
- VHK — VARIABLE HEIGHT KERB
- SP600 — 600 WIDE CONCRETE SPOON DRAIN
- KR — KERB RAMP
- RW — PROPRIETARY CONCRETE SLEEPER RETAINING WALL LESS THAN 1.0m IN HEIGHT
- RWT/DT — 40.00 kL RETENTION/DETENTION TANK STRICTLY IN ACCORDANCE WITH MANUF'S DETAILS . 24kL RETENTION AND 16kL DETENTION PROVIDE INSPECTION OPENINGS STRICTLY IN ACCORDANCE WITH MANUF'S DETAILS. FIT BASE OF DETENTION ZONE WITH 150ø OUTLET ORIFICE
- RWT — 3.00 kL RETENTION/DETENTION TANK STRICTLY IN ACCORDANCE WITH MANUF'S DETAILS . 2kL RETENTION AND 1kL DETENTION IN ACCORDANCE WITH MANUF'S DETAILS. FIT BASE OF DETENTION ZONE WITH 20ø OUTLET ORIFICE
- GD — ACO S200K KLASSIK GRATED DRAIN WITH CLASS C GRATE INSTALLED STRICTLY IN ACCORDANCE WITH MANUF'S REQUIREMENTS (INCLUDING CONTROL JOINTS WHERE APPLICABLE)
- PS — PRE-PACKAGED PUMP STATION TO PUMP MANUFACTURERS DETAILS PUMP RATE - 10.00 L/sec (2 x PUMPS @ 10.0L/s)
- PRM — PUMP RISING MAIN TO PUMP MANUFACTURERS DETAILS
- HOTMIX BITUMEN TO FUTURE DETAIL
- CONCRETE TO FUTURE DETAIL
- CONCRETE TO FUTURE DETAIL
- VEHICULAR TRAFFICABLE PAVEMENT TO FUTURE DETAIL
- PERMEABLE PAVEMENT TO FUTURE DETAIL

0 5000 10000 15000

SCALE 1:200 @A1

RETAINING WALL NOTES:

RETAINING WALL HEIGHTS AND/OR LEVELS SHOWN ON THE DRAWING ARE INDICATIVE ONLY. ALL FINISHED RETAINING WALL LEVELS MUST BE CONFIRMED ON SITE BY THE CONTRACTOR.
IF RETAINING WALL HEIGHTS ENCOUNTERED ON SITE EXCEED THOSE HEIGHTS SPECIFIED IN THE DETAILS, PLEASE CONTACT THIS OFFICE IMMEDIATELY FOR FURTHER INSTRUCTION.

PUMP NOTES:

PUMP SHALL BE DUAL PUMP. THE PUMP CONTROLS SHALL BE SET UP TO ENABLE ALTERNATE PUMP OPERATION AT EACH START. IN THE EVENT THAT A PUMP FAILS TO OPERATE WHEN THE WATER LEVEL IN THE WELL REACHES THE PUMP START, THE OTHER PUMP SHALL BE ACTIVATED AND A VISIBLE ALARM INITIATED. IN THE EVENT THAT BOTH PUMPS FAIL TO OPERATE, AN AUDIBLE ALARM SHALL BE INITIATED. PROVIDE BACK-UP POWER SUPPLY IN CASE OF POWER FAILURE.

NOTE:

DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS A PACKAGE. REFER TO ARCHITECTS DRAWINGS FOR ALL SETOUT DIMENSIONS.

ALL LEVELS SHALL BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION. SHOULD ANY DISCREPANCY OCCUR THE CONTRACTOR SHALL CONTACT THIS OFFICE IMMEDIATELY FOR FURTHER INSTRUCTION.

CONTRACTORS NOTES:

COVER LEVELS GIVEN FOR PITS ARE NOMINAL ONLY. COVER LEVELS SHALL MATCH FINISHED PAVING LEVELS.

WHERE EXISTING SERVICE COVERS ARE FOUND WITHIN THE SCOPE OF THE NEW WORKS, THE CONTRACTOR MUST ALLOW TO ADJUST THE COVERS TO SUIT THE PROPOSED FINISHED SURFACE LEVEL.

THE CONTRACTOR IS RESPONSIBLE FOR CHECKING LOCATION OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EXCAVATION WORK. ANY DAMAGE CAUSED TO ANY SERVICES SHALL BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT & SHALL BE REPAIRED BY THE APPROPRIATE AUTHORITIES. ALL COSTS ASSOCIATED WITH REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. PHONE 'BEFORE YOU DIG AUSTRALIA (BYDA)' (1100) FOR ASSISTANCE.

WHERE PROPRIETARY ITEMS ARE SPECIFIED, ALTERNATE EQUIVALENT PRODUCTS MAY BE ADOPTED WITH THE PRIOR WRITTEN APPROVAL OF THIS OFFICE.

Date	Revision	Issue
04.08.2026	PRELIMINARY ISSUE	C
04.03.2026	PRELIMINARY ISSUE	B
12.08.2025	PRELIMINARY ISSUE	A

PRELIMINARY

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Designed	SR	Drawn	SR
Approved		Date	AUG '25
CIVIL		Sheet	2 of 3

Project
EVERARD PARK APARTMENTS
32-34 NORMAN TERRACE
EVERARD PARK SA 5035

Client
CATCORP

N

Drawing Title
SITE LEVELS AND DRAINAGE LAYOUT

Scale
1:200

Drawing Number
24630-C02

Issue
C

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APPENDIX 4

Landscape Plan

EVERARD PARK

LANDSCAPE CONCEPT DESIGN

CATCORP

ISSUED FOR DEVELOPMENT APPROVAL

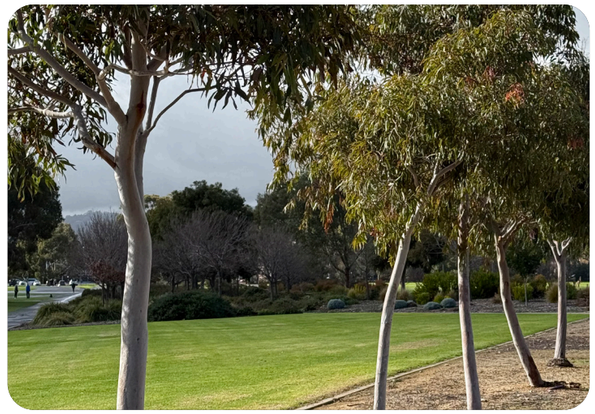
STATUS_ For Approval
REV_ G
DATE_ 29.06.26

LANDSCAPE VISION

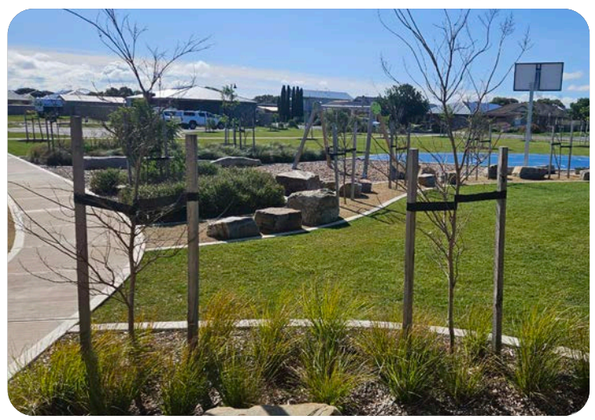
PRECEDENTS FROM SIMILAR PROJECTS













LANDSCAPE STATEMENT

The open spaces surrounding the development at Everard are to support the healthy, active lifestyle of the new residents and existing community. Utilising a combination of unirrigated native biodiversity zones and more manicured areas this approach will provide a lovely backdrop and connection to nature – whether you are just walking through or spending longer here. The space creates an opportunity for social interaction and relaxation.

The Landscape Architectural design uses a geometric path structure to provide equitable access throughout the space with curvilinear areas of green lawn and planting. Smaller "courtyard" areas provide passive break-out areas for residents, utilising pergolas to informally divide them from the new public park. The design is contemporary to suit the new Architecture with the interfaces appearing less formalised, complementing the existing neighbourhood and landscape character of Everard Park and City of Unley. A mix of native and non-native plants will be used, some areas planted more formally while the biodiversity zones will be less structured. A balanced approach to hardstand and soft landscape spaces provide something for everyone and a fantastic contribution to the City's open space network offering, that contributes positively to greening targets.

New Public Reserve Elements:
- New medium to large tree canopy coverage provides shelter from the sun with a formal picnic zone containing structured shade.
- Seats with backs located throughout with informal rock edging to green lawn and paths to provide further seating opportunities (no new lighting is proposed at this stage, but could be investigated in the future by Council).
- Irrigated green lawn surrounded by native planting beds and mulched gardens to the base of existing trees.
- Informal nature play can occur on logs and rocks in different zones (no formal play equipment is proposed).
- Breakout space provided to the communal area and more private seating areas offset from the pathway access for use by different groups of visitors and residents.
- DDA accessible pathways throughout.

New Driveway/Lane Access Planting:
- Buildouts with trees between visitor parking creates space for larger trees to soften/ green this new access to rear of properties.
- Opportunities explored for smaller green areas between driveways (to be further explored in Detailed Design).
- Different surface treatment proposed for thresholds to encourage slower speeds, potential use of eco-trihex interlocking paver around existing trees.
- Footpath access throughout to provide connectivity with the surrounding neighbourhood, universal access at the forefront of design thinking.

Interface Landscape:
- Green shrub and feature trees throughout to provide colour and structure all year.
- More formal planting design that appears more manicured through the use of sculptural trees and shrubs (native and non-native).
- Screening trees and large trees utilised wherever possible with selected trees retained and protected.
- Architectural design provides for deep root planting zones.

Biodiversity Green Link:
- Unirrigated, drought-tolerated native planting as per Council guidelines and precedents for habitat creation and biodiversity improvements.
- Seating located along a meandering 2.0m pathway to replace existing formal verge and kerbside footpath (no new lighting is proposed but could be investigated in the future by Council).
- Logs and rocks added for interest and habitat.

Spatial Landscape Deliverables (high level) are as follows:

Site Area = ~9,550m²
Existing tree canopy coverage = ~1750m² (18%)
Proposed retained existing canopy coverage = ~950m² (10%)
Proposed new canopy coverage (excl. Public Open Space) = ~2750m²
Proposed new canopy coverage (Public Open Space) = ~800m²
Total proposed canopy coverage = ~3550m² (37%)
Proposed softscape and permeable surface coverage = ~3400m² (35%)
Proposed deep soil area (min. 6m wide) = ~1000m² (10%)
Proposed new large trees (>8m canopy diameter) = 25

CONTEXT PLAN



LANDSCAPE CONCEPT PLAN

LEGEND

- Scope of works
- Proposed fencing and gates
  Refer Architectural package
- NEW TREE
- REPLACEMENT TREES (16)
- EXISTING TREE FOR RETENTION
  Refer to Arborist report
- EXISTING TREE TO BE REMOVED
  Refer to Arborist report
- TURF
  Irrigated natural turf.
- UNDERSTOREY PLANTING
  Mix of native and non-native shrub & groundcover planting.
- SCREENING PLANTING
  Mix of native and non-native screening planting.
- BIODIVERSITY & HABITAT PLANTING
  Mix of native, drought-tolerant shrub, grass & groundcover planting with logs and rocks.
- CONCRETE PAVING
  All-weather sealed coloured concrete surfacing to access-ways, walkways and footpaths. Permeable selection for area around existing significant tree.
- CONCRETE PAVING (THRESHOLD)
  Feature driveway pavement treatment. Permeable selection for Fourth Avenue entrance.
- FINES HARDSTAND

1. NATURE PLAY
   Open compacted fines area featuring locally sourced boulders and logs for climbing, balancing and jumping.
2. SHELTER & SEATING
   Group seating amenity located under a hard-roofed shelter, overlooking the adjacent natural turf area.
3. SEATING
   Seating opportunities located around the central natural turf area.
4. ARBOUR OR PERGOLA
   A series of structures framing the central walkway.
5. NATURAL BOULDERS
   Locally sourced natural boulders frame the central turf area while also providing informal seating opportunities along paths.
6. BIKE RACKS (8)
7. RESIDENT MEETING PLACE
   Courtyard with seating / BBQ for outdoor gatherings.
8. FORMAL ENTRY LANDSCAPE
   High amenity planting to driveway entry from Norman Terrace.



SCALE_ 1:300 AT A3
STATUS_ FOR APPROVAL

PROJECT_ 25.3795 EVERARD PARK
REV/DATE_ G/29.06.26

PLANTING PALETTE

TREES

SUGGESTED PLANTING

LARGE



Acer buergerianum
Trident Maple
Mature size (H x W): 9 x 6m
Deciduous



Eucalyptus torquata
Coral Gum
Mature size (H x W): 6-12 x 5-10m
Evergreen



Ginkgo biloba
Maidenhair Tree
Mature size (H x W): 12 x 5m
Deciduous



Jacaranda mimosifolia
Jacaranda
Mature size (H x W): 10 x 8m
Deciduous

MEDIUM



Brachychiton populneus 'Bella Pink'
Bella Pink Brachychiton
Mature size (H x W): 8 x 4m
Evergreen



Corymbia eximia nana
Dwarf Yellow Bloodwood
Mature size (H x W): 6-8 x 4-6m
Evergreen



Cupaniopsis anacardioides
Tuckeroo
Mature size (H x W): 5-8 x 5-7m
Evergreen



Eucalyptus leucoxylon 'Euky Dwarf'
Dwarf Yellow Gum
Mature size (H x W): 7 x 4-5m
Evergreen



Hymenosporum flavum
Native Frangipani
Mature size (H x W): 8 x 5m
Evergreen



Tristaniopsis laurina 'Luscious'
Water Gum
Mature size (H x W): 8 x 4m
Evergreen

SMALL



Banksia marginata
Silver Banksia
Mature size (H x W): 5 x 4m
Evergreen



Callistemon spp.
Assorted Bottlebrush
Mature size (H x W): 5-6 x 4m
Evergreen



Corymbia ficifolia 'Baby Orange'
Grafted Flowering Gum
Mature size (H x W): 3 x 3m
Evergreen



Eucalyptus orbifolia
Round-leaved Mallee
Mature size (H x W): 3-6 x 3-8m
Evergreen



Lagerstroemia spp.
Assorted Crepe Myrtle
Mature size (H x W): 5-6 x 4m
Deciduous



Magnolia grandiflora 'Teddy Bear'
Teddy Bear Magnolia
Mature size (H x W): 4 x 3m
Evergreen

PLANTING PALETTE

INTERFACES + RESERVES

SUGGESTED PLANTING

SHRUB, GRASSES AND GROUNDCOVER PLANTING



Banksia serrata 'Pygmy Possum'
Pygmy Possum Banksia
Mature size (H x W): 0.4 x 3m
Pot Size: 140mm



Chrysocephalum apiculatum
Common Everlasting
Mature size (H x W): 0.3-0.6 x 1m
Pot Size: 140mm



Callistemon 'White Anzac'
White Anzac Bottlebrush
Mature size (H x W): 1.5 x 3m
Pot Size: 140mm



Correa alba
White Correa
Mature size (H x W): 1.5 x 1.5m
Pot Size: 140mm



Eremophila glabra 'Silver Ball'
Emu Bush
Mature size (H x W): 1 x 1m
Pot Size: 140mm



Eremophila glabra prostrate 'Blue Horizon'
Emu Bush
Mature size (H x W): 0.25 x 1m
Pot Size: 140mm



Ficinia nodosa
Knobby Club Rush
Mature size (H x W): 0.5-1.5 x 2m
Pot Size: 140mm



Grevillea juniperina 'Gold Cluster'
Gold Cluster Grevillea
Mature size (H x W): 0.3 x 0.8-1m
Pot Size: 140mm



Grevillea lavandulacea
Lavender Grevillea
Mature size (H x W): 0.5-1 x 1m
Pot Size: 140mm



Hardenbergia violacea 'Mini Meema'
Mini Meema Hardenbergia
Mature size (H x W): 0.5 x 0.5m
Pot Size: 140mm



Lomandra longifolia 'Tanika'
Tanika Lomandra
Mature size (H x W): 0.5-0.6 x 0.6m
Pot Size: 140mm



Myoporum parvifolium
Creeping Boobiala (Broad Leaf)
Mature size (H x W): 0.3 x 2m
Pot Size: 140mm



Rhaphiolepis indica spp.
Assorted Indian Hawthorn
Mature size (H x W): 1-1.5 x 1-1.5m
Pot Size: 140mm



Scaevola albida 'White Carpet'
Fan Flower
Mature size (H x W): 0.2 x 2m
Pot Size: 140mm



Scaevola aemula 'Mauve Clusters'
Fairy Fan-flower
Mature size (H x W): 0.2-0.3 x 1-1.5m
Pot Size: 140mm



Senecio serpens
Blue Chalk Sticks
Mature size (H x W): 0.1-0.3 x 0.6-1m
Pot Size: 140mm



Viola hederacea
Native Violet
Mature size (H x W): 0.2 x 1m
Pot Size: 140mm



Westringia fruticosa 'Low Horizon'
Low Horizon Westringia
Mature size (H x W): 0.3 x 0.7m
Pot Size: 140mm

PLANTING PALETTE

TOWNHOUSE COURTYARDS AND FEATURE PLANTING

SUGGESTED PLANTING

TREES, HEDGING AND SHRUBS



Lagerstroemia spp.
Assorted Crepe Myrtle
Mature size (H x W): 5-6 x 4m
Deciduous



Magnolia grandiflora 'Teddy Bear'
Teddy Bear Magnolia
Mature size (H x W): 4 x 3m
Evergreen



Morus alba
Weeping Mulberry
Mature size (H x W): 3 x 2m
Deciduous



Callistemon spp.
Assorted Bottlebrush
Mature size (H x W): 5-6 x 4m
Evergreen



Waterhousea floribunda
Weeping Lillypilly
Mature size (H x W): 8 x 5m
Evergreen



Malus atrosanguinea 'Gorgeous' or simila
Weeping Mulberry
Mature size (H x W): 3 x 3m
Deciduous



Choisya ternata
Mexican Orange Blossom
Mature size (H x W): 1 x 2m
Evergreen



Rhaphiolepis indica spp.
Assorted Indian Hawthorn
Mature size (H x W): 1-1.5 x 1-1.5m
Pot Size: 140mm

SHRUB, GRASSES AND GROUNDCOVER PLANTING



Scaevola albida 'White Carpet'
Fan Flower
Mature size (H x W): 0.2 x 2m
Pot Size: 140mm



Scaevola aemula 'Mauve Clusters'
Fairy Fan-flower
Mature size (H x W): 0.2-0.3 x 1-1.5m
Pot Size: 140mm



Philotheca buxifolia 'Cascade of Stars'
Waxflower
Mature size (H x W): 0.5 x 0.5m
Pot Size: 140mm



Hardenbergia violacea 'Mini Meema'
Mini Meema Hardenbergia
Mature size (H x W): 0.5 x 0.5m
Pot Size: 140mm



Hebe buxifolia
Hebe
Mature size (H x W): 0.5-1 x 1m
Pot Size: 140mm



Westringia fruticosa 'Low Horizon'
Low Horizon Westringia
Mature size (H x W): 0.3 x 0.7m
Pot Size: 140mm



Senecio serpens
Blue Chalk Sticks
Mature size (H x W): 0.1-0.3 x 0.6-1m
Pot Size: 140mm



Lomandra longifolia 'Tanika'
Tanika Lomandra
Mature size (H x W): 0.5-0.6 x 0.6m
Pot Size: 140mm



Viola hederacea
Native Violet
Mature size (H x W): 0.2 x 1m
Pot Size: 140mm

PLANTING + SELECTIONS PALETTE

BIODIVERSITY GREEN LINK + RESERVE

SUGGESTED PLANTING

SHRUB, GRASSES AND GROUNDCOVER PLANTING



Callistemon 'White Anzac'
White Anzac Bottlebrush
Mature size (H x W): 1.5 x 3m
Pot Size: 140mm



Carex brunnea 'Variegata'
Golden-Edged Sedge
Mature size (H x W): 0.3-0.6 x 0.3-0.6m
Pot Size: 140mm



Chrysocephalum apiculatum
Common Everlasting
Mature size (H x W): 0.1-0.2-x 0.3-0.4m
Pot Size: 140mm



Dianella revoluta 'Little Rev'
Native Flax
Mature size (H x W): 0.3-0.4 x 0.4m
Pot Size: 140mm

FURNITURE + FIXTURES



Park Shelter



Bin
SPARK Furniture



Eremophila glabra 'Kalbarri Carpet'
Common Emu Bush
Mature size (H x W): 0.1-0.2 x 2m
Pot Size: 140mm



Leucophyta brownii
Cushion Bush
Mature size (H x W): 1.2 x 1.2m
Pot Size: 140mm



Limonium perezii
Sea Lavender
Mature size (H x W): 0.6-1 x 0.6-1m
Pot Size: 140mm



Lomandra confertifolia 'Wingarra'
Mat Rush
Mature size (H x W): 0.4 x 0.4m
Pot Size: 140mm



Linea Seat
Street Furniture Australia



Linea Picnic Setting
Street Furniture Australia



Myoporum parvifolium
Creeping Boobiala (Broad Leaf)
Mature size (H x W): 0.3 x 2m
Pot Size: 140mm



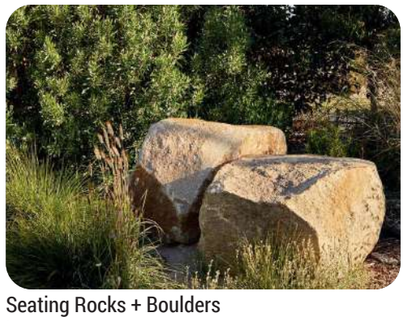
Scaevola aemula 'Bombay Pink'
Fan Flower
Mature size (H x W): 0.4 x 2m
Pot Size: 140mm



Senecio serpens
Blue Chalk Sticks
Mature size (H x W): 0.1-0.3 x 0.6-1m
Pot Size: 140mm



Westringia fruticosa spp.
Assorted Coastal Rosemary
Mature size (H x W): 0.3-2 x 0.4-2m
Pot Size: 140mm



Seating Rocks + Boulders
Locally sourced



Seating Logs
Locally sourced

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APPENDIX 5

Waste Management Plan

CatCorp Everard Park

Waste Management Plan

Document verification

Date	Version	Title	Prepared by	Approved by
14 Aug 25	V1 Draft	CatCorp Everard Park	M. Ellis	J. Webb
18 Aug 25	V1 Final	CatCorp Everard Park	M. Ellis	J. Webb
22 Oct 25	V2 Update	CatCorp Everard Park	J. Webb	J. Webb
19 Feb 26	V3 Update	CatCorp Everard Park	J. Webb	J. Webb
13Aug 26	V4 Update	CatCorp Everard Park	J. Webb	J. Webb

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Document summary

Rawtec prepared this waste management plan (WMP) to support the planning application of the development. We consulted the client, project manager, project architect and traffic consultant and considered all relevant policy requirements (see Appendix 1).

This WMP includes a high-level proposal for a waste management system, with a preliminary design to show how waste can be managed at the site. If land uses and waste management arrangements for the development change during detailed design, this WMP will need to be updated.

The WMP is aligned with the *South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments (Green Industries SA, 2014).*

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1. Development summary

Project	Everard Park Redevelopment
Client	Ev Park Developments Pty Ltd
Architect	Colegate & Co. Architects
Project manager	CatCorp Group
Traffic consultant	MFY

1.1. Land use and occupancy

Table 1 lists the tenancy/land uses that will generate waste and recycling at the development, based on the latest architectural plans.

Table 1: Tenancy/land use and occupancy overview

Component	Level	Tenancy/land use	Waste resource generation category	Estimated size
Apartment complex	Level 1 - 4	Residential Apartments	*Residential (High Density)*	140 bedrooms* (75 apartments)
Apartment complex	Ground	Community	*Public Areas*	167 m^2
Townhouses	Ground	Residential	*Residential (Medium Density with Garden)*	48 bedrooms (16 townhouses)

**Estimate*

1.2. Waste management considerations

The client and project architect identified design choices and other elements that could affect waste management at the site (Table 2). We have included these in the design of the waste management system.

Table 2: Development waste management considerations

Consideration	Description
Waste storage area	**Apartments:** A common waste storage area will be provided for all apartments (and community land use) on the Ground Floor adjacent to the vehicle entrance. This area will be screened from public view and at least 3m away from any windows, as aligned with council requirements. **Townhouses:** Residents within the townhouses will store their bins in a convenient location away from public view. In line with the client's design preferences, bins will likely be stored within residential garages.
Collection	**Apartments:** • A private collection contractor is required to service the apartment complex. • It is assumed that the waste collection vehicle will collect the bins from the internal driveway adjacent to the waste storage area. All truck movements are subject to traffic consultation. • General waste, FOGO, and comingled recycling streams will be collected once weekly. This is consistent with any likely future council collection service. **Townhouses:** • A council kerbside collection will be used for the townhouses. • The City of Unley provides: – weekly collection for general waste bins – fortnightly collections for food and garden organics (FOGO) and comingled recycling bins. • The collection point is assumed to be on Ross St, or the new public road, subject to approval/arrangement with council.
Transfer pathways	**Apartments:** A sealed pathway to the waste storage area has been included within the development's plans for the use of residents and the service provider. **Townhouses:** Residents will safely place their bins on the kerbside for collection.
Bin area signage	Signage to be placed within the bin enclosure of the apartment building.

1.3. Recommended services

To manage waste and recycling effectively, the development needs to include the services listed in Table 3.

Table 3: Recommended waste management services

Required/recommended waste and recycling collection services				
	Development land uses	**Apartments**	**Community**	**Townhouses**
Routine collection (rear lift)	General waste	**X**	**X**	**X**
	Comingled recycling	**X**	**X**	**X**
	Organics recycling	**X**	NS	**X**
On-call or external drop-off	Hard waste	**X**	**X**	**X**
	E-waste	**X**	**X**	**X**
	CFL/Lighting	**X**	**X**	**X**
	Printer Cartridges	**X**	**X**	**X**
	Batteries	**X**	**X**	**X**

X = Required/Desired

NS = Not serviced as separate service not required

2. Waste management analysis

2.1. Waste and recycling volumes

The developments will generate about 16,100 litres of waste and recycling per week (Table 4).[1] 11,300 litres are generated from the apartment complex, and 4,800 litres are generated from the townhouses.

Table 4: Estimated volume of waste and recycling generated at the development

Estimated waste generation volumes (litres per week)						
Land use type		**Residential**	**Commercial**	**Total Apartment Building**	**Residential**	**Total**
WRGR classification		*Residential (High Density)*	*Public Areas*		*Residential (Medium Density - w/Garden)*	
Waste stream	General waste	4,200	600	**4,800**	1,800	**6,600**
	Comingled recycling	3,500	400	**3,900**	1,500	**5,400**
	Organics recycling	1,400	NE	**1,400**	1,000	**2,400**
	Hard waste	1,000	NE	**1,000**	400	**1,400**
	E-waste	200	NE	**200**	60	**300**
Total site volume		**10,300**	**1,000**	**11,300**	**4,800**	**16,100**

*Totals have been rounded and may not equate

NE = Not Estimated as Not Required

[1] Estimates are based on the proposed land-use data provided by the client/architect and metrics from the *South Australian Better Practice Guide – Waste Management for Residential and Mixed Use Developments*. Some metrics have been further developed by Rawtec based on industry knowledge and experience.

2.2. Bin size and collection details

Based on the estimated volumes of waste and recycling in Table 4, the apartment complex needs 11 bins and 3 collections per week (Table 5). If using multiple collection providers to service separate tenancies, the number of collections may increase.

Table 5: Estimated bin requirements and collections per week for the apartment complex

	Apartment waste storage area				
	Total volumes (L per week)*	Bin size (L)	Number of bins required	Collections per week	Collection Vehicle
General waste	4,200	1,100	4	1	Rear-lift
Comingled recycling	3,500	1,100	4	1	Rear-lift
Organics recycling	1,400	660	3	1	Rear-lift
Total	**10,300**		**11**	**3**	

Each townhouse will have:

- 1 × 140L general waste bin (collected weekly)
- 1 × 240L FOGO bin (collected fortnightly)
- 1 × 240L commingled recycling bin (collected fortnightly)

This provides a total two collections per week. On a fortnightly cycle this includes:

- Week 1: General waste and FOGO
- Week 2: General waste and recycling.

Residents will present bins on Ross Street each Monday for collection and return them afterward, in line with the City of Unley's kerbside service.

The following irregular waste streams will be managed as they occur onsite:

- **Containers under SA's 10 cent Container Deposit Scheme** will be managed by resident and commercial tenants separately. A building manager may manage a 240L bin collection service on behalf of the development.
- **Electronic waste and separate waste streams** (such as appliances and batteries, printer cartridges, lighting) will be stored at the development until sufficient quantities are available. All items must be source separated and collected by a certified collection contractor or taken to a licensed facility (e.g. recycling depot or participating retailer).
- **Hard waste** (during tenancy fit-out or in residential developments) will be stored at the development and managed via a pull-in/pull-out collection service. This must be arranged by tenants and the building manager, so hard waste can be collected from the loading area at a suitable time.

Other advice

- **Bins and signage** must meet the Australian Standard for Mobile Waste Containers (AS 4123.7–2006 Mobile Waste Containers).
- **E-waste/hard waste collection:** Provide a central and accessible storage point for E-waste and hard waste. If hard waste is collected from individual locations, the building manager and tenant may need to be present for collection and costs may increase.

2.3. Waste storage area – Apartment complex

The waste storage area houses the bulk bins for the apartment complex. Figure 1 shows how this area could be designed. When planning the waste storage area, consider the additional waste management design advice listed in Section 5.

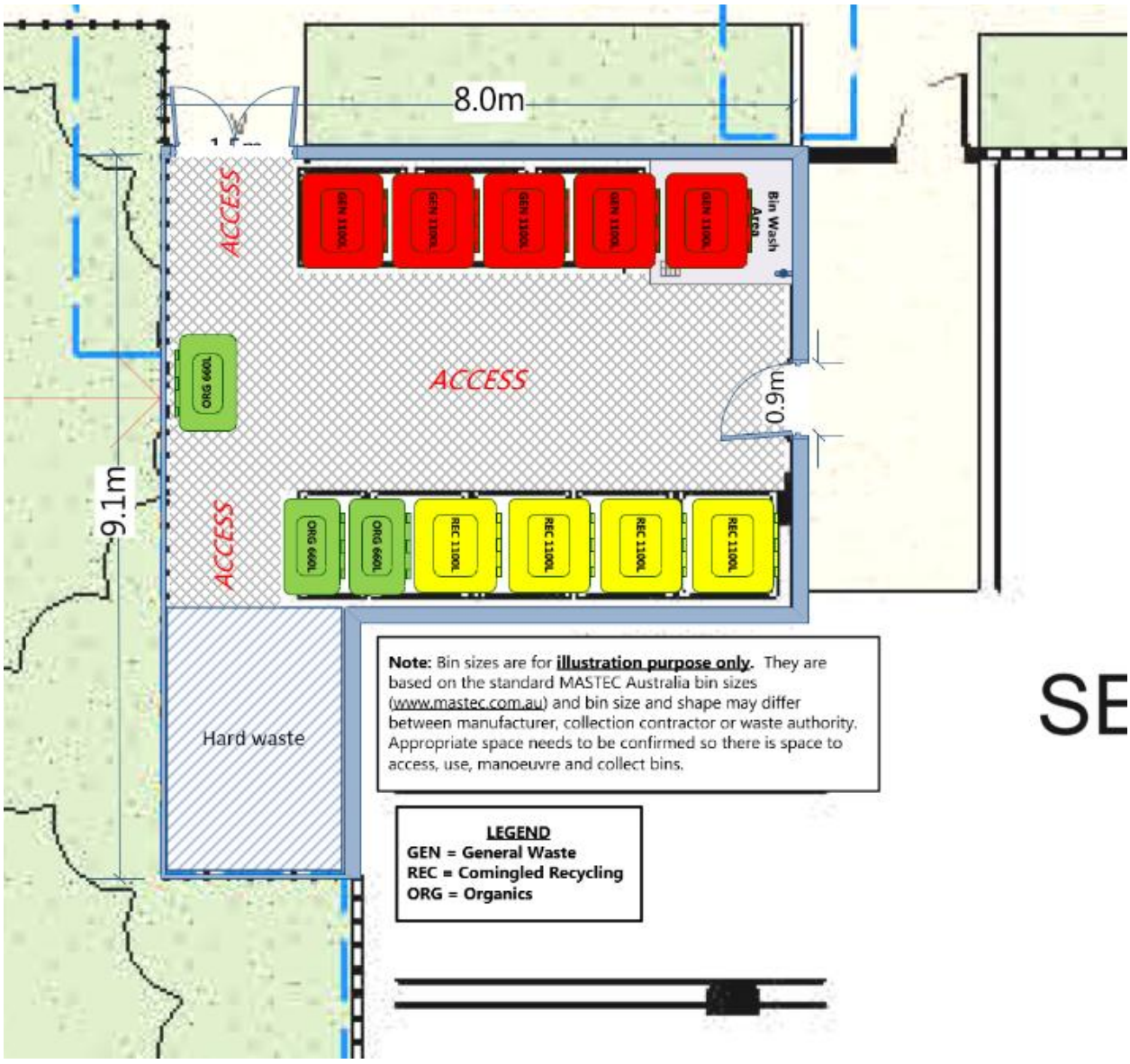


Figure 1: Apartment complex waste storage area design

Detailed design

- Detailed design and construction advice may be needed in later stages. Equipment specifications (such as chutes and compactors) must be confirmed by the provider before construction.

2.4. Waste storage area – Townhouses

The townhouses will each have their own set of three bins. They will be stored in convenient locations and screened from public view. In line with the client's design preferences, bins will likely be stored within residential garages. Figure 2 demonstrates what this could look like.

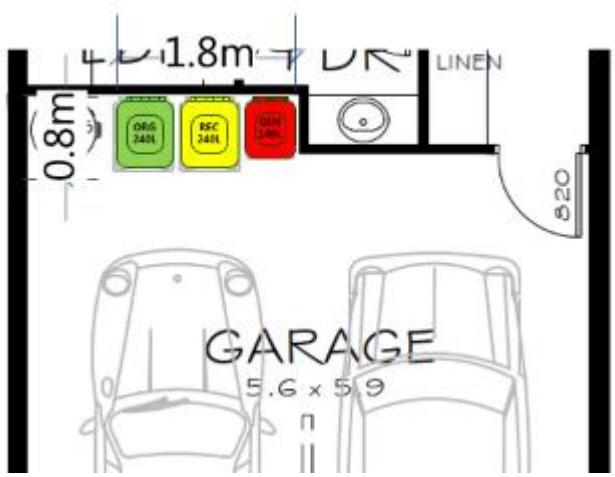


Figure 2: Townhouse waste storage area

3. Waste management system

The waste management system (WMS) explains how to manage the waste and recycling generated at the development (Table 6). It covers each land use and considers the relevant waste management policies (see Appendix 1). When planning the WMS, consider the waste management design advice in Section 5. If land uses and waste management arrangements for the development change during detailed design, this WMP will need to be updated.

Table 6: Proposed waste management system for the development

Proposed waste management system	
Waste/recycling services	• General waste • Comingled recycling • Organics recycling
WMS step	**WMS notes**
1. User storage	• general waste will be collected using black bin liners • organics will be collected using compostable bin liners • comingled recycling will be collected loose
2. Transfer pathways	• A sealed pathway to the waste storage area has been included in the apartment complex plans for use by residents when disposing of waste and by the service provider when collecting the bins. • Transfer routes must be at least 1.25 metres wide, free of obstructions and steps and with a slope of no more than 1:10.
3. Aggregation and storage	**Apartments:** Waste from the apartment complex will be stored in bulk bins within the waste storage area. This will be screened from public view and at least 3m away from any windows. **Townhouses:** Residents will store their three bins away from public view in an easily accessible area. This will likely be within the private garages of each townhouse.
4. Bin collection	**Apartments:** A commercial waste collection service is required for the apartment complex. • The service provider will park the waste vehicle in a designated area on the private road. • Using the sealed pathway, they will wheel the bins to the truck, empty them, and return them to their original location. **Townhouses:** The City of Unley's standard kerbside collection service is available and recommended for the townhouses. • Residents are responsible for placing their bins safely on the kerb along Ross Street for council collection and returning bins after collection.

4. Collection requirements

4.1. Vehicle movements per week

The apartment complex will need about 3 regular collections per week from the apartments waste storage area. The townhouses will require a total of 2 kerbside collections per week (weekly collection of general waste bins, and fortnightly collection of FOGO and comingled recycling bins). This is based on the waste and recycling volumes and collection service frequency in Table 5. If multiple collection providers are used for separate tenancies, the number of collections may increase.

Other advice

- **Collection times:** Schedule waste collection timing and frequency to reduce the impact of noise and traffic on residents, neighbours and the public.
- **Peak periods:** More waste is usually generated during holiday periods like Easter, Christmas and public holidays. Extra collections may be needed at these times.

4.2. Collection vehicle

Table 7 lists approximate truck dimensions to help the traffic consultant's analysis. Please note:

- Vehicle dimensions and operating conditions can differ between waste collection contractors.
- Rawtec does not provide traffic engineering services. The traffic consultant's report details how collection vehicles will service the development safely.
- The client must confirm with the preferred waste collection contractor that it can service the development before collection can begin.

Table 7: Approximate collection vehicle dimensions

Collection vehicle dimensions			
Vehicle type	**Rear lift**	**Side lift**	**Pan-tech/Flat bed**
Collection type	Collection of bins up to 1,100 L	Collection of kerbside mobile garbage bins	At call waste streams
Vehicle dimensions	3.4m minimum to 4m (h) × 2.5m (w) × 8.8m minimum to 11m (l)	3.8m minimum (h) × 2.5m (w) × 9.5m minimum (l)	Up to 4.5m (h) × 2.5m (w) × 8.8m (l)
Rear loading space required	2 m	-	-
Clearance height required	3.8m minimum (recommend 4m)	4.5m minimum	Up to 4.8 m
Vehicle turning circle	18-25 m	8-25 m	18-25 m

Note: Vehicle width dimensions are based on Australian MRV standard specifications - AS 2890.2-2002. Vehicle length and heights are based on common collection vehicles operating in the South Australian market. Waste and recycling collection vehicles are custom designed and may differ from these specifications.

5. Other waste management and design advice

Table 8 lists advice on designing developments to encourage good waste management practices, based on the *South Australian Better Practice Guide – Waste Management for Residential and Mixed Use Developments*.

Table 8: Other waste management and design advice

Area	To consider
Bin/chute rooms	• Make bin/chute rooms accessible to mobility impaired persons. • Locating chutes in closed waste rooms on each floor may prevent odours or spillage issues compared to providing access directly from a hallway.
Bin transfer routes	• Transfer routes should be at least 1.4 m wide, free of obstructions and steps, and with a slope of no more than 1:10. • Transfer routes should not pass through living areas or dwellings.
Bin washing	• A bin washing station must: – slope to a drain connected to the sewer – have a tap and a hose with mains supply – be at least 2 m × 2 m – be slip resistant. • Note: – Line marking and bunding are not required. – Bins can be stored on top of the bin wash area. During washing, other bins can be placed outside the room. – The bin wash area can be installed outside the waste room. – The waste contractor may provide this service (either onsite or offsite).
Container deposit scheme (10-cent) containers	• Businesses with large volumes of 10-cent refund drink containers (e.g. restaurants, cafes, hotels) could organise a collection service with a business that shares the revenue from the containers (e.g. Scouts SA).
Education and training	• The building manager should educate and train residents/tenants to use the waste management system correctly. • Consider including better practice waste management requirements in strata or commercial lease agreements.
Health and amenity	• Effective WMS design should: – reduce and stop odour and noise – consider and preserve visual amenity for residents/tenants, neighbours and the public – prevent waste spreading beyond the defined location – specify washable services enabling periodic cleaning – provide adequate ventilation.

Area	To consider
Lid within a lid bin	• A 'lid within a lid' system can make it easier to dispose of waste and recycling into bulk bins (e.g. 1,100 litre bins): – The smaller, lighter lid reduces the weight and risk for people disposing of materials. – The large lid can be locked, stopping oversize items being put into the bin.
Waste storage area	• For residential buildings, waste storage areas should be: – external to all living areas but within the dwelling or on common property – no more than 30 m from living areas for convenience and to reduce spills/mess. • Consider installing a security camera to allow the building manager to remotely view when bins under chutes need to be rotated and to discourage misuse of bins and dumping.
Waste streams	• All SA residents should have access to an organics (food and/or garden) collection service. • Locate the disposal point for all three streams together (general waste, comingled recycling and food organics).

6. Appendix 1: Waste policies

This WMP is based on the following policies, design and operational requirements:

- City of Unley Sustainable Kerbside Waste Management Policy (22 September 2025).
- The South Australian Environment Protection (Waste to Resources) Policy 2010, Government of South Australia, version 1.6.2019:
  - Waste is subject to resource recovery processes, which can include source separation, before disposal to landfill.
- *South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments*, Green Industries SA, 2014.
- South Australian Planning and Design Code
  - Table 9 summarises the Performance Outcomes in the code related to waste and recycling.

Table 9: Waste and recycling performance outcomes in the Planning and Design Code

Design	
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.
PO 19.3	Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.
PO 20.1	Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.
PO 26.3	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.
PO 26.4	Waste and recyclable material storage areas are located away from dwellings. **DTS/DPF 26.4 -** Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5	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.
PO 30.4	Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.
PO 30.5	Waste and recyclable material storage areas are located away from dwellings. **DTS/DPF 30.5 -** Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6	Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.

PO 32.1	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, vessels, 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) 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.
Design in Urban Areas	
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.
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.
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.
PO 11.3	Communal waste storage and collection areas are designed to 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.
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.
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.
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 2m2 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.
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.
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.
PO 40.4	Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.
PO 40.5	Waste and recyclable material storage areas are located away from dwellings. **DTS/DPF 40.5** - Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6	Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.
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, vessels, 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) designed to drain wastewater to either: iii) 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 iv) a holding tank and its subsequent removal off-site on a regular basis.
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.

Housing Renewal	
PO 16.1	Provision is made for the convenient storage of waste bins in a location screened from public view.
PO 16.2	Residential flat buildings provide a dedicated area for the on-site storage of waste which is: a) easily and safely accessible for residents and for collection vehicles b) screened from adjoining land and public roads c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.

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South Australia 5044

Rawtec
(08) 8376 7752
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South Australia 5044

16 October 2026

Rawtec Memo: Everard Park Redevelopment, 24-28 Fourth Avenue and 28-36 Norman Terrace, Everard Park - Townhouse Waste Collection Arrangements

Purpose and Context

This statement has been prepared to clarify the proposed waste collection arrangements for the townhouse component of the Everard Park Redevelopment at 24-28 Fourth Avenue and 28-36 Norman Terrace, Everard Park. It responds to references contained within earlier versions of the Waste Management Plan that incorrectly suggested council kerbside collection from Ross Street.

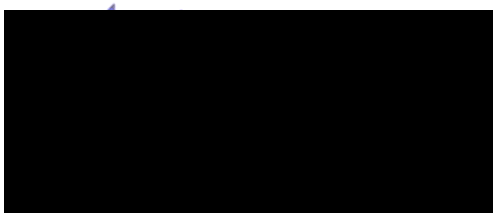
Confirmed Collection Arrangements

The proposed waste collection arrangements for the townhouse component have not changed from the previously approved development. Waste collection will continue to be undertaken by a private waste contractor via the rear private driveway/internal access road, with bins stored within each townhouse lot and collected from the private access network.

References within the Waste Management Plan to council kerbside collection from Ross Street were carried forward from an earlier preliminary assumption and do not reflect the intended operational arrangement for the development.

Accordingly, waste collection for the townhouses is not proposed from Ross Street. Collection vehicles will use the rear private driveway and internal access road, so on-street parking will not affect access for townhouse waste collection.

Kind Regards,



Jarvis Webb
Senior Consultant

ATTACHMENT 2

Details of Representations

Application Summary

Application ID	26008861
Proposal	Variation to Application ID 25027176 – to amend the residential flat building to wholly comprised Affordable Housing dwellings, increase the number of apartments from 74 to 75, amend the floor plans of each dwelling, increase street setbacks, remove basement carparking and alter the ground level covered carparking layout.
Location	24 FOURTH AV EVERARD PARK SA 5035, 28 FOURTH AV EVERARD PARK SA 5035, 28 NORMAN TCE EVERARD PARK SA 5035, 29 NORMAN TCE EVERARD PARK SA 5035, LOT 4 NORMAN TCE EVERARD PARK SA 5035, LOT 68 NORMAN TCE EVERARD PARK SA 5035

Representations

Representor 1 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	22/09/2026 11:39 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 oppose the development

Reasons

The size of this development does not fit in with single story houses that produce the character of our suburb. It is entirely reasonable that two story dwellings are used to create higher density, but five story apartments clash with the amenity of the area. Such a development stands out as and does not try to blend in with neighboring properties. These large developments belong along Anzac Highway or in areas such as the former LeCornu site. There are many areas where these developments can take place without being placed in the middle of a beautiful suburb. A concentration of so many apartments will also create an issue with street parking. As urban infill occurs our streets become more crowded with parked cars, making our streets more dangerous to cyclists. Once again, some extra density can be absorbed, but when large numbers of apartments are built, there is no room for extra cars and the cars of visitors to park. I argue the proposal should be capped at two story dwellings, and that the very large apartment buildings should be left for the appropriate area.

Attached Documents

Representations

Representor 2 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	29/09/2026 04:54 PM
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

I am writing to formally voice strong opposition to the proposed variation application for the development at Norman Terrace and Fourth Avenue, Everard Park. Specifically, I object to the removal of the basement carpark and the reliance on an severely inadequate parking provision rate of approximately 0.3 carparks per dwelling. While the provision of affordable housing is an important social goal, substituting adequate infrastructure with minimum policy thresholds will severely compromise the livability of the area and place an unsustainable burden on surrounding local streets. Key Grounds for Objection Inadequacy of 0.3 Carparks per Apartment Ratio: The proposal reduces vehicle parking for 75 apartments down to just 52 at-grade spaces (with as few as 23 spaces required under the bare minimum Affordable Housing Overlay DPF 4.1). A provision rate of 0.3 to 0.7 parking spaces per apartment assumes that the majority of residents in a 1- or 2-bedroom unit will not own a car. In modern suburban Adelaide—even adjacent to public transit—many households require at least one vehicle for employment, family, or off-peak travel needs. Multi-occupant 2-bedroom apartments regularly host two working adults, making a allocation of less than 1 space per unit wholly unrealistic. Severe Spillover into Surrounding Residential Streets: Over-reliance on public transport to justify parking reductions will inevitably lead to excess vehicles spilling onto Norman Terrace, Fourth Avenue, Ross Street and neighbouring residential side streets. On-street parking in Everard Park is already constrained. Adding tens of daily resident and visitor vehicles seeking street parks will create severe traffic congestion, reduce sightlines at intersections, and jeopardise pedestrian safety. Removal of the Approved Basement Parking: The original Planning Consent (DA ID 25027176) appropriately included a full basement carpark providing 91 total spaces across the site to absorb resident demand internally. Eliminating the basement parking entirely is a clear cost-cutting measure that shifts the burden of infrastructure and vehicle storage onto the public realm and local community. Impact on Neighbourhood Amenity and Access: Consolidating all entry, exit, and manoeuverability to at-grade surface spaces on Norman Terrace will create localised traffic bottlenecks during peak hours. Increased curb-side parking congestion will hinder waste collection, emergency service access, and everyday access for existing property owners. Conclusion: A development of 75 residential flat units requires realistic, long-term parking solutions rather than absolute minimum theoretical rates. I urge the City of Unley Assessment Panel to refuse the requested variation to remove the basement parking and require the applicant to reinstate a practical on-site parking provision that reflects real-world vehicle ownership. Also as previously stated concerns: Overdevelopment of the Site: Increasing the yield to 75 apartments represents an excessive density for Everard Park. The sheer volume of occupants will place an unsustainable burden on local services, infrastructure, and neighbourhood character. Neighbourhood Character: The bulk and overall intensity resulting from 75 residential units conflict with the surrounding residential scale, creating visual massing issues despite minor setback adjustments.

Attached Documents

Representations

Representor 3 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	30/09/2026 08:15 PM
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 support the development

Reasons
Entirely consistent with the intent of the zoning - Urban Renewal Neighbourhood Zoning. Strong design response - managing interface issues very effectively with the specific siting of height and scale which is proposed - this in conjunction with 100% Affordable Housing is very strong rationale for the proposed height being an appropriate response. Car parking provision is supported by zoning, 100% Affordable Housing, and proximity to high-frequency tram (in addition to high-frequency busses).

Attached Documents

Representations

Representor 4 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	05/10/2026 02:06 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 oppose the development

Reasons
I do not support this development for 2 reasons 1) the height of the building should not be above 3 stories because of the level of the surrounding properties and zoning. If Im not allowed to build a 5 story unit block on m y property, where are they. 2) There will not be enough parking for the residents and the visitors, and the flow on parking will spill out onto the already narrow surrounding streets creating a higher rish of a vehicle /pedestrian accident

Attached Documents

Representations

Representor 5 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	05/10/2026 02:15 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 oppose the development

Reasons

Original Development was approved 1 week prior to laws that were changed regarding height restrictions in residential areas. Heath was approved so that an increased number of residences could be built. Any amendments to approved plans at this point should abide by new laws. The new amendment does not allow for residents to have at least 1 parking spot for each apartment /unit let alone visitors. Reducing parking to add extra residences is unacceptable. There are already parking restrictions and pressures in the area due to parking needs of other residents , local hospital workers and seasonal visitors to the Showgrounds. New developments at the new lecornue site without car parking allowances adding more traffic to the area as well as cut though for south road developments and need for local parking is increasing local traffic. Just because it works out cheaper for the developer to not include basement parking this is not a good enough reason to put pressure local residents and users of the roads. As you know increased on street parking increases risks for pedestrians and bike users. This corner is an access point for many locals especially children to access the tram and tram crossing to get to local schools.

Attached Documents

Representations

Representor 6 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	07/10/2026 11:45 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 oppose the development

Reasons
The area is residential and the streets are narrow. These streets do not support excessive on street parking. Excessive parking reduces the ability for vehicles, cyclists and pedestrians to safely travel through the area. Utilising on street parking also increases the potential of illegal behaviour, break and enters, stealing and vandalism. A two bedroom apartment lends itself primarily to 2 single people or a couple residing. Where two single people are living in the apartment, that in essence, doubles the car parking requirements. The reduction in parking spaces does not support the requirements of residents in the apartment complex or the surrounding suburbs. A car park should be provided for each residence to reduce the overflow into surrounding streets. The removal of 3 bedroom apartments reduces the ability for families to purchase under the social housing scheme.

Attached Documents

Representations

Representor 7 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	07/10/2026 04:55 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 oppose the development

Reasons
Charging the available car parking from 91 to 51 for residents and potential visitors, is ridiculous! Yes, under the 'affordable living' banner, they say that this number is ok, but common sense says that this is way short of what is required. Any overflow, will be forced out onto the nearby streets, which are already frequently used by existing residents, and others, commuting to the city on the tram. The existing approved plan, which has 91 car parks should be retained! Please note, that Norman Tce, and Fourth Ave, have numerous 'No Parking' areas, so there is little spare capacity for car parking. In closing, I would like to re affirm that the original plan should go ahead, and the amended plan be refused! Thank you!

Attached Documents

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IMG_9955-1654546.jpeg
IMG_9953-1654547.jpeg
IMG_9952-1654548.jpeg


40
AREA
S750·BYO



Representations

Representor 8 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	07/10/2026 06:53 PM
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 support the development with some concerns
Reasons Please refer to the attached file.	

Attached Documents

Representation-response-to-Variation-to-Application-ID-25027176-1654643.pdf

Representation response to Variation to Application ID 25027176
Apartment and Townhouse Development at Norman Terrace and Fourth Avenue, Everard Park.
Submitted by [redacted]

The need for increased housing density in appropriate areas, such as along major transport corridors is understood and welcomed. However, it is felt that the proposed development is being granted various concessions to increase the profits of the developer at direct expense to future occupants and neighbouring residents. These are areas that Council has a direct role in monitoring on behalf of existing residents and the Council area as a whole.

Please find the comments on the amended application below.

Car Parking

The car parking provision has been reduced in line with the Affordable Housing car parking rates. 51 spaces are shown on the plans, although 52 are mentioned in the report. There is ambiguity on the plans as some areas that could be carparks are marked with a cross - perhaps they are bike parking areas?

The application has been revised to comprise 100% affordable housing, leading to a substantial reduction in the car parking provision. Although 51 spaces exceed the minimum requirement of 0.3 spaces per apartment, this allocation is wholly inadequate and is likely to result in on-street parking by residents. The assumption that individuals eligible for affordable housing do not own vehicles is incorrect.

Under Homeseeker SA's eligibility criteria, the initial purchaser must reside in the property continuously for only six months during the first year; thereafter, the unit may be sold on the open market. Consequently, following the first year of occupancy, the entire building could be resold with car ownership returning to average levels. This would impose a significant impact on the surrounding streets and existing residents.

Should there be a genuine commitment to affordable housing, the Land Management Agreement governing the apartments with respect to Affordable Housing ought to be established in perpetuity. This would ensure that, upon future sale, the affordable units are offered exclusively to eligible purchasers.

According to the PlanSA affordable housing assumptions, this would maintain lower car ownership rates and result in fewer residents parking on the surrounding streets.

Failure to do so suggests a lack of genuine commitment to delivering affordable housing.

Also, although not strictly required, no disabled parking spots are provided.

Bike Parking

Only 5 bike parking spots shown - down from 25. The planning report mentions bike parking near car park entry but it is not noted or indicated with bike racks on the drawings. If the assumption is that there is lower car ownership (which is questionable) it seems likely that there is higher bike ownership and this should be both acknowledged and provided.

Waste Management.

The refuse collection for the townhouse complex has transitioned to a council-provided service, with collection proposed for either Ross Street or the private laneway; final arrangements are pending confirmation with the council. Given the anticipated increase in on-street parking resulting from reduced on-site parking, collection on Ross Street is not feasible. Consequently, refuse collection should be restricted to the private laneway.

The amendments to the current application are only identified as being related to the apartment building, not the townhouses.
This amendment to the townhouse waste collection is misleading and carries significant implications for the townhouse residents and the residents of Ross St. This is something that has been worked though previously with the CAP, but it appears this application is specifically having another attempt at circumnavigating this previous requirement.

Apartment Design

The configuration of the apartment floor plates and individual layouts has undergone substantial revision. The lift core count has been reduced from two to one, resulting in a 44-metre distance from the core to the most remote apartment. Although permissible, this arrangement is highly inconvenient and reflects inadequate planning.

Apartment types C and D incorporate a ‘snorkel’ or ‘battle axe’ bedroom layout, which is widely regarded as suboptimal for natural light and ventilation. **This design has been heavily regulated in Victoria due to its poor amenity. It is worth verifying the minimum width dimensions and depth to width ratio requirements.** The snorkel configuration accounts for 62 of the 75 apartments — 83% of the total — and is classified as low amenity.

Only 16 apartments, as depicted, achieve cross-ventilation (defined as operable windows on two facades), representing just 21% of the development.

The ground-floor lift lobby is situated within the car park. No wall or glazing is shown to isolate the lobby from the parking area, indicating a low-grade, low-amenity outcome. This may not be the intention however the ambiguity of the drawings indicate this is the current situation.

Apartment Storage

Storage provision across all apartment types fails to meet the minimum volume requirements **(see Development Controls)**. While compliance is achievable when combined with over-bonnet storage in the carpark, not all apartments include a car space; consequently, approximately one-third of the units will remain non-compliant. It cannot be an allowable situation that storage in car parking is included to meet compliance since not all apartments have a carpark.

Drawing Inconsistencies

Central Fire stair egress not showing on ground floor plan.

Columns supporting external walls not shown on ground floor plan - it appears insufficient columns are shown to support the building.

Southern fire stair discharges into carpark with no external egress door shown.

Public/Private Open Space

Ambiguity on how the park and private space is to work - there is no fence shown.

Who is responsible for maintenance?

Ground Floor Plan
- Columns supporting external walls above are not shown. This distorts the condition at the ground plane and the interface between the private and public open space.
- The columns are also not showing on the elevations.
- Where is the fence line and what is it? Who is responsible for maintaining what?
- The external columns occur outside the line of the car park screening.

The front entry door to the apartments is indistinct and not easily identifiable from the street. Coupled with the ambiguity around the public/private interface, access to the building is vague and potentially unsafe.

There is landscaping indicated on the Fourth Avenue footpath reserve. The public footpath appears to meander on to private land. Who owns this? Who maintains it? Is there a fence?

Energy Efficiency

The drawings do not depict hot water systems, a central hot water plant or storage tanks within the apartments. It is probable that instantaneous gas units will be installed, which will result in elevated energy expenditure for residents throughout the building's lifespan. This arrangement is suboptimal for low-income occupants, who would be committed to ongoing gas supply charges for the lifespan of the building.

No solar panels shown.
No solar batteries shown.
Residents unable to take advantage of solar energy.

As there is little to no attention to environmental efficiency measures, the development does not meet the criteria for price variation increases as identified by Homeseeker SA.

The aforementioned factors indicate that the proposed affordable housing provision would result in sub-standard accommodation with compromised amenity, carrying long-term implications for residents and the broader community.
These issues should be addressed prior to planning consent being granted.

Thank you for the opportunity to comment. It should be noted that the community has been affected by this development in various forms since 2019 and feel that the overall lack of effective management of the process has been well beyond what could be considered reasonable for local residents.

Representations

Representor 9 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	07/10/2026 08:43 PM
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

Very concerned the fact that more car parks are being removed. Last time we commented that there was a serious lacking of car parks to start with and now there are even less. Also need to confirm that rubbish bins are still being collected from rear laneway as conflicting reports indicate it may be back on Ross Street now? If all of these houses are now affordable housing, they should be all treated the same and every unit have a car park as it is discrimination to the units that don't have car parking. It was a very poor effort last time for them to use census data for the amount of cars in the area. When most of the people in this street were over 90 years of age and didn't drive a car. As all the houses are now vacant on this site the census data is even skewed more in the developments favour. Census data should not be used actual real data needs to be used in this instance. I think planning should also consult the Metropolitan fire service to see if this type of setup needs a full sprinkler system. As people now have electric bikes and scooters the amount of fire increase on this type of vehicle transport with charging indoors can cause a run away fire condition. A fire in a multi story housing trust unit down the road on Norman Terrace where a fatality happened due to no sprinkler system in the unit highlighting the fact that a wet sprinkler system saves lives! What cost is the developer putting on people's lives!! This 5 storey building needs to not just meet safety guidelines but exceed them! Cutting corners and costs on this type of housing seriously puts lives at risk. Would also like to comment on the Park that is shown in the photograph on the signs. At the last discussion, apparently the Park wasn't going in at that stage. Isn't this misleading and the ACCC would see this is false advertising and misleading. Will the developer / council be putting more car parking on Norman Terrace to accommodate the lack of car parks at this site. Ross Street cannot cope with all these extra cars and no standing zone in fourth Avenue seriously limits any car parking on the street.

Attached Documents

Representations

Representor 10 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	07/10/2026 09:27 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 oppose the development

Reasons
The areas around Forestville, everard park, Black Forest and surrounding areas are populated by thin streets single story old houses, there isn't room for multi story apartments without disrupting the aesthetic of what makes these streets what they are, family friendly neighbourhoods, the multi story buildings don't suit the neighbourhood, add to that there is barely parking space available for current residents, having more on the streets just isn't possible, yes the plans may very well have on site parking, but we all know those parking sites will soon have cars on the streets, then include their families or friends visiting on top, keep the area as it is rather than trying to gentrify it. Yours sincerely

Attached Documents

Representations

Representor 11 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	07/10/2026 09:34 PM
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

I look forward to discussing my representation. Our family home of more than 30 years is directly adjacent to this (inappropriate) development and we have consistently voiced our significant concerns and dissatisfaction. I do not support this development with amendments, as proposed for the following reasons: Changing to all "Affordable Housing" and not including 3 bedroom dwellings, is discriminatory and does not allow for true diversity of households and families. Along with the domination of the adjacent site as aged care, neither are contributing to a genuine mix that would benefit the local community and regenerate the local area. Reducing the number of car parks (and including the proposed underground car parking) per "Affordable Housing" is very short sighted and can never be retro fitted. The assumption the households will have fewer cars may suit original purchasers, as may be a condition of purchase but how can this governed/enforced into the future, if sold on and or if family needs change. How will these extra/overflow cars and including visitors cars, be managed on the already exceptionally narrow and congested streets, with competition for aged care and tram parking and areas of "no parking", without sufficient on site parks. The assumption that the tram will supplement transport needs (thus less cars) is also incorrect as not all dwellers would be traveling to/from the city/Bay. As they would be income earners (per "Affordable Housing"), car transport would likely be a necessity. In summary, surely, a reasonable/sensible % of "Affordable Housing" together with a reasonable/sensible mixture of dwelling types and a reasonable/sensible allocation of car parks (as a basic necessity), would be more socially responsible and acceptable to both the current residents of Everard Park as well as future purchasers/residents.

Attached Documents

Representations

Representor 12 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	08/10/2026 10:50 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 oppose the development

Reasons
I do not believe that a proposal of this size is suitable for the surrounding streets and dwellings. Ross Street is a relatively small and quiet street, and the proposed number of dwellings and cark parking spaces will impact on off street parking in surrounding streets. The street is narrow and small enough as it is, with a number of cars already parked on it day and night. Further congestion will result in safety and accident hazards, not only through cars left out overnight, but also increased traffic using Ross and surrounding streets as thoroughfares from major arterial roads ie. South Road and Anzac Highway. This will also be further exacerbated with the proposed upgrades to the adjoining aged care centre.

Attached Documents

Representations

Representor 13 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	08/10/2026 10:51 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 oppose the development
Reasons The size of this development is too big, the traffic and parking is of real concern to me as a resident	

Attached Documents

Representations

Representor 14 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	08/10/2026 01:07 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 oppose the development

Reasons

Hi again! After re reading the application again, I see the developer has increased the total parking from 52 to 53! Appreciated, but this is way short of what is really needed for this development. The developer has twice used the 'affordable housing' window, to improve this development, for his benefit, with no thought given to the effect on existing neighbours in the area. Firstly, to increase the allowable height limit from 2-4 levels to 5 levels, and now, to downgrade the parking available from 91 to 53. Opposite my home, I have a rental. I suppose you could call this affordable housing as well, as those that live there, share the rent. 5 cars come and go from this dwelling every day, even though there is bus service just around the corner. My point is , affordable housing doesn't mean that there will be less car parking requirements because the public transport system will be used instead! Looking at the proposal, there will be 72, 2 bedroom appartments, and 3, 1 bedroom apartments. In total, you have 147 bedrooms! Using this number hypothetically, if everyone living there had a car, there would be a requirement for at least 147 car parks! Way short of the 53 planned! Food for thought! In regard to the proposed available car parking, is it first in, gets a car park, or will they be allotted. Will the residents have to pay for this privilege as well? Where is available parking for emergency services, the disabled, tradies and for any deliveries??? Realistically the proposal falls well short of the required car parking, and any overflow will end up out in the adjoining streets, affecting the current neighbours and cause safety concerns! Please reject this amended proposal !

Attached Documents

Representations

Representor 15 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	08/10/2026 01:49 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 oppose the development

Reasons
With a lot of character houses in the area I feel that this affordable housing multi story development would look out of place and bring down the value of our homes. Also, our street is a very small street and can not support the number of cars that will need to park as the housing development car park will not have enough car park spaces to cover the amount of people living in the affordable housing. There are lot of yellow lines where people cannot park in the area, which will also make parking difficult. The survey that was done did not truly reflect the current situation.

Attached Documents

Representations

Representor 16 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	08/10/2026 05:06 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 oppose the development

Reasons

Despite ringing the council and talking to a representative plus reading information on internet I am still unclear what affordable housing is. There is no clear information on this as far as I can make out. I am also very concerned about the height considering there are no other structures of this size anywhere near the development so I can only imagine it will drastically stand out Also the number of car spaces are no where near adequate for this size unit block. Visitors and residents plus the aged care home. How many allocated spaces for that development. This means parking on streets will occur. I only found out about this because I saw a development sign on the blocks when out walking. I am curious as to what affordable housing is. How can affordable housing be randomly placed in a development. I would love some affordable housing in Stirling. Will there be a 5 story development there so I can gain access to living in such a lovely unaffordable area myself . I wonder if their council will sell out to a development . I have discovered this residential development is also in relation to current owners and development of the aged care facility next door so yes a money making scheme only for them. A bit more clarity on this would be appreciated and I definitely support a basement car park so it goes down to 4 levels. I would also like to know who is affordable housing for. Feel free to call me regarding explaining these questions thank you [redacted]

Attached Documents

Representations

Representor 17 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	08/10/2026 05:08 PM
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

I am a resident of Everard Park and a strong supporter of well designed infill development and urban consolidation in established inner suburbs. I want to make clear that my objection is not an objection to increased housing density. I support additional housing in established suburbs and have no objection in principle to higher density development where it is appropriately designed. I particularly support the townhouse component of this proposal, which is a form of development that can integrate reasonably well with the surrounding residential character. My concern is specifically with the scale, bulk and form of the proposed apartment building. Everard Park has already experienced substantial development and increasing housing density in recent years, including apartment development on nearby sites. Housing stock in the area is continuing to grow significantly. This is therefore not simply a case of residents resisting additional housing. The issue is whether this particular form of development is appropriate for this particular site. In my view, it is not. The proposed apartment building is substantially different in scale and built form from the surrounding low rise residential environment. It is out of keeping with the character of the area and risks becoming a visually dominant structure in a suburb that remains predominantly low rise. There is an important distinction between supporting urban consolidation and accepting intensification regardless of context. Established suburbs can accommodate more residents without every site needing to support a large apartment building. I am particularly concerned that the apartment component is unnecessary given the amount of housing growth already occurring in the immediate area. The townhouse component demonstrates that this site can accommodate additional housing in a form that is much more compatible with its surroundings. I therefore question why such a large apartment building is necessary. I am also concerned about the long term quality and liveability of the apartment development. A large apartment building delivered as part of a major commercial redevelopment creates a risk that maximising dwelling numbers will take priority over design quality, durability and the experience of future residents and neighbours. A development of this scale should demonstrate a high standard of design, materials, landscaping, privacy, acoustic performance and construction quality. Density should not come at the expense of quality. I would also urge that claims that the apartments will provide "affordable housing" be treated with scrutiny. Affordable to whom is the important question. New build apartments in inner Adelaide can still be financially out of reach for many ordinary working Australians. If affordability is being used to justify the scale of the development, there should be clear and enforceable conditions defining what "affordable" means, including meaningful eligibility and pricing requirements. Simply describing new apartments as affordable does not necessarily address genuine housing need. I support increased housing supply and the principle of urban consolidation. I support the townhouse component of this proposal. I do not support the large apartment component because it is unnecessary, out of scale and out of character with the surrounding area. Everard Park can accommodate more housing. It should do so through well designed development that adds housing while respecting the scale, character and liveability of the existing neighbourhood.

Attached Documents

Representations

Representor 18 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	08/10/2026 05:10 PM
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

I am a resident of Everard Park and a strong supporter of well designed infill development and urban consolidation in established inner suburbs. I want to make clear that my objection is not an objection to increased housing density. I support additional housing in established suburbs and have no objection in principle to higher density development where it is appropriately designed. I particularly support the townhouse component of this proposal, which is a form of development that can integrate reasonably well with the surrounding residential character. My concern is specifically with the scale, bulk and form of the proposed apartment building. Everard Park has already experienced substantial development and increasing housing density in recent years, including apartment development on nearby sites. Housing stock in the area is continuing to grow significantly. This is therefore not simply a case of residents resisting additional housing. The issue is whether this particular form of development is appropriate for this particular site. In my view, it is not. The proposed apartment building is substantially different in scale and built form from the surrounding low rise residential environment. It is out of keeping with the character of the area and risks becoming a visually dominant structure in a suburb that remains predominantly low rise. There is an important distinction between supporting urban consolidation and accepting intensification regardless of context. Established suburbs can accommodate more residents without every site needing to support a large apartment building. I am particularly concerned that the apartment component is unnecessary given the amount of housing growth already occurring in the immediate area. The townhouse component demonstrates that this site can accommodate additional housing in a form that is much more compatible with its surroundings. I therefore question why such a large apartment building is necessary. I am also concerned about the long term quality and liveability of the apartment development. A large apartment building delivered as part of a major commercial redevelopment creates a risk that maximising dwelling numbers will take priority over design quality, durability and the experience of future residents and neighbours. A development of this scale should demonstrate a high standard of design, materials, landscaping, privacy, acoustic performance and construction quality. Density should not come at the expense of quality. I would also urge that claims that the apartments will provide "affordable housing" be treated with scrutiny. Affordable to whom is the important question. New build apartments in inner Adelaide can still be financially out of reach for many ordinary working Australians. If affordability is being used to justify the scale of the development, there should be clear and enforceable conditions defining what "affordable" means, including meaningful eligibility and pricing requirements. Simply describing new apartments as affordable does not necessarily address genuine housing need. I support increased housing supply and the principle of urban consolidation. I support the townhouse component of this proposal. I do not support the large apartment component because it is unnecessary, out of scale and out of character with the surrounding area. Everard Park can accommodate more housing. It should do so through well designed development that adds housing while respecting the scale, character and liveability of the existing neighbourhood.

Attached Documents

Representations

Representor 19 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	09/10/2026 09:20 AM
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 Refer to attached correspondence	

Attached Documents

[redacted]-Representation-26008861-15742948.pdf

Amelia De Ruvo

From: [redacted]
Sent: Thursday, 8 October 2026 11:23 PM
To: Development Services
Subject: Submission – Objection to Variation to Development Application 26008861

CAUTION: This email originated from outside the organisation. Do not act on instructions, click links or open attachments unless you recognise the sender and know the content is safe.

1. Dear Amelia and City of Unley Assessment Panel,
2.

Submission – Objection to Variation to Development Application 26008861

Proposal: Variation to Development Application 25027176 – amendment of the residential flat building to comprise wholly Affordable Housing dwellings, increase the number of apartments from 74 to 75, amend dwelling floor plans, increase street setbacks, remove basement car parking and alter the ground-level covered car parking layout.

Location: 24–28 Fourth Avenue & 28–36 Norman Terrace, Everard Park

Zone: Urban Renewal Neighbourhood Zone

Introduction

I acknowledge that the original development was approved by the Assessment Panel on 17 March 2026. I am not seeking to revisit that approval in its entirety. My objection relates specifically to the proposed variation and, in particular, the removal of the basement car park and substantial reduction in on-site parking.

I support the provision of appropriate and genuinely affordable housing and recognise the importance of well located housing close to public transport. However, those objectives should not come at the expense of the reasonable amenity, safety and functionality of the established residential neighbourhood surrounding this development.

In my view, the proposed variation materially changes the parking and traffic implications of the approved development and warrants careful reconsideration.

1. Removal of the basement represents a substantial reduction in on-site parking

The most significant concern with the variation is the proposed removal of the basement car park.

The original proposal was for 74 dwellings, including 12 Affordable Housing dwellings, and incorporated basement and at-grade parking.

The current variation proposes 75 apartments while removing the basement car park and providing approximately 52 on-site spaces.

This is a substantial reduction in on-site parking capacity at the same time as the number of dwellings increases.

The issue is not simply whether the Code permits a lower parking rate for Affordable Housing. The important question is whether the proposed parking provision is sufficient for the actual needs of the occupants and visitors of this particular development, having regard to its location, the surrounding street network and the established residential context.

The applicant should be required to demonstrate this convincingly rather than relying solely on the availability of a reduced Affordable Housing parking provision.

2. Affordable Housing and public transport do not mean that vehicle demand disappears

I recognise that the proposed variation changes the residential flat building so that all 75 apartments will comprise Affordable Housing and that the site is well located in relation to public transport.

These are legitimate planning considerations.

However, good access to public transport does not establish that all residents will be without a car, nor does it eliminate the need to consider visitor parking, service vehicles, carers, tradespeople, deliveries and residents who require or choose to own a vehicle.

The relevant question should therefore not simply be whether public transport is available.

It should be:

Will approximately 52 on-site spaces adequately accommodate the realistic parking needs generated by 75 dwellings without transferring that demand onto the surrounding public streets?

The proposed variation creates a significant risk that parking demand which was previously accommodated within the development will instead be displaced into the surrounding neighbourhood.

That consequence should not simply be assumed away because the development is located near public transport.

3. The change from the approved parking arrangement warrants careful reassessment

The original development was assessed and approved with a basement parking component.

The applicant's previous proposal incorporated substantial on-site parking as part of the overall development and traffic solution.

The variation now seeks to fundamentally change that position by removing the basement and substantially reducing the amount of parking available on site, despite increasing the number of dwellings from 74 to 75.

I therefore respectfully submit that the Panel should not assume that the previous assessment of traffic and parking remains applicable to the revised proposal.

The substantially reduced parking provision changes the circumstances in which the development will operate and should be assessed accordingly.

4. Parking demand should not be transferred to the surrounding residential streets

The development interfaces directly with an established residential neighbourhood, including Fourth Avenue and Norman Terrace.

These streets are not an unlimited parking resource.

Indeed, the original approval itself contains an important advisory note stating that Council will not consider removing existing on-street parking spaces adjacent or opposite crossovers on Norman Terrace, Fourth Avenue or Ross Street, either during assessment or following Development Approval.

This is significant because it demonstrates that the availability and retention of existing on-street parking in these streets has already been recognised as an important consideration.

Removing a substantial amount of private on-site parking does not make the associated parking demand disappear.

It creates the potential for that demand to be displaced onto the surrounding public road network, placing additional pressure on streets that are already used by existing residents and the wider community.

Existing residents should not effectively be required to absorb the consequences of a substantial reduction in private parking within a new 75-dwelling development.

If the applicant considers that approximately 52 spaces are sufficient, it should demonstrate how resident and visitor parking demand will be accommodated without reliance on the surrounding residential streets.

5. Council should consider the cumulative future impact of nearby development

I also ask the Panel to consider the broader future traffic and parking environment in the immediate locality.

A separate aged-care development has also been approved nearby at Ross Street, Everard Park. This development will introduce additional activity and vehicle movements associated with staff, visitors, service providers, deliveries and other operational requirements once established.

I am not suggesting that the two developments should be treated as one development, or that the aged-care development will necessarily result in traffic congestion.

Rather, I ask that Council consider the cumulative future traffic and parking environment created by both developments when assessing this variation.

The neighbourhood will experience additional development and activity once both projects are operational.

This is particularly relevant given the proposed removal of a substantial amount of on-site parking from this development. If parking demand from the 75 apartments is displaced onto surrounding streets at the same time as another significant development is generating additional vehicle movements and parking activity, the combined future environment will be significantly different from current conditions.

Council should therefore refuse the proposed reduction in on-site parking where it creates a foreseeable risk of transferring parking demand and associated vehicle activity into the surrounding residential streets. In assessing the variation, I trust Council give proper weight to the cumulative impact of this development and the nearby aged-care development on the future traffic, parking and residential amenity of the established neighbourhood. In my view, allowing the variation in its current form would risk creating an unreasonable planning impact on the surrounding community that could be avoided by retaining greater on-site parking provision.

6. The basement also provides a better interface with the surrounding neighbourhood

The basement should not be considered solely as a mechanism for storing cars.

Keeping a substantial proportion of vehicle parking below ground also limits the amount of ground-level land required for vehicle movements and parking and allows the ground plane to be used more effectively for landscaping, communal areas and a more appropriate interface with adjoining residential properties.

Removing the basement changes the relationship between the development and its surrounding streets.

A five storey, 75-dwelling development already represents a substantial intensification of this site. The ground level environment is therefore particularly important in managing the impact of that density on surrounding residents.

The Panel should consider whether the proposed ground level parking arrangement provides an equivalent or better outcome in terms of:

- residential amenity;
- landscaping and softening of the development;
- pedestrian movement;
- vehicle movements;
- visual impact;
- safety;
- visitor parking; and
- the interface with adjoining residential streets.

In my view, removing the basement without providing an equally robust parking and interface solution represents a poorer planning outcome.

7. The variation should not shift its impacts to the surrounding community

I fully recognise the social benefit of increasing the proportion of Affordable Housing within the development.

However, there needs to be an appropriate balance between achieving that objective and ensuring that the resulting development remains compatible with its surroundings.

The variation increases the number of apartments from 74 to 75 and changes all of the apartments within the residential flat building to Affordable Housing, while simultaneously removing the basement parking.

The community should not be expected to bear the consequences of that change through increased pressure on surrounding streets, reduced parking availability, additional vehicle circulation or diminished residential amenity.

Affordable housing is an important community benefit. It should not, however, be treated as a reason why other legitimate planning impacts can be disregarded.

8. The variation is a substantive change to the approved scheme

The original development was assessed and approved with a basement parking component.

The current variation is therefore not simply an administrative or cosmetic amendment. It changes a fundamental element of how the development will function.

The proposed changes include:

- increasing the number of apartments from 74 to 75;
- converting the residential flat building to wholly Affordable Housing;
- removing the basement car park; and
- materially changing the ground level parking arrangement.

Given the scale of these changes, I respectfully request that the Panel assess the variation on its own merits and not assume that the conclusions reached in relation to the previously approved parking arrangement automatically apply to the revised proposal.

Conclusion

I support appropriate redevelopment and recognise the importance of increasing the supply of Affordable Housing, particularly in locations with access to public transport.

However, I object to the proposed variation in its current form, primarily because of the removal of the basement car park and the resulting substantial reduction in on-site parking for a 75 dwelling development.

The variation now proposes 75 dwellings with approximately 52 on-site parking spaces and no basement.

That is a significant change in the parking proposition and one that should not be accepted without compelling evidence that the reduced provision will genuinely meet the needs of residents and visitors without displacing parking demand onto the surrounding residential streets.

The future cumulative traffic and parking environment should also be considered, including the nearby approved aged care development.

I therefore respectfully request that the Assessment Panel refuse the proposed variation in its current form on the basis that the substantial reduction in on-site parking, removal of the basement and resulting potential for parking demand to be displaced onto surrounding residential streets would create an unacceptable impact on the established neighbourhood, particularly when considered alongside the additional traffic and parking activity associated with other approved development in the immediate area.

At a minimum, I ask that no further reduction in the proposed on-site parking be permitted without clear evidence demonstrating that the revised provision is adequate for the development as a whole and will not create unreasonable additional pressure on surrounding streets.

The provision of Affordable Housing and access to public transport are important objectives. They should be achieved alongside, rather than at the expense of, appropriate parking provision, traffic management, residential amenity and the reasonable expectations of the existing community.

Thank you for considering my submission.

Kind regards,

[redacted]

Representations

Representor 20 - [redacted]

Name	[redacted]
Address	[redacted]
Submission Date	09/10/2026 10:01 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

The proposal to build 75 affordable housing apartments is of concern to our household and neighbours, as we strongly feel that it is not in keeping with the style of housing in Everard Park which is largely older character homes and is currently a quiet and safe neighbourhood of young families. The size of this development, particularly given the limited parking spaces, will bring an unreasonable increase in car traffic and cause parking congestion, which will also present challenges for emergency vehicles given our narrow streets. It will also significantly increase the size of the Everard Park population, possibly leading to an increase in crime, and will ruin the charm of our quiet neighbourhood thereby lowering house prices. We are very concerned that if Unley Council allows this to proceed, this will open the door for other large multi storey complexes in the future. This is in addition to the ongoing development of South Rd and Forestville and surrounding apartment complexes which will all increase the density of car and human traffic, which is already leading to increased noise and disruption. As 28 year residents and rate payers we are hopeful the council will take our concerns, and those of other residents, very seriously.

Attached Documents

ATTACHMENT 3

ekistics

UNLOCK

YOUR VISION

REF 1910-010

26 October 2026

Amelia De Ruvo
Senior Planning Officer
City of Unley

By Email: Aderuvo@unley.sa.gov.au and via PlanSA Portal upload

Dear Amelia,

RE: RESPONSE TO REPRESENTATIONS– VARIATION APPLICATION – DA ID 26008861 - LOT 4, Lot 68 & 28-29 NORMAN TERRACE & 24-28 FOURTH AVENUE, EVERARD PARK.

We refer to the City of Unley (the 'Council') correspondence dated 13 October 2026 concerning representations received as part of the performance assessed pathway public notification for the development application DA ID 26008861 which seeks to vary DA ID25027176 – to amend the residential flat building to wholly comprised Affordable Housing dwellings, increase the number of apartments from 74 to 75, amend the floor plans of each dwelling, increase street setbacks, remove basement carparking and alter the ground level covered carparking layout over land located at LOT 4, Lot 68 & 28-29 Norman Terrace & 24-28 Fourth Avenue, Everard Park.

Pursuant to Section 107 subsection 3 (c) of the *Planning, Development and Infrastructure Act 2016,* this letter provides a formal response on behalf of the applicant to the relevant planning matters raised within the valid representations.

This letter should be read in conjunction with our original Planning Letters dated March 2026, August 2026 and September 2026.

In further support of our collated response, the following documents are provided as appendices to this letter:

- **Appendix 1**: - Memo re waste servicing for townhouses – Rawtec

1. SUMMARY OF REPRESENTATIONS

We note that the development application was subject to Performance Assessed pathway public notification and 20 valid representations were received (noting that some duplicate representations were received from the same person due to system errors). Eight (8) of the representations have expressed a desire to be 'heard' by the City of Unley Council Assessment Panel (CAP).

Table 2.1 on the following page provides a list of those persons who submitted a representation, while **Figure 2.2** displays the location/affected address of the representors, relative to the subject site.

Table 1-1 List of Valid Representors

Representor Identifier	Name	Address	Suburb	Oppose/ Support with Concerns/Support	Wish to be Heard
1	[redacted]	[redacted]	Everard Park	Oppose	No
2	[redacted]	[redacted]	Everard Park	Oppose	Yes
3	[redacted]	[redacted]	Clarance Park	Support	Yes
4	[redacted]	[redacted]	Everard Park	Oppose	No
5	[redacted]	[redacted]	Everard Park	Oppose	No
6	[redacted]	[redacted]	Forestville	Oppose	No
7 & 14*	[redacted]	[redacted]	Everard Park	Oppose	No
8	[redacted]	[redacted]	Everard Park	Support with concerns	Yes
9	[redacted]	[redacted]	Everard Park	Oppose	Yes
10	[redacted]	[redacted]	Forestville	Oppose	No
11	[redacted]	[redacted]	Everard Park	Oppose	Yes
12	[redacted]	[redacted]	Everard Park	Oppose	No
13	[redacted]	[redacted]	Everard Park	Oppose	No
15	[redacted]	[redacted]	Everard Park	Oppose	No
16	[redacted]	[redacted]	Everard Park	Oppose	No
17 &18*	[redacted]	[redacted]	Everard Park	Oppose	Yes
19	[redacted]	[redacted]	Millswood	Oppose	Yes
20	[redacted]	[redacted]	Everard Park	Oppose	Yes

* Representor has submitted multiple times

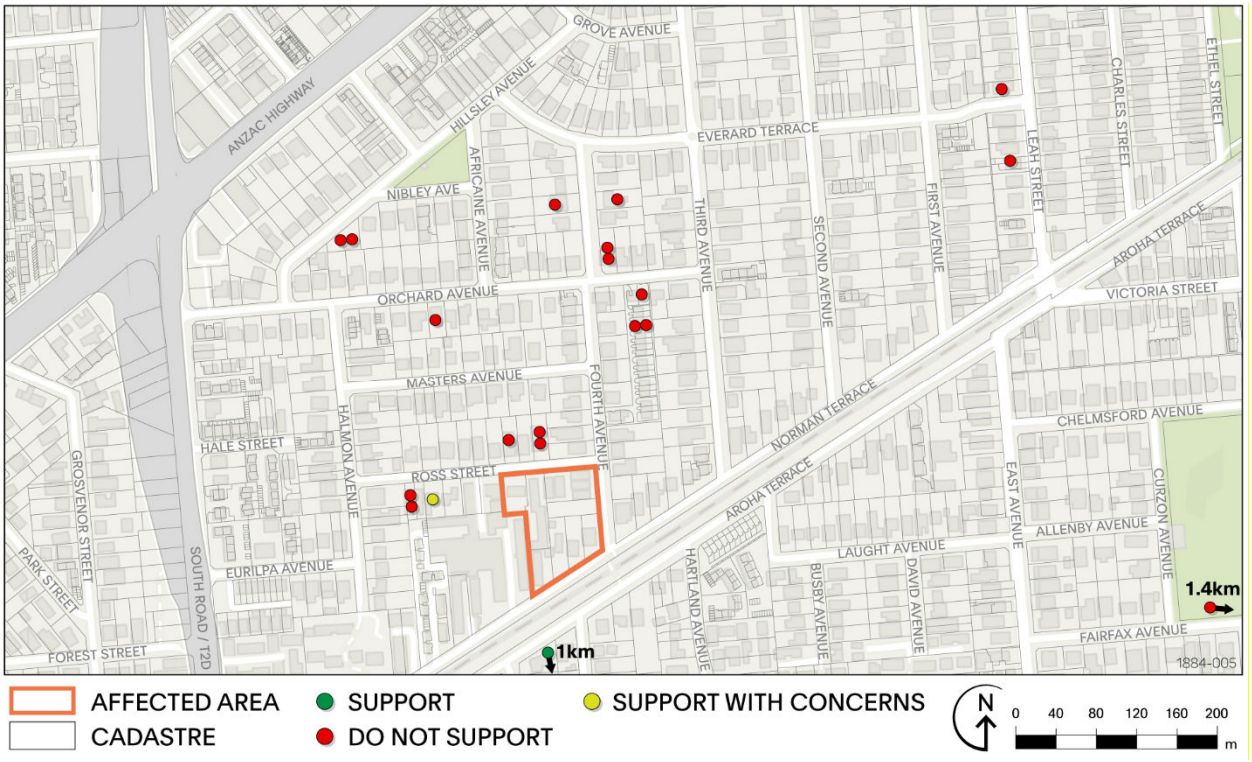


Figure 1-1 Location of Representors

Having regard to the content of the valid representations, the relevant planning matters of concern have been addressed in **Section 2.0** below. Further, a memo regarding waste collection for the townhouses has been provided by Rawtec to alleviate outstanding concerns (refer **Appendix 1**).

Before addressing valid planning considerations, we note that some of the representations raised a concern regarding the perceived negative impact of the development on property values. In this regard, we note that the Environment, Resources and Development (ERD) Court has (on numerous occasions) confirmed that property values should not be considered when assessing the planning merits of an application[1]. As such, this concern has not been considered in formulating our submission.

[1] *for example – refer to matter of Lazzarino v the Corporation of the City of Campbelltown & ANOR [2015] SAERDC 5 (10 March 2015)*

2. RESPONSE TO PLANNING MATTERS

2.1. Scale & Siting

A number of representations continued to raised concerns in relation to the scale of the proposal, with some representations expressing a preference for taller built form to be confined to arterial (State Maintained) roads.

Other representations raised concerns that the proposal was one building level higher than the Technical Numeric Variation (TNV) applying over the site.

Most of the representations who raised concerns with the proposed scale of the apartment building also raised concerns that the scale of the building was out of character with the surrounding low-rise (1-2 storey) built form.

It should be noted that the total height of the built form has not changed from the original application which was granted Planning Consent. As outlined in our Planning Letters dated March 2026, August 2026 and September 2026 the setbacks from Fourth Avenue, Norman Terrace and the western (side) boundary have increased, reducing the scale of the built form as viewed by adjoining properties.

2.2. Mix of dwelling types/ Apartment Configuration/ Amenity & Affordable Housing

Representors have raised concerns that the revised proposal reduces housing diversity through the removal of three-bedroom apartments. In particular, it is asserted that this will limit opportunities for families and larger households seeking to access housing within the development by reducing the range of dwelling options available.

The apartment building is proposed to be owned and operated by Junction Housing Australia. Junction has confirmed that it does not sell any apartments. Under the Housing Australia Future Fund (HAFF), Junction retain all dwellings for a minimum of 25 years and are required to make them available for affordable rental as defined by Housing Australia. Affordable rent is dictated by the approved and published yearly income thresholds which are illustrated in **Figure 2.1** below.

Household income thresholds for affordable housing 2026/27	Single	Couple	Family household
Greater Sydney	81,875	122,812	171,937
New South Wales	72,631	108,947	152,525
Greater Melbourne	76,041	114,061	159,686
Victoria	71,637	107,456	150,438
Greater Brisbane	70,650	105,974	148,364
Queensland	66,043	99,065	138,691
Greater Adelaide	65,763	98,645	138,103

Figure 2-1 *Housing Australia income thresholds for 'affordable housing' 2026/27 Financial Year*

Junction is required under their agreement with Housing Australia to charge qualified tenants 74.9% of the market rent (assessed by a certified valuer). Junction have advised that 74.9% of the market rent for 3-bedroom apartments in the area

would require a household income higher than allowed under the approved affordable housing threshold. It is Junction's goal to provide the best chance for people in need of housing to be housed, and therefore amending dwellings to 2 bedrooms with extra toilets allows Junction to house more families.

Concerns have also been expressed regarding the reduction in vertical circulation infrastructure from two lifts to a single lift core. Representors submit that this results in increased travel distances for some residents, noting that the most remote apartment is located approximately 44 metres from the lift, which is considered to diminish convenience, accessibility and overall residential amenity. The single lift core has been relocated to a more central position in the building to ensure it provides access in the most equitable manner practical.

The design of Apartment Types C and D have been carefully considered to provide functional and comfortable living environments within a compact apartment format. Whilst some representors have raised concerns regarding the "snorkel" or "battle-axe" bedroom configuration, it is noted that this is a well-established and commonly utilised design technique within contemporary apartment developments. Junction advise that this design is regularly employed in their developments, as it maximises the efficient use of available floor space, while maintaining appropriate separation between living and sleeping areas.

Importantly, the configuration does not compromise the amenity of future occupants. The bedrooms are provided with direct access to natural light and ventilation through appropriately sized windows in accordance with the relevant apartment design and building requirements. The design enables daylight and fresh air to be introduced into the bedroom space whilst allowing the overall apartment layout to operate efficiently and achieve a practical balance between living areas, circulation space and private accommodation. Further, Junction advise that the snorkel design is a great way to incorporate a bedroom with natural light and ventilation without excessive floor area which increases rental appraisals beyond what can be afforded by tenants.

Related concerns have also been raised regarding the overall apartment design, with representors noting that only a limited number of apartments appear to achieve effective cross-ventilation. Concerns regarding apartment ventilation are noted. Apartment buildings commonly incorporate central cores containing lifts, stairs and shared circulation areas, which necessarily influence the location of habitable rooms and external openings. Notwithstanding this, the proposed apartments have been designed to satisfy the relevant requirements of the National Construction Code, including provisions relating to ventilation, access to natural light and occupant amenity. The development therefore provides an appropriate and compliant residential outcome within a contemporary apartment building format consistent with Code General Development Policies, Design in Urban Areas DO 1, PO 1.1, PO 1.3, PO 2.1, PO 2.3 and PO 2.4.

The design and presentation of the ground floor arrival area has also been questioned. In particular, representors note that the lift lobby appears to be located within the car parking area, with no obvious wall or glazed separation shown on the plans. It is submitted that this results in a lower quality arrival experience and detracts from the amenity expected within a development of this scale.

The development has been designed with a centrally located and clearly identifiable main entrance that provides direct access to the building and promotes intuitive wayfinding for residents and visitors. Multiple pedestrian paths lead to the entrance, which is emphasised through glazed double doors, providing visual connectivity between the public realm and internal lobby areas and contributing to a welcoming and secure arrival experience.

While the ground floor also accommodates vehicle parking and building services, this is a common design approach in contemporary apartment developments to maximise dwelling opportunities on upper levels. The lobby and lift access arrangements have been integrated into the design to ensure convenient, safe and legible access for residents, and are considered to provide an appropriate level of amenity commensurate with the scale and nature of the development.

Submissions further raise concerns regarding the provision of resident storage. Representors contend that a number of apartment types do not independently achieve the minimum storage volumes sought by the relevant design guidance. While it is acknowledged that some shortfalls may be addressed through over-bonnet storage associated with car parking spaces, it is noted that not all apartments are allocated a car parking space, leading to concerns that a proportion of dwellings would remain deficient in storage provision.

The development incorporates a combination of in-apartment storage and dedicated storage areas associated with the building's parking and service arrangements, recognising the varying needs of future residents. Storage has been integrated throughout the development in a manner that responds to the apartment mix, building layout and operational requirements.

Importantly, storage provision should be considered across the development as a whole rather than solely by reference to individual apartment layouts in isolation. The proposed apartments provide functional and practical living spaces, with appropriate opportunities for the storage of household items, bicycles and personal belongings. When viewed in its entirety, the development is considered to provide a satisfactory level of storage amenity that supports the ongoing needs of future occupants.

In addition to amenity-related matters, representors have questioned several aspects of the building's documentation and functionality. Concerns have been raised regarding the absence of a clearly identified central fire stair egress on the ground floor plan, the apparent lack of sufficient structural columns on the ground floor to support the upper levels of the building, and the southern fire stair appearing to discharge into the car parking area without a clearly identified direct external exit. Representors submit that these matters warrant further clarification to demonstrate appropriate building functionality, structural integrity and life-safety outcomes.

The concerns raised relate to detailed building design and construction matters that are not the primary focus of the planning assessment. The plans submitted in support of the application are planning-level drawings prepared to demonstrate the scale, form, layout and land use outcomes of the proposed development. Detailed design resolution, including structural engineering, fire safety provisions, egress arrangements and construction methodologies, will be subject to further detailed design and assessment as part of the Building Consent process.

Prior to construction, the development will be required to demonstrate compliance with all relevant requirements of the National Construction Code, including those relating to structural adequacy, fire safety, emergency egress and occupant protection. Accordingly, matters such as the final design of fire stairs, exit discharge arrangements, structural support systems and associated building services will be comprehensively resolved through the detailed design and certification process.

2.3. Visual appearance of built form

Some representors sited a preference for retention of the basement carpark level siting that it would allow for better use of the ground floor plane and a more activate street frontage.

The preference for basement parking to increase opportunities for ground floor activation is noted. However, the proposed development has been designed to provide an active and engaging interface with both Norman Terrace and Fourth Avenue as well as the proposed public reserve through a combination of residential and communal uses.

The development incorporates apartments on the upper levels that directly overlook and address both the street frontage and the new public open space, providing ongoing passive surveillance and visual connection throughout the day and evening. At ground level, the community room is prominently located adjacent to Fourth Avenue and the reserve in the same location as previously approved. It features extensive glazing, creating opportunities for visual interaction between building occupants and the public realm. This design approach contributes to activity, surveillance and a sense of safety within the surrounding area.

While the provision of basement parking may have enabled an alternative ground floor arrangement, the proposed design nevertheless achieves a high level of activation through its building orientation, glazing, communal facilities and residential outlooks. Accordingly, the development is considered to make a positive contribution to the streetscape and adjoining public open space and does not result in an unacceptable level of ground floor inactivity satisfying General Development Policies, Desing in Urban Areas PO 12.1 to PO 12.3 and PO 12.5 to PO 12.7.

2.4. Crime Prevention through Environmental Design

One (1) representation raised concerns regarding the location of the front entry door to the apartments being central to the site and in their option is indistinct and not easily identifiable from the street. They further noted concern that when combined with the perceived ambiguity around the public/private interface access to the building would be vague and potentially unsafe.

As outlined below in Section 2.8, the design intent is to create an attractive, activated and welcoming community space that can be enjoyed by both future residents and the broader neighbourhood. The development provides multiple opportunities for visitor access and passive surveillance. Visitors may enter the site via the centrally located main entrance, the visitor parking area accessed from the common driveway, or through the ground-floor community room. These access points are clearly visible from the public realm and internal circulation areas, providing clear wayfinding and a welcoming arrival experience. Importantly, each of these spaces benefits from passive surveillance through direct overlooking from upper-level apartments, which contributes to resident safety, visitor security and the ongoing activation of the development consistent with General Development Policies, Design in Urban Areas PO 17.1 and PO 17.2.

2.5. On site car parking & vehicle movements

Concern has been raised by a number of representors that inadequate provision of on-site carparking, will result in spill over onto the adjoining street network, limiting access for emergency service vehicles. As outlined above, a preference was also expressed by some representors that the basement parking level should be retained.

As outlined in our previous planning letters and traffic advice by MFY, the proposed on-site parking exceeds the amount sought for Affordable Housing within the Code which would equate to 28 parking spaces. 51 on-site parking spaces have been provided just shy of double the amount sought by the Code.

. Junction note that in their experience of operating similar developments in Adelaide, a 1:1 car parking ratio is not utilised as their tenants have a lower rate of car ownership. In relation to how carparking spaces are allocated, Junction advise that they qualify tenants and have a very defined policy on allocations. Junction undertake interviews with prospective tenants to ensure the apartment is suitable for their needs. Car parks are typically allocated to larger apartments and prospective tenants not allocated a car park are notified before the lease signing. As outlined above, a lot of affordable tenants do not own a car.

In relation to disabled parking spaces, Junction's other sites have informed this design with their data indicating that full disability tenants typically cannot qualify for renting an affordable apartment due to income threshold. Generally, they require a social dwelling with reduced rent. Further, it should be noted that under *AS/NZS 2890.1:2004 Parking Facilities - Off-street Car Parking*, accessible parking spaces are generally required where parking areas are provided for public use. The car parking proposed as part of this development is intended for the exclusive use of residents and authorised visitors and does not constitute a publicly accessible car park. As such, there is no specific requirement for dedicated accessible parking bays to be provided within the resident parking allocation.

Notwithstanding this, the development has been designed with flexibility in mind, and accessible parking spaces can be accommodated within the visitor parking area located adjacent to the northern side of the building should a future need arise. This approach provides an appropriate balance between operational flexibility and accessibility outcomes, while recognising the nature and intended occupancy of the proposed affordable housing development.

Junction has advised that the retention of basement parking would significantly increase the construction cost of the development, which would in turn impact the ability to deliver dwellings at genuinely affordable price points. The proposed at-grade parking arrangement represents a considered balance between development feasibility, housing affordability and built form outcomes, enabling the project to achieve its intended affordable housing objectives while continuing to provide an appropriate level of residential amenity and public realm activation.

MFY has previously considered the distribution of traffic within the adjoining street network and advise that overall the traffic generation rate is expected to be lower than the previously approved development, however there would be a re-distribution of traffic with all apartment traffic movements directed to and from Norman Terrace. MFY have previously advised that the forecast traffic volume equates to less than one trip per minute on average during the peak hours, which is extremely low and will be readily accommodated on the adjacent residential streets.

2.6. Bike Parking

One of the representors sought that additional bike parking be provided onsite. This concern was also raised by Council's traffic engineers. A response provided to Council's request for information dated 25 September 2026 increased that amount of on-site bike parking spaces to 14 bicycle racks, which will equate to a total of 28 spaces which now exceeds General Development Policies, Transport, Access & Parking *Table 3 – Off Street Bicycle Parking* that seeks 19 resident and 8 visitor spaces be provided (a total of 27 spaces).

2.7. Waste Collection

Representors have raised concerns that increased on-street parking associated with the development may reduce the ability of waste collection vehicles to safely and efficiently access the area. Particular concern was expressed regarding the potential transition of the existing townhouse complex from a private waste collection service operating via the laneway to a Council-provided kerbside collection service. In this regard, representors do not support waste collection activities occurring from Ross Street, citing concerns regarding vehicle access, manoeuvrability and the potential impacts of on-street parking on waste collection operations.

Please refer to revised waste memo from Rawtec contained within **Appendix 1** that confirms all waste will be undertaken by a private waste contractor from the internal private roadway and not collected on Ross Street consistent with the previous approval.

2.8. Open Space, Landscaping and Ongoing Management

Representors have raised concerns regarding the interface between the proposed public open space and adjoining private land, noting ambiguity as to how these areas will function and be delineated, particularly given that no fencing is shown on the plans. Questions have also been raised regarding ownership and ongoing maintenance responsibilities for landscaped areas, including portions of the Fourth Avenue frontage where landscaping and pedestrian pathways appear to extend between the public realm and private land. Further concerns relate to the accuracy of the ground floor plans, with representors noting that structural columns required to support the levels above do not appear to be shown, potentially affecting the ultimate design of the ground plane and its interface with the adjoining public open space.

Colliers/ GD Studia and Colegate Co have advised that fencelines are intentionally not shown on the current plans, as the proposal seeks to establish a new publicly accessible park and landscaped green link as an integrated component of the overall development. At this preliminary stage, the layout of these open space areas is indicative only and will continue to be refined in consultation with Council as the project progresses through detailed design.

The design intent is to create an attractive, activated and welcoming community space that can be enjoyed by both future residents and the broader neighbourhood. Consistent with this vision, the proposed public open space is not intended to comprise private garden areas, with the exception of a potentially semi-private covered courtyard and barbecue area located within the south-western portion of the site. As a result, fencing is generally limited to areas where it serves a clear functional purpose, such as along the car parking interfaces. Should additional fencing be required through the detailed

design process, this can be readily incorporated in a sensitive and integrated manner within the extensive landscaped areas proposed throughout the site.

The proposed green link is intended to function as an important pedestrian connection, improving accessibility between the neighbourhood and the adjoining public transport corridor. This connection has been deliberately integrated with the design of the public park to create a cohesive and legible network of landscaped open space.

The creation of both the public park and green link has been strongly supported and influenced by ongoing discussions with Council. It is understood that, should these areas ultimately be delivered as public open space, they would be vested under Council's care and control and maintained accordingly. Landscaping located within the private portions of the development will be managed and maintained by Junction, ensuring a high-quality landscaped environment is retained over the long term.

Concerns regarding the location of structural columns are noted. These elements are not anticipated to adversely impact the functionality or quality of the proposed landscape design and can be appropriately shown, coordinated and detailed during the next stage of design development as part of the Building Consent process.

2.9. Energy Efficiency

Representations raise concerns regarding the environmental sustainability and long-term energy efficiency of the proposed development. In particular, concern has been expressed that the architectural plans do not identify the location or type of hot water system to be utilised, leading to speculation that individual instantaneous gas hot water units may be installed. Representors contend that such an arrangement could result in higher ongoing utility costs and gas supply charges for residents, which may disproportionately affect lower-income households.

Further concerns have been raised regarding the apparent absence of renewable energy infrastructure, including rooftop solar photovoltaic panels and battery storage systems. Representors submit that, without these measures, future residents may be unable to directly benefit from renewable energy generation and reduced electricity costs. Concerns have also been expressed that insufficient attention has been given to environmental sustainability initiatives more broadly, with submissions questioning whether the development achieves the level of energy efficiency and affordability outcomes expected for a project seeking affordable housing incentives.

Junction Housing has confirmed that the development is proposed as a fully electric building and will not include a gas connection. As such, residents will not be subject to ongoing gas supply charges, and concerns regarding the use of individual gas hot water systems are not applicable. The detailed design of building services, including hot water systems and other energy-related infrastructure, will be further developed and resolved during subsequent design stages and assessed as part of the Building Consent process.

Concerns regarding the provision of solar panels and battery storage are also noted. At the current planning stage, the application seeks approval for the overall built form and land use outcomes, with detailed building services and sustainability measures to be finalised through detailed design. It is also noted that, where solar photovoltaic systems are installed on multi-storey apartment developments, the generated electricity typically offsets the energy requirements of common areas and shared facilities rather than being directly distributed to individual apartments. The operation and

maintenance costs associated with these common areas are borne by Junction Housing, with any reduction in common-area energy consumption contributing to the ongoing management efficiency of the development.

Reference to the HomeSeeker SA affordability criteria is not directly relevant to the assessment of this proposal. The development is proposed as a long-term affordable housing project funded through the Australian Government's Housing Australia Future Fund (HAFF) and will be retained, owned and managed by Junction Housing. The proposal is therefore intended to provide secure and affordable housing outcomes over the long term, rather than dwellings for private sale on the open market.

2.10. Fire safety & Emergency Services

Representations raise concerns regarding fire safety and emergency access within the development. In particular, submissions question whether the Metropolitan Fire Service has been consulted regarding the need for fire suppression measures, including the potential provision of a sprinkler system. Concern has also been expressed regarding the increasing use of electric bicycles and scooters, with representors noting the potential fire risks associated with the charging and storage of lithium-ion batteries within residential buildings. Additional concerns have been raised regarding the absence of dedicated parking spaces or standing areas for emergency service vehicles within the development.

The concerns raised regarding fire safety, building services and emergency access are noted. These matters are primarily regulated through the Building Rules assessment process and will be comprehensively addressed during the detailed design phase as part of the Building Consent process. The development will be required to comply with all relevant provisions of the National Construction Code, including applicable fire safety, emergency access, egress, fire-fighting equipment and building services requirements. Consultation with relevant authorities, including the Metropolitan Fire Service where required, is undertaken through these statutory processes.

It is also noted that the proposal comprises a residential apartment building and is not a hospital, residential aged care facility or other specialised accommodation use that may warrant specific operational requirements. There is no planning or building requirement for the development to provide dedicated emergency vehicle parking spaces. Emergency vehicle access will be available from the adjoining road network and common driveway areas.

3. CONCLUSION

This letter provides Council with a formal response to planning matters raised through public notification under the Performance Assessed pathway.

The key issues raised including scale, character and amenity, mix of dwelling typologies, affordable housing, public open space provision, and traffic have been addressed.

Thank you for the opportunity to respond and we trust this submission offers a constructive response to the matters raised.

We welcome the opportunity to attend and present at the Council Assessment Panel meeting in due course.

Yours Sincerely,



Zoë Garnaut

Senior Associate

APPENDIX 1

Rawtec Waste Management Memo

Rawtec
(08) 8376 7752
11 Paringa Ave, Somerton Park,
South Australia 5044

16 October 2026

Rawtec Memo: Everard Park Redevelopment, 24-28 Fourth Avenue and 28-36 Norman Terrace, Everard Park - Townhouse Waste Collection Arrangements

Purpose and Context

This statement has been prepared to clarify the proposed waste collection arrangements for the townhouse component of the Everard Park Redevelopment at 24-28 Fourth Avenue and 28-36 Norman Terrace, Everard Park. It responds to references contained within earlier versions of the Waste Management Plan that incorrectly suggested council kerbside collection from Ross Street.

Confirmed Collection Arrangements

The proposed waste collection arrangements for the townhouse component have not changed from the previously approved development. Waste collection will continue to be undertaken by a private waste contractor via the rear private driveway/internal access road, with bins stored within each townhouse lot and collected from the private access network.

References within the Waste Management Plan to council kerbside collection from Ross Street were carried forward from an earlier preliminary assumption and do not reflect the intended operational arrangement for the development.

Accordingly, waste collection for the townhouses is not proposed from Ross Street. Collection vehicles will use the rear private driveway and internal access road, so on-street parking will not affect access for townhouse waste collection.

Kind Regards,



Jarvis Webb
Senior Consultant

ATTACHMENT 4

Government of South Australia
Department for Housing and Urban Development

28 September 2026

Ms Amelia De Ruvo
City of Unley
PO Box 1 Unley SA 5061
Uploaded via the PlanSA Portal

Dear Amelia,

Affordable housing prescribed body referral response for DA 25027176

Applicant	EV Park Developments Pty Ltd
Subject Land	28 & 29 Norman Tce & Lot 4 Norman Tce, 24 Fourth Av Everard Park
Nature of Development	Variation to Application ID 25027176 – to amend the residential flat building to wholly comprised Affordable Housing dwellings, increase the number of apartments from 74 to 75, amend the floor plans of each dwelling, increase street setbacks, remove basement carparking and alter the ground level covered carparking layout.
Direction/Advice	Reserved Matter Advised

The above application has been referred to the Minister responsible for the administration of the *South Australian Housing Trust Act 1995* as the prescribed body for affordable housing.

The powers and functions of the prescribed body have been delegated to the Department for Housing and Urban Development (DHUD) pursuant to section 122 of the *Planning, Development and Infrastructure Act 2016* and Regulation 41 and Schedule 9 Clause 3 Item 20 of the regulations.

Affordable Housing and Market Solutions
Level 13, 1 King William Street, Adelaide SA 5000
homeseeker.partners@sa.gov.au

Affordable Housing Proposal

The proposed variation of the development includes a total of 75 dwellings, all of which have been allocated for affordable housing as affordable rental.

Purpose of Referral

The purpose of an affordable housing referral is to provide direction on the conditions required to secure the provision of dwellings or allotments for 'affordable housing'.

Affordable housing in the Planning and Design Code is defined as "housing that meets the relevant criteria for 'affordable housing' as determined by the Minister responsible for the *South Australian Housing Trust Act 1995* under Regulation 4 of the South Australian Housing Trust Regulations 2025". The complete affordable housing criteria is published in the Government Gazette, and a copy is available in full on the HomeSeeker SA website.

An application that is subject to these criteria may only fall within the concept of 'affordable housing' where the owner or developer has a **legally enforceable obligation** in place to ensure that affordable housing requirements are met.

Affordable Housing Assessment

DHUD has assessed the application and determined:

- The applicant has confirmed to DHUD that they intend to provide 100 per cent affordable housing as part of this application.
- The applicant and DHUD have executed a new affordable housing Land Management Agreement between EV Park Developments Pty Ltd and the Minister for Planning, requiring the delivery of 100 per cent affordable housing.
- The Land Management Agreement is yet to be registered on the title(s) of the land, and a reserved matter will be directed to ensure that the registration is completed. DHUD will contact the relevant authority to advise when the registration has been completed.

Provided that the proposed development is undertaken in accordance with the terms of the affordable housing Land Management Agreement, DHUD considers that the delivery of 100 per cent affordable housing in this application is secured.

Direction

As the affordable housing is secured by an affordable housing Land Management Agreement, no conditions are directed.

Pursuant to section 102 3(c) of the *Planning, Development and Infrastructure Act 2016*, the relevant authority is advised to attach the following reserved matter to any decision to grant planning consent:

> **The applicant shall complete the registration of the affordable housing Land Management Agreement on the certificate(s) of title**.

Should you have any further enquiries relating to this response, please contact Tracy Nelson, A/Senior Manager, on 0438 847 426 (during business hours) or via email homeseeker.partners@sa.gov.au.

Yours sincerely,



Tracy Nelson
Acting Senior Manager
Affordable Housing and Market Solutions
Department for Housing and Urban Development

ATTACHMENT 5

DECISION NOTIFICATION FORM

Section 126(1) of the Planning, Development and Infrastructure Act 2016

TO THE APPLICANT(S):

Name: EV Park Developments Pty Ltd
Postal address: 102-104 HALIFAX STREET ADELAIDE SA 5000
Email: tomd@catcorpgroup.com.au

IN REGARD TO:

Development application no.: 25027176	Lodged on: 16 Sept 2025
Nature of proposed development: Construction of a five (5) storey residential flat building comprising 74 dwellings (including 12 Affordable Housing dwellings) with a basement and an at grade carpark, associated communal facilities and the construction of 16 two-storey dwellings in a terrace arrangement, masonry front fence and air-conditioning units and the removal of three (3) regulated trees and four (4) Significant Trees.	

LOCATION OF PROPOSED DEVELOPMENT:

Location reference: 28 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5649/292	**Plan Parcel:** D2440 AL6	**Council:** CITY OF UNLEY

Location reference: 29 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5129/286	**Plan Parcel:** D2440 AL5	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5786/274	**Plan Parcel:** D2440 AL4	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5786/274	**Plan Parcel:** D2440 AL4	**Council:** CITY OF UNLEY

Location reference: 28 FOURTH AV EVERARD PARK SA 5035		
Title ref.: CT 5187/224	**Plan Parcel:** D2440 AL3	**Council:** CITY OF UNLEY

Location reference: 24 FOURTH AV EVERARD PARK SA 5035		
Title ref.: CT 5922/145	**Plan Parcel:** D63587 AL150	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5804/31	**Plan Parcel:** F6522 AL75	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035

This form constitutes the form of a decision notification under section 126(1) of the Planning, Development and Infrastructure Act 2016, as determined by the Minister for Planning for the Purposes of regulation 57(1) of the Planning, Development and Infrastructure (General) Regulations 2017. Published: 7 July 2022.

Title ref.: CT 5804/31	**Plan Parcel:** F6522 AL75	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5922/144	**Plan Parcel:** F6522 AL71	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5922/144	**Plan Parcel:** F6522 AL71	**Council:** CITY OF UNLEY

Location reference: LOT 68 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5804/30	**Plan Parcel:** F6522 AL76	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5804/30	**Plan Parcel:** F6522 AL76	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5674/218	**Plan Parcel:** F6522 AL70	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5674/218	**Plan Parcel:** F6522 AL70	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5675/381	**Plan Parcel:** F6522 AL69	**Council:** CITY OF UNLEY

Location reference: LOT 4 NORMAN TCE EVERARD PARK SA 5035		
Title ref.: CT 5675/381	**Plan Parcel:** F6522 AL69	**Council:** CITY OF UNLEY

DECISION:

Decision type	**Decision** (granted/refused)	**Decision date**	**No. of conditions**	**No. of reserved matters**	**Entity responsible for decision** (relevant authority)
Planning Consent	Granted	17 Mar 2026	17	2	Assessment Panel at City of Unley
Building Consent	Still Required				To be Determined
Development Approval - Planning Consent; Building Consent	Still Required				City of Unley

FROM THE RELEVANT AUTHORITY: Assessment Panel at City of Unley
Date: 19 Mar 2026

RESERVED MATTERS

Planning Consent

Pursuant to section 102 (3) of the Planning, Development and Infrastructure Act of 2016, the following matter(s) shall be reserved for further assessment prior to the granting of Development Approval:

Reserved Matter 1

A comprehensive and detailed landscaping plan for the site be provided including the following details:

- *All trees to be planted to satisfy the Urban Tree Canopy requirements and shall clearly identified by species & location.*

Note - Further conditions may be imposed on the Planning Consent in respect of the above matters.

Reserved Matter 2

Final stormwater management plan including the following:

- *Final engineering drawings;*
- *Geo-testing to ensure that there will be no impact of the direction of flow of surface water and ground water, to the satisfaction of the Relevant Authority.*
- *Final details on the stormwater quality treatment devices and MUSIC (Model for Urban Stormwater Improvement Conceptualisation) analysis to be undertaken to the satisfaction of the Relevant Authority.*

Note - Further conditions may be imposed on the Planning Consent in respect of the above matters.

CONDITIONS

Planning Consent

Condition 1

The approved development shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

Condition 2

The materials used on the external surfaces of the building and the pre-coloured steel finishes or paintwork must be maintained in good condition at all times to the satisfaction of Relevant Authority.

Condition 3

All stormwater from the building and site shall be disposed of so as not to adversely affect any properties adjoining the site or the stability of any building on the site. Stormwater shall not be disposed of over a crossing place.

Condition 4

The establishment of all landscaping shall occur no later than the next available planting season after substantial completion of the development. Such landscaping shall be maintained in good health and condition to the reasonable satisfaction of the Relevant Authority at all times. Any dead or diseased plants or trees shall be replaced with a suitable species.

Condition 5

A watering system shall be installed at the time landscaping is established and thereafter maintained and operated so that all plants receive sufficient water to ensure their survival and growth.

Condition 6

Tree(s) must be planted and/or retained in accordance with DTS/DPF 1.1 of the Urban Tree Canopy Overlay in the Planning and Design Code (as at the date of lodgement of the application). New trees must be planted within 12 months of occupation of the dwelling(s) and maintained.

Condition 7

Eighteen (18) replacement trees must be planted within 12 months of completion of the development.

Replacement trees cannot be within a species specified under regulation 3F(4)(b) of the Planning, Development and Infrastructure (General) Regulations 2017, and cannot be planted within 3 metres of an existing dwelling or inground swimming pool.

Replacement trees must be maintained at all times and if a tree is diseased or dies it must be replaced with a similar species to the satisfaction of the Relevant Authority.

Condition 8
Tree Protection Zones shall be provided for the regulated and significant trees on the site that are to be retained. The development must be undertaken in accordance with the Tree Protection Zone Guidelines, pages 44 - 50, as outlined within the *Arboricultural Impact Assessment and Development Impact Report*, prepared by Arborman Tree Solutions, dated 6th August 2025.

Additionally:

The Project Arborist must be on site to supervise all works within the Notional Root Zones of the retained regulated and significant trees;

- Documentation shall be provided to Council certifying all works within the Notional Root Zones have been completed in accordance with the plans within 24 hours of inspection;
- No major trenching shall occur within the Notional Root Zones and no services shall traverse the Tree Protection Zones;
- Signage shall be erected indicating that no building materials shall be stored or disposed of within the Notional Root Zones and vehicles shall not traverse over the area or be stored within the Notional Root Zones;
- Nothing shall be attached to the canopy of the regulated and significant trees by any means.
- It is recommended that the dead wood in the canopies be removed prior to construction and absolutely no live wood is to be removed;
- Any pruning of regulated or significant trees should be undertaken under the guidance of a qualified arborist.

Condition 9
Rainwater tank(s) must be installed in accordance with DTS/DPF 1.1 of the Stormwater Management Overlay in the Planning and Design Code (as at the date of lodgement of the application) within 12 months of occupation of the dwelling(s).

Condition 10
No groundwater is to be discharged into Council's stormwater system.

Condition 11
All stormwater from the buildings and site shall be disposed of so as not to adversely affect any properties adjoining the site or the stability of any building on the site. Stormwater shall not be disposed of over a crossing place.

Condition 12
Stormwater run-off shall be collected on-site and discharged without impacting the safety or integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Condition 13
Temporary debris and sediment control measures shall be installed prior to the commencement of work on site, to ensure that debris, soil, soil sediments and litter are maintained within the construction site. At no time shall debris, soil, soil sediments and litter from the construction site enter Council's drainage system, road network or neighbouring properties.

Condition 14
The driveway, car parking and manoeuvring areas to be surfaced, drained and line marked in accordance with the approved plans and Australian Standards AS 2890.1:2004, 1742.2:2009 and 2890.6:2009, prior to occupation and commencement of use of the land and shall be maintained in good condition at all times to the satisfaction of the Relevant Authority.

Condition 15
All vehicles shall enter and exit the site in a forward direction.

Condition 16
That the collection of waste shall be by a private contractor and shall only service the development, between the hours of 7am and 7pm Monday to Friday. No waste collection is to occur on Saturday, Sunday or Public holidays.

Condition 17
Any lights on the subject land must be directed and screened so that overspill of light into the nearby properties is avoided and motorists are not distracted.

ADVISORY NOTES

Planning Consent

Advisory Note 1
No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

Advisory Note 2
Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 3
This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.

Advisory Note 4
Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).

Advisory Note 5
The applicant/developer is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure the activities on the site (including during construction) do not pollute the environment in a way which causes or may cause environmental harm. This includes being mindful of and minimising off site noise, dust and vibration impacts associated with development.

Advisory Note 6
It is recommended that as the applicant is undertaking work on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

Advisory Note 7
The applicant is reminded of the requirements of the Fences Act 1975. Should the proposed works require the removal, alteration or repair of an existing boundary fence or the erection of a new boundary fence, a 'Notice of Intention' must be served to adjoining owners. Please contact the Legal Services Commission for further advice on 1300 366 424 or refer to their web site at www.lsc.sa.gov.au.

Advisory Note 8
That the existing crossovers shall be closed and reinstated back to kerb and gutter in accordance with Council requirements and at the applicant's expense, prior to occupation of the development. Refer to the City of Unley website Forms & Applications – Application to Alter Public Roads and Driveway Crossover Specifications.

https://www.unley.sa.gov.au/Page/Forms-Applications

Advisory Note 9
The construction of the crossing places shall be carried out in accordance with any requirements and to the satisfaction of Council at full cost to the applicant. All driveway crossing places are to be paved to match existing footpath and not constructed from concrete unless approved by council. Refer to the City of Unley website Forms & Applications – Driveway Crossover Specifications.

https://www.unley.sa.gov.au/Page/Forms-Applications

Advisory Note 10
That any damage to the road reserve, including road, footpaths, public infrastructure, kerb and guttering, street trees and the like shall be repaired by Council at full cost to the applicant.

Advisory Note 11
The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

Advisory Note 12
Numerous parts of the Council area have low lying water tables. Where there is sub-surface development occurring, groundwater can be encountered. Issues related to the disposal of this groundwater, either temporarily or permanently, can cause damage to surrounding Council infrastructure and cause problems for adjoining landowners. Where groundwater is encountered during the construction of the development, it will be necessary for measures to be taken to ensure the appropriate containment and disposal of any groundwater.

Advisory Note 13
You are advised that it is an offence to undertake *tree damaging activity* in relation to a regulated or significant tree without the prior consent of Council. *Tree damaging activity* means:

- The killing or destruction of a tree; or
- The removal of a tree; or
- The severing of branches, limbs, stems or trunk of a tree; or
- The ringbarking, topping or lopping of a tree; or
- Any other substantial damage to a tree, (including severing or damaging any roots),

and includes any other act or activity that causes any of the foregoing to occur but does not include maintenance pruning that is not likely to affect adversely the general health and appearance of a tree.

Advisory Note 14
If there are any works undertaken within the Notional Root Zone of any street tree, Council's City Arborist should be contacted prior to the commencement of any works. Council's City Arborist can be contacted via 8372 5111 or PoBox1@unley.sa.gov.au

Advisory Note 15
The development (including during construction) must not at any time emit noise that exceeds the relevant levels derived from the *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

Advisory Note 16
Council will not consider removing any existing on-street parking spaces adjacent or opposite crossovers on Norman Terrace, Fourth Avenue or Ross Street either during assessment or post Development Approval.

Advisory Notes imposed by (Adelaide Airport) The Secretary of the relevant Commonwealth Department responsible for administering the Airports Act 1996 under Section 122 of the Act

Advisory Note 17
Adelaide Airport Limited has no objection to the above proposal.

The Owner/Developer need to be advised of the following:

a) The development as described at a maximum height of 44.451m Australian Height Datum (AHD) does not penetrate the Adelaide Airport Obstacle Limitation Surface (OLS) airspace protected for aircraft operations. Any further proposed addition to the structure, including aerials or masts, must be subject to a separate assessment.

b) Crane operations associated with construction shall be the subject of separate application. Cranes above 48.5m AHD will require approval in accordance with the Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996.

c) Restrictions may apply to lighting illumination. Any lighting proposed shall conform to airport lighting restrictions and shall be shielded from aircraft flight paths.

CONTACT DETAILS OF CONSENT AUTHORITIES

Name: Assessment Panel at City of Unley	Type of consent: Planning
Telephone: 0883725111	Email: DevelopmentServices@unley.sa.gov.au
Postal address: PO Box 1, Unley SA 5061	

ITEM 6.1
APPLICATIONS BEFORE THE ERD COURT - SUMMARY OF ERD COURT APPEALS

TO: City of Unley Council Assessment Panel

FROM: Tim Bourner, Assessment Manager

SUBJECT: Summary of ERD Court Appeals

MEETING DATE: November 17th 2026

APPEALS - NIL

Development Application / Subject Site	Nature of Development	Decision authority and date	Current status