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28 AUGUST 2026

Murray Bridge Technical College

Swanport Road, Murray Bridge

Planning Statement

CROWN DEVELOPMENT:
DEPARTMENT FOR EDUCATION &
DEPARTMENT FOR INFRASTRUCTURE AND
TRANSPORT

URPS

Murray Bridge Technical College

28 August 2026

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Document history and status

Revision	Date	Author	Reviewed	Details
V0	26/07/26	J Lewis	-	Initiation of report
V1	05/08/26	J Lewis	B Williams	Assess PLP drawings + support documents
V2	20/08/26	J Lewis	B Williams	Assess endorsed drawings + final updated technical supporting statements for planning issue 28/08/26

We acknowledge the Kaurna people as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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Executive Summary

Applicant:	Department for Education in association with Department for Infrastructure and Transport
Owner:	Minister for Education SA
Property Location:	Site - Swanport Road, Murray Bridge (allotment address 5 Lohmann Street, Murray Bridge)
Certificate of Title:	Volume 6248 Folio 855
Relevant Authority:	Minister for Planning (Section 131 of the Planning, Development and Infrastructure Act)
Council Area:	Rural City of Murray Bridge
Planning Design Code:	27/08/26 Version 2026.16
Zone and Subzone:	Suburban Neighbourhood Zone (no subzone)
Current Land Use:	Educational Facility (secondary school)
Description of Development:	New educational facility – Murray Bridge Technical College with student accommodation, new access to a State Maintained Road and on-site carpark
Procedural Matters - Notification	The estimated construction cost (excluding fit out) exceeds $10,000,000 and the application is therefore subject to public notification.
Procedural Matters – Referral	YES **Major Urban Transport Routes Overlay** under part (a) creation of a new access or junction to / on a State Maintained Road (Commissioner of Highways) NO **Traffic Generating Development Overlay n/a** The educational facility will obtain access directly from a State Maintained Road as per Deemed to Satisfy (DTS) criteria. As a 'stand-alone' development site, it does not constitute an educational facility with a capacity >250 students (i.e. 100 capacity on site at any one time). All of the Overlay DTS educational facility criteria in this Overlay are satisfied – no referral under this Overlay.

1. Introduction

1.1 Project Background

The South Australian Government has delivered five Technical Colleges across South Australia and is continuing to expand the network through the delivery of additional colleges.

In early 2026 the State Government announced a new Technical College on the site of the Murray Bridge High School. The new vocational training facility will service the Murraylands region by providing vocational training targeting skills in engineering and construction.

The Murray Bridge Technical College (MBTC) will offer high school students direct pathways to careers and industry with a curriculum informed by industry requirements and delivered through Registered Training Organisation (RTO) standards. This new education facility will provide industry standard technology reflecting a future workplace, co-designed with employers and supported by close links to training providers and industry. Students will be provided with the opportunity to develop workplace skills that are required by industry, making the students employment ready.

The proposal is for a 2 storey building with a capacity for 100 students at one time (catering for up to 250 part-time students across years 10-12) supported by approximately 25 staff.

The development includes overnight accommodation with capacity for 24 students and 3 supervising staff. This supports participation by students travelling from other parts of the region.

The MBTC is planned to be operational at the beginning of the 2028 school year.

URPS is engaged to assess the proposal and prepare a planning statement. This statement provides an overview of the proposed development lodged under the Crown assessment pathway and considers key planning matters relevant to the assessment of educational facility development.

1.2 Plans and Supporting Documents

The proposed new building comprises:

- Approximately 2,250m^2 over two levels
  - Ground level indoor workshops for various trades (specialisations being engineering and construction), general learning, administration and staff spaces, overnight (crashpad) dormitory style accommodation at ground level with a capacity for up to 24 students and some staff accommodation (including accessible accommodation) with support spaces (e.g. including 'heat & eat' and kitchen/food prep)
  - Upper level work spaces, general learning, meeting and common areas designed to overlook the main workshop area below.

The site will include a new staff/visitor carpark to service the MBTC (30 spaces) with provision for a future EV charging station. The carpark will be accessed via new (separated) entry and exit crossovers on Swanport Road.

The internal driveway will provide access to service / loading and waste contractor vehicles. It's designed to accommodate larger vehicles (up to 12.5 medium rigid vehicle) including a fire appliance through to the rear of the site. The width of internal driveways and areas of hardstand enable the turning movement of MRVs on site to facilitate entry and exit in a forward direction.

The turning movements of 15 seater mini-buses on site is also accommodated (e.g. Hiace or similar). Larger buses ar not required to access the site.

Internal fencing delineating the MBTC site is envisaged for security of the building envelope, including the student (crashpad) accommodation. The fence and gate locations control pedestrian and vehicle movement between the balance of the established secondary school campus and sections of the site accessed from Swanport Road. The 5 visitor spaces remain independently accessible at all times.

Fencing location and indicative detail is shown for context. Crown development of this nature is exempt from the need for approval.

There will be outdoor space dedicated to the MBTC facility for passive and active outdoor space and site landscaping. There is also covered outdoor space at the rear of the building for casual student and class use . It is not intended there will be any fixed / permanent workshop equipment in the covered area.

Site signage is envisaged. Signage proposed in a Crown development application is exempt from the need for approval. Although not detailed in the application package, it is envisaged there will be an entry sign and at least one illuminated wall sign (directly related to the land use, shown indicatively on the west /street facing elevation) and wayfinding signage (see Annexure C1).

Typical operating hours of the MBTC will be 8.00 a.m. -4.00 p.m. weekdays. Some activity may occur either side of the main operating period, generally not exceeding 7.00 a.m. to 6.00 p.m (potential deliveries, waste pick up, student and staff arrival and departure but not every day of the week).

Overnight students will be on site from 3.00 p.m. on a Sunday through to 3.00p.m. on a Friday most weeks of each term (but not necessarily every week).

There will also be out of hours occupation of the site (primarily related to overnight stay on weekdays). Occasional weekend use is contemplated. It is likely to be infrequent and limited to a special event or end of term/year event with industry partners, employer related presentations and the like.

The details of the proposal are set out in the attached documentation summarised in Table 1.

Table 1: Application doucmentation for Minsiterial Approval

Author / consultant	Planning document / statement	Detail / Concept
Swanbury Penglase Architects	Site plans, architecture and landscape	Annexure A
WGA	Traffic Impact Assessment	Annexure B (B.1)
WGA	Stormwater / Civil	Annexure B (B.2)
Resonate	Acoustic	Annexure B (B.3)
Lucid	Exhaust Emissions	Annexure B (B.4)

Separate Annexure C comprises reports related to preliminary site investigations by others that informed site selection, informed site opportunities and constraints and or are guidelines relating to elements that are not development (e.g. signage) :

- Project Green – Visual Tree Assessment_ Murray Bridge High School 14 March 2025 (note this is an audit pertaining to more than one high school allotment, including the main campus allotment pertaining to the proposed development site, and another to the east of the main campus. Only the agriculture allotment fronting Roper Road contained trees recorded as native vegetation. None of the trees on the subject site of the main campus allotment are identified as native vegetation and none have any other regulatory status. The data sheets specific to the trees to be removed as part of the proposed development are reproduced in Appendix B of this statement for information.
- Aurecon – Preliminary Site Investigation (Rev 0), 18 May 2026
- Technical College Signage Guidelines May 2026 FINAL (EDU010-03) – the proposed facade sign and other proposed signage (not yet detailed) will refer to the guidelines.

They are not documents specifically assessing the proposal, but they are a source of detail that informs site suitability and the status of existing trees. They have been quoted in some sections of the report where relevant. They are uploaded for information.

1.3 Subject Land

1.3.1 Existing use

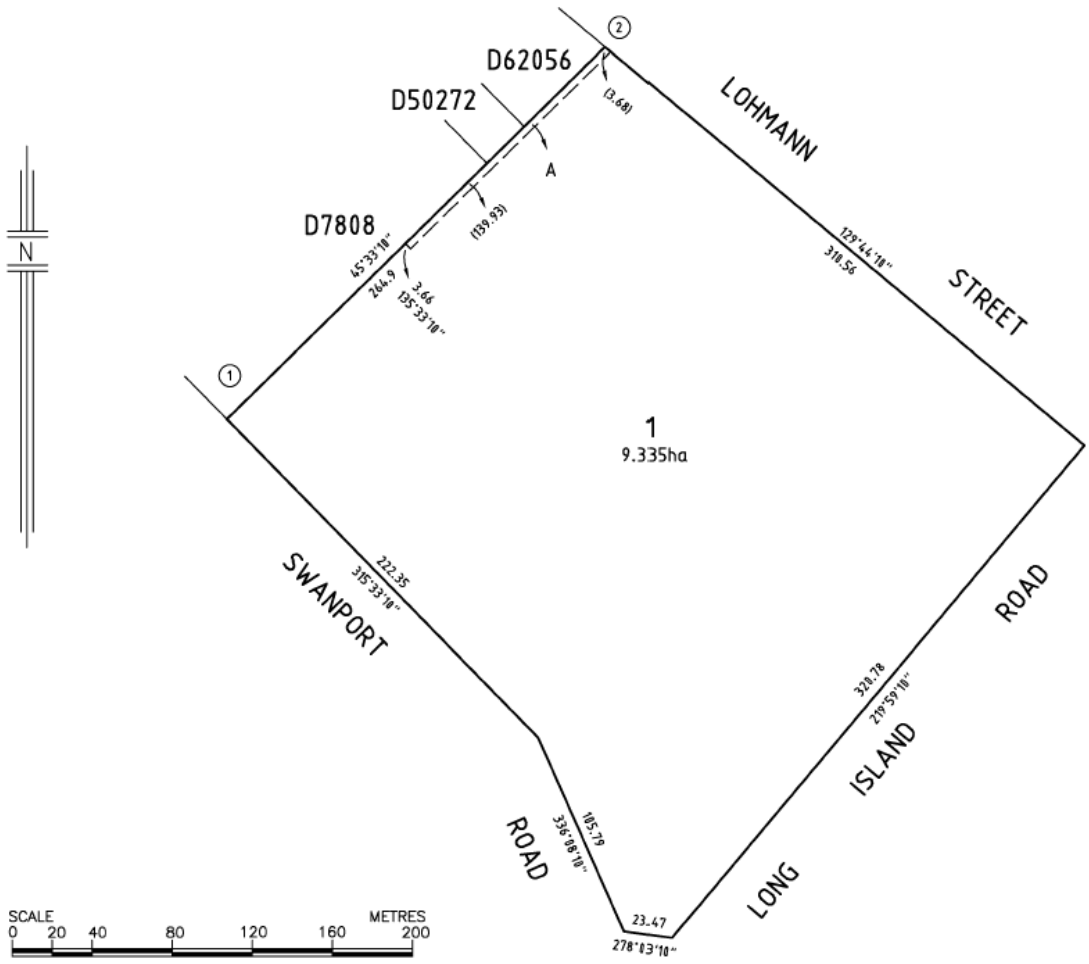
The allotment supporting the main campus of the existing Murray Bridge High School is legally defined in Certificate of Title Volume 6248 Folio 855 (refer Appendix A of this statement).

The existing buildings, access points and on-site parking areas support the Murray Bridge High School. In 2025, the secondary school recorded 1228 enrolments. Full time equivalent teaching staff and non-teaching staff were recorded as 93.7 and 49.9 respectively.

Currently Swanport Road only provides pedestrian access to the secondary school. Vehicle access and on-site parking for the secondary school are located on Lohmann Street and Long Island Road. Existing road, parking and traffic conditions in this locality are described in more detail in the WGA Traffic Impact Assessment accompanying the application (Annexure B1).

1.3.2 Easements and potential site constraints

Certificate of Title 6248/855 identifies an easement marked A in favour of the Minister for Infrastructure. The easement is approximately 3.7 metres wide. It extends approximately 140m from Lohman Street parallel to the side (north-west) boundary common to the rear boundary of residential allotments fronting Best Street. The development site occupies approximately 15% of the allotment. It does not impact the proposed building envelope (refer aerial locality plan on Site Plan SK-103).



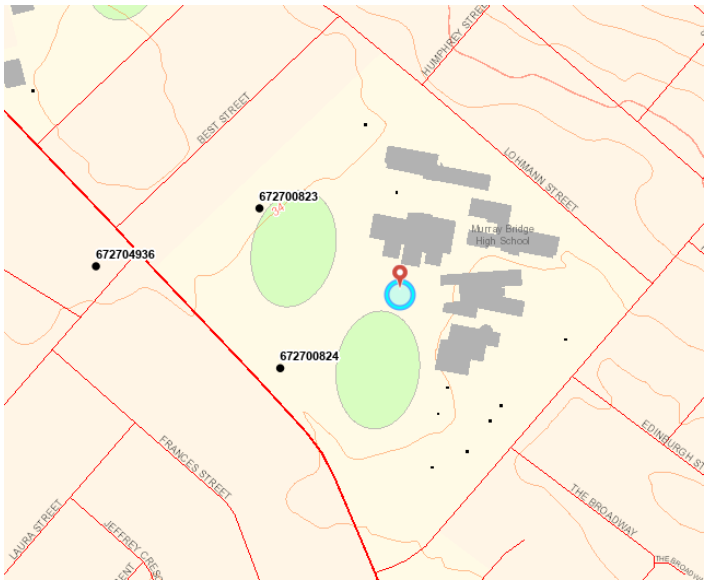
In other Government mapping sources, there are two drill holes identified on the subject allotment to the north and to the south-east of the proposed building envelope (refer figures next page). URPS is

instructed that only one well is functional (the second closer to the end of the easement above does not appear operational).

The subject allotment is generally flat. Surface water on site drains towards the oval. This open space acts as the MBHS catchment area in a major event. Other site characteristics are referenced in WGA Stormwater Management Plan (Annexure B2).

The proposal will be designed to ensure the existing oval catchment operates primarily as it does now. The proposed development will address additional stormwater generated through the introduction of new roof and hard surfaces.

- Nature Maps (Department for Environment and Water)



- Location SA Map Viewer

1.3.3 Zoning

The entire school campus allotment is in the Suburban Neighbourhood Zone. The majority of the surrounding residential area is in the same zone.

Educational facilities are envisaged. The zone supports two storey buildings and a building height of 8 metres.

1.3.4 Assessment Pathway and Procedures

An educational facility of more than one storey is not exempt from public notification in this zone. This applies when assessed under the conventional development assessment pathway and procedures. The conventional pathway does not apply in this case.

The proposal is a Crown Development for the purposes of Section 131 of the Planning, Development and Infrastructure Act 2016 (the Act).

However, the Crown assessment pathway does require public notification when the development cost exceeds $10M (Section 131(13) of the Act.

1.4 Locality

Swanport Road is a State Maintained Road and is part of the Regional Bus Network. There is a bus stop approximately mid-point along the allotment's frontage to Swanport Road.

Swanport Road also has a dedicated bicycle lane operational between 8a.m.-9a.m. and 3p.m.-4p.m. Outside of that period on-street parking is available on both sides of the carriageway (refer WGA TIA Annexure B1).

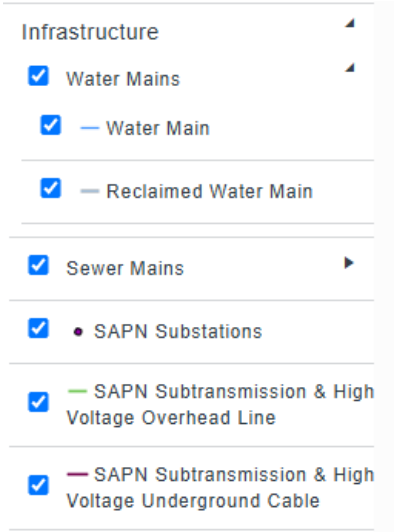
There are no signalised intersections at the closest intersections to the allotment's north (Homburg Drive) and south (Long Island Road) of the Swanport Road frontage (reference Location SA Map Viewer).

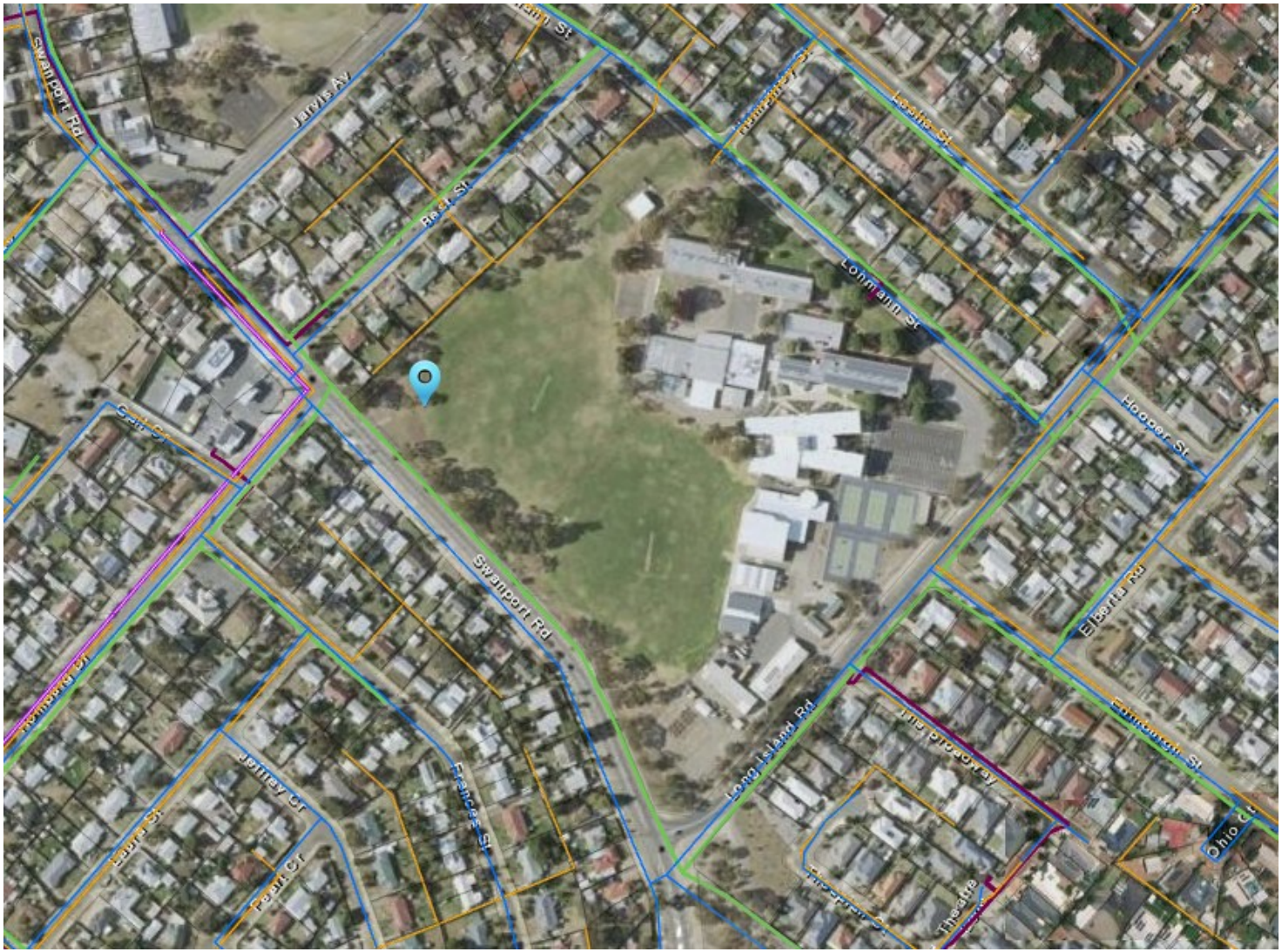
There is a pedestrian actuated crossing (not specifically a school crossing) on Swanport Road towards the far eastern portion of the public road frontage.

Location SA Map Viewer identifies other services in the Swanport Road in the verge parallel to the subject land's primary street frontage (refer Figure 1) including:

- SAPN Sub transmission and High Voltage Overhead Line in the road reserve (east side)
- SA Water Main (west side)

Figure 1 Infrastructure / Services





2. Development Assessment

The existing use of land and the proposed development are defined as an 'educational facility'. This type of development is envisaged in the Suburban Neighbourhood Zone. As the land use is unchanged, the following sections focus on the assessment against the Planning and Design Code (the 'Code') of the key development elements rather than land use.

2.1 Building Design and Siting

2.1.1 Height and Scale

Suburban Neighbourhood Zone (SNZ) guides the height and scale sought in new development:

PO 4.1 Buildings contribute to a low-rise suburban character and complement the height of nearby buildings.

In this part of the SNZ this is expressed as an 8m building height and 2 levels. These technical variations are expressed as 'maximums' but the Code policy is to be interpreted as guidelines and not absolute maximums for new development.

Although the prevailing residential character of this locality is single storey, there are already two storey school buildings on the subject allotment.

The proposed two level building is consistent with the low-rise character sought in the zone. The overall height exceeds 8 metres, but is compatible with other non-residential school buildings on the existing campus.

2.1.2 Building Siting, Design and Appearance

Zone PO 1.4 and PO 1.5 provides the key guidance for new development in the zone:

PO 1.4 Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.

PO 1.5 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.

Taking into account the suitability of 2 storey buildings in the SNZ, the assessment against the above POs is concerned with context. Setbacks from road frontages and other allotment boundaries inform context. Spaces between existing and proposed buildings of different uses also contribute to the perception of appropriate transition between other uses in the neighbourhood.

The Code provides guidelines for a building envelope in the case of new non-residential development at the interface of a neighbourhood type zone. The building envelope guideline does not apply in this assessment as the development site is in the same zone as its residential neighbours.

However, by way of example, the effect of the building envelope guideline is shown on the Southern Elevation drawing SK-107. The drawing defines the building envelope as if the development site is adjacent an allotment boundary common to a neighbourhood zone boundary. This view illustrates how the proposed building envelope appears from the primary street.

It is evident the proposed building envelope for the new technical college easily satisfies that building envelope guideline. As it relates to the transition of built form in the context of the development site and its interface with residential development:

- The side boundary setback (common to residential neighbours) of the proposed two storey building element is substantial at 15metres (refer Site Plan SK-102).
- The proposed built form setback exceeds what is possible having regard to the interface height (building envelope) guideline (refer southern / street elevation SK-107).
- The proposed building height is approximately 10.3m above finished ground level. Although this exceeds the 8m guideline expressed for the SNZ, the separation distance achieved between residential buildings to the 'north' and the non-residential building envelope on the subject site is acceptable.
- The two building levels intended for the SNZ is not exceeded. The increase in building height of approximately 2 metres is a reasonable departure as there is no unreasonable development impact in terms of building scale.

Other building appearance policy guidelines are found in the *Design in Urban Areas* General Development Policies module.

PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.

PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:

(a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces

(b) screening rooftop plant and equipment from view

(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.

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 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.

PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.

PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.

PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.

The proposal satisfies these provisions based on the following observations and development outcomes:

- The main entrance is clearly identifiable and is supported by a landscaped entry plaza and pedestrian connections from the public road frontage. New pathways support direct connections from staff and visitor parking directly to the new building.
- Street-facing elevations incorporate high performance glazing, blockwork (locally produced Murray Bridge reconstituted limestone) and a variety of Colorbond cladding. These materials create variation

across the building façade. Different textures and colours with an upper band of more lightweight material and the lower band of solid base blockwork, frame the building, define the main building entrances and middle band which provide some visual transparency. Overall, the combination of architectural layers deliver the desired agricultural and industrial expression sought by the applicant, and conceptually representing the character of the region.

- Extensive glazing provides views into and out of the building primarily to the Swanport Road frontage, maximising passive surveillance.
- Service, loading and waste management areas are located adjacent to the workshop spaces, away from the northern residential interface and as far as practical from the street frontage.
- Plant and equipment are integrated into the building design. Where some elements protrude above roof level, they are sited as far as possible from allotment boundaries. Screening treatment at ground or roof level will be incorporated to mitigate visual impact where necessary.
- Glazing and building entrances are orientated towards key pedestrian areas, supporting passive surveillance of the public realm and building approaches.
- External lighting is envisaged. This aspect is subject to further consideration at detailed design to ensure a coordinated lighting strategy. It will consider afterhours lighting for site security and safety of overnight occupants, with attention to mitigating light spill beyond the site boundaries.

In summary, the proposal maintains an appropriate transition of the new built form in the context of its residential interface. The overall low-rise suburban character is achieved adjacent the residential interface. The development provides sufficient space around its building envelope to limit visual impact and complements the building height outcomes for this neighbourhood.

External site and building lighting can be confirmed at a later time by way of addressing a condition of approval.

2.1.3 Environmentally Sustainable Design

Building environmental performance outcomes are expressed in the Design in Urban Areas module as follows:

PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.

PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.

PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells

The project has sought guidance from dSquared Consulting in the development of the concept. The specialist consultant has considered sustainability and performance of the building in the context of achieving strong environmentally sustainable design (ESD) outcomes. ESD principles are a key outcome expressed in the design brief.

URPS defers to dSquared's review of the planning documents against the project Design Guiding Principles (*Sustainability Report* Annexure B5).

The sustainability initiatives are across a variety of areas, not just building efficiency itself. Having regard to Section 3 of the dSquared *Sustainability Report* there is sufficient information at the planning stage to demonstrate a suitable sustainability standard is achieved in the areas of climate change resilience, embodied emissions, energy efficiency, thermal comfort, water efficiency, waste diversion / management, indoor environmental quality and wellbeing, equity and inclusion and sustainable transport.

It is envisaged that the sustainability checklist will be updated as project progresses. Monitoring of sustainability outcomes continues through the detailed design and construction phases of the project.

Having regard to all the above, the building environmental performance outcomes expressed in the Design in Urban Areas module are sufficiently addressed.

2.2 Traffic & Transport Overlays and General Access and Parking

Relevant Code policies are found in various sections of the Code as set out below. Note the project brief requires a minimum supply of 30 on-site parking spaces for staff and visitors (with visitor spaces being independently accessible at all times).

2.2.1 Major Urban Transport Routes Overlay

The Major Urban Transport Routes Overlay seeks to ensure safe and efficient vehicle movement and access along major urban transport routes. This applies to Swanport Road.

The key performance outcomes for new development are (summarised):

- PO 1.1 safe and convenient access onto Swanport Rd – a state government road – for conventional vehicles and larger vehicles serving new development
- PO 2.1 - minimising queuing impacts
- PO 4.1 and PO 5.1 new access with appropriately spaced, with sight lines to minimise potential driver and pedestrian conflict points.

A referral to the Commissioner for Highways is required under this Overlay as there are two new crossovers proposed on Swanport Road to support the development. There are no existing vehicle crossovers on Swanport Road associated with the existing high school.

2.2.2 Traffic Generating Development Overlay

The key Overlay policy desires access to an educational facility >250 students be obtained directly from a State Maintained Road (Swanport Rd). Although the new educational facility will have a lower capacity <250 students at any one time, the performance outcomes are still relevant to the assessment:

PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.

PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.

PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.

The technical college development is designed to operate independently from the existing MBHS. Its capacity will be 100 students at any one time.

The authority may however determine the student capacity of the combined educational facilities on the allotment applies. If this is the authority's interpretation, a referral is required under this Overlay as the *allotment* will support >250 students at any one time.

2.2.3 General Transport, Access and Parking policies

The Transport, Access and Parking section of the General Development Policies seek:

PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.

PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.

PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.

PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.

PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.

PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.

PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.

2.2.4 Traffic and Access Assessment conclusions

A Traffic Impact Assessment (TIA) prepared by WGA accompanies the application – (refer Annexure B1). URPS defers to that detailed expert assessment.

Upon review of the TIA, the proposal is consistent with the key Overlays and general Code provisions for the following reasons:

- The site is accessible by private vehicle, walking and cycling.
- The site is technically able to be accessed by public transport, albeit it is noted the existing bus stop does not currently serve a public bus route.
- The proposed separated vehicle ingress and egress crossovers to Swanport Road have been positioned with regard to the nearby pedestrian actuated crossing and desired separation distances.
- Appropriate sight distances can be achieved at the proposed crossovers.
- Internal circulation, servicing and waste collection activities are accommodated wholly within the site.
- Swept path analysis confirms that service and waste collection vehicles can safely enter and exit the site in a forward direction.
- The manoeuvring (reversing) of service and waste collection vehicles on-site is designed to avoid publicly accessible pathways and visitor parking within the development site.

- WGA estimates the development will generate approximately 125 vehicle movements during the weekday peak hour and concludes that the existing road network has capacity to accommodate this increase.

The Traffic Impact Assessment concludes that the traffic impacts associated with the proposal are manageable.

2.2.5 On-site Vehicle and Bicycle Parking

The *Transport, Access and Parking* section in the General Development Policies module for carparking in association with new development is expressed as:

PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking spaces are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate.

and refers to off-street parking Table 2. For a secondary school, Table 2 requires:

1.1 spaces per full-time equivalent employee plus 0.1 spaces per student for a pick-up / set-down area either on-site or within 300 metres of the site.

The proposal includes 25 staff spaces and 5 visitor parks (inclusive of two accessible spaces). The proposed off-street parking supply more than satisfies the Code rates (28 staff and visitor spaces combined) . URPS is instructed this satisfies the project brief as it relates to the DfE standards.

Student parking is not provided on site in this development, nor required under the Code. WGA supports student parking on-street. The WGA surveys observed low student parking demand associated with the existing MBHS. The WGA investigations identified sufficient on-street availability within 300m of the development site to the west. There is sufficient on-street availability to support student demand (10 spaces) calculated at the Code Table 2 rate.

Table 3 "*Off-Street Bicycle Parking Requirements*" indicates that for an Educational Facility, Secondary/Tertiary School, one space per 20 full time employees plus 1 space per 10 full time students.

At the Code rate, the demand equates to 11 bicycle parking spaces in total (i.e. one bicycle parking space for FTEs, and 10 bicycle parking spaces for students).

Secure bicycle parking is proposed. A 24m^2 area will be available for bike rails with an equivalent 11 space capacity. This area is to be secured with open style fencing for security and visual permeability. It is located north-west of the main building entry.

Overall, the WGA assessment concludes that the vehicle parking rate for a secondary school and bicycle parking achieves the Code rates.

2.3 Interface with Residential Development

2.3.1 Noise

The existing environment and the potential environmental noise impacts from the proposal and mitigation considerations are summarised as follows:

(a) The proposed development is on the site of an existing secondary school. The proposed building envelope is located adjacent an existing oval used for outdoor sports and recreation. The typical impacts of a secondary school occur within daytime hours with occasional after school hours activities. The existing and proposed new development share similar characteristics in terms of potential noise sources. The building envelopes of the two schools will be separated by the established areas of open space. There is no unreasonable impact anticipated on one site by the other in terms of noise from general operating conditions as there is effectively no change in use.

(b) The existing school campus allotment has one common boundary with residential uses in the same zone (referred to as the west interface). All other allotment boundaries have a frontage to a public road with residential development apposite. The character of the campus adjacent the allotment boundaries will be substantially unchanged, but for the area occupied by the proposed development. The extent of the redeveloped interface is approximately 75 metres. This relates to the rear boundary of approximately 4 residential allotments that face Best Street.

(c) The development is for primarily day-time educational use with only limited out of school hours use for supervising staff (typically 3) and students utilising the short-term overnight accommodation. Ther will also be 'house rules' restricting use of outdoor areas after a set time, and also a set time for students to return to the dormitory 'crash pad ' accommodation.

(d) The proposed building will effectively be the barrier to noise sources from within the building and associated carpark on the eastern side of the building envelope.

(e) The exception is external mechanical services plant and equipment on the west elevation. These potential noise sources will be primarily within school hours.

(f) The exceptions to school hours mechanical noise sources are typically air-conditioning units and similar associated with the single storey accommodation and student amenities wing on the northern side of the proposed building. This west elevation facing adjacent residential allotments depicts some plant at ground level. The external noise impact of air conditioners during the evening period will be similar to conventional residential uses. The external units are at least 12m from the residential boundary which is fenced. New 2.1m good neighbour fencing is proposed for the extent of the new development site (approximately 75m measured from Swanport Road).

(g) The distance between the closest Best Street dwelling and the proposed west building elevation is at least 28 metres. It is expected potential noise impacts at the interface can be effectively managed through appropriate selection, siting and, if necessary, screening / attenuation of external plant.

(h) Service, loading, waste management activities and other external plant associated with the workshops are also located east of the building envelope. The setback of these potential noise sources from the public road frontage varies between 10 metres – 30 metres. Dwellings on the opposite side off Swanport Road are approximately an additional 30 metres from the campus allotment boundary.

As is common at the planning application stage of a development, the mechanical services plant and equipment including air conditioning and ventilation systems is still subject to design and finalisation. Such plant selection and screening will be considered where appropriate post determination of the application.

In terms of noise policy guidance, educational facilities are not affected by:

- The *Environment Protection (Commercial & Industrial Noise) Policy 2023* under the Environment Protection Act 2023. This EP policy is not applicable to an educational facility in terms of noise from students or staff.
- The *Local Nuisance and Litter Control Act 2016 Part 3 - Things that are not local nuisance*. The Act specifically identifies educational facilities as a use "*declared not to constitute local nuisance for the purpose of section 17(1) clause (n)*"

  (n) noise from activities carried on in the normal course of a school, kindergarten, childcare centre or place of worship, other than noise consisting of amplified music

A site specific environmental noise assessment of the typical school indoor and outdoor activity noise sources associated with the normal course of school activities is therefore not warranted.

The potential environmental noise consideration is limited to the mechanical services plant and equipment at roof level and any other external plant adjacent a residential interface.

In this proposal, the roof plan demonstrates the mechanical services are not roof mounted. There are flues and ducts associated with the workshop abutting the southern side of the new building. This represents a significant separation distance from closest noise sensitive development to the west and south. In this context, the locations selected for the services of a more commercial nature will reasonably minimise noise exposure to sensitive receivers.

In any case, the noise from mechanical plant and equipment is best confirmed during the detailed design stage of the project. At that time plant selection details, ductwork and layout arrangements, and technical data will be available. The project acoustic consultant Resonate will complete a detailed environmental assessment at that time in response to a condition of approval.

For assessment purposes, Resonate has undertaken an initial review and assessment (refer Annexure B3). This current level of environmental noise assessment considers:

- Architectural drawings (site extent, building footprint)
- Mechanical drawings (indicative locations and selections, including dust extractor)
- Fire emergency equipment
- Car park layout (including loading bay location)

There is sufficient information to inform the acoustic assessment. Its conclusions are in support of the development. There are also several other Technical College developments in SA to reasonably conclude that the *Interface between Land Uses* General Development module will be satisfied, namely:

PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers.

PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces and the like are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers due to noise and vibration.

The Noise Impact Assessment concludes that compliance with the relevant EPA noise criteria can be achieved through the implementation of appropriate acoustic treatments. A condition of approval is appropriate to confirm the interim conclusions, particularly in the event of any changes to the type and location of potentially noise impacting activities.

2.3.2 Air Quality

The *Interface Between Land Uses* module seeks:

PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.

Potential air emissions associated with workshop activities have been considered as part of the building design. Internal ventilation also needs to be considered noting accommodation is part of the proposed development.

A detailed Air Quality Assessment is not considered warranted for this planning assessment. Although there are some emissions for the workshops, as an educational facility the use does not involve 'industrial' scale emissions. The focus will be on satisfying relevant codes and standards:

- for the location of exhaust discharge points from the workshop areas and known sources (e.g. exhaust stacks and their finished height above the roof)
- to provide the minimum separation from intake points and ventilation openings
- to satisfy air quality requirements for building occupants and concurrently minimise the risk of off-site exposure in other parts of the campus and surrounding neighbourhood.

A statement from Lucid Consulting (11/08/26) accompanies the application (refer Annexure B4).

The initial review identifies assessment concludes that

- General learning and accommodation areas requiring mechanical exhaust ventilation in accordance with AS 1668.2 will be provided with dedicated systems and will generally discharge via roof mounted cowls or weatherproof louvres within the façade. Discharges for these systems will be located to provide minimal ductwork runs while maintaining minimum separation distances from outside air intakes and natural ventilation openings to maintain adequate indoor air quality.
- Exhaust systems within the workshop areas extracting Type A effluent fumes will be discharged vertically at a minimum height in accordance with AS 1668.2. Discharges will be located to provide consolidated stacks where possible. Minimum separation of 6m will be provided from discharges to any outside air intakes, natural ventilation openings or boundaries of the building, with greater distances achieved where possible to minimise the risk of occupant exposure

In summary, the proposed discharge arrangements can and will be designed to comply with the requirements of AS1668.2 . It is reasonable to conclude that design to the relevant Australian Standard will satisfy the PO 5.1 of the *Interface Between Land Uses*. This outcome will provide an appropriate level of amenity protection for occupants, prevent harm to human health and not unreasonably impact the amenity of sensitive receivers within the locality.

Detailed plant selection and discharge design will be finalised during subsequent design stages. In the event any review or further assessment is warranted, it can be considered and provided to the authority in response to a condition of approval.

2.3.3 Overshadowing

The Interface between Land Uses General Development Module seeks to minimise overshadowing impacts between land uses. The performance outcomes are expressed as follows:

PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in a neighbourhood-type zone is minimised to maintain access to direct winter sunlight.

PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in a neighbourhood-type zone is minimised to maintain access to direct winter sunlight.

The development has appropriate regard to these provisions because:

- The habitable room windows of the closet dwellings are to the north/north-west are >25 metres from the proposed two storey built form. There will be no development impact on access to winter sun of the habitable room windows of adjacent residential uses.
- The associated DPF seeks development that maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential ground level private open space. There will be sufficient access maintained to the primary area of private open space of the adjacent dwellings. They enjoy deep rear yards and more than 2 hours of direct sunlight available to these yards now and post development.

Residential dwellings opposite the development site on Swanport Road are in the same neighbourhood type zone as the campus. The dwellings do not incorporate private open space adjacent the public road frontage. The generous separation distance between the proposed two storey building envelope and the existing dwellings is substantial enough to ensure there is no shadow affecting the habitable room windows of the front façade of dwellings opposite.

An overshadowing analysis can be prepared if required.

2.3.4 Overlooking

The upper level of the western elevation faces the Best Street dwellings. There are no window openings or use of glazing on the level 1 west elevation.

At ground level, new 2.1m solid fencing will restrict any line of sight from glazed doors and windows.

Upper level windows facing the public road frontage are proposed. The dwellings on the opposite side of Swanport Road typically exhibit low or no facing to front open space. There is no overt overlooking achieved from the windows at any level in the proposed development. The separation distance is more than 40 metres between residential and new building facades.

'Direct Overlooking' is defined by Part 8 of the Code to mean:

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

The Design in Urban Areas section of the General Development Module seeks:

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

The proposal is designed and sited in a manner to mitigate and overcome overlooking impacts on existing residential development.

2.4 Advertising Near Signalised Intersections Overlay

The Overlay seeks to ensure advertising near signalised intersections does not pose an unacceptable risk to pedestrian or road safety.

The SAPPA mapping extract above identifies two locations adjacent the school campus that are affected by the Overlay.

The north-west shaded area is relevant to the proposed development site. The pedestrian actuated crossing is in this location on Swanport Road. The building envelope will be within the shaded area.

The Overlay policy is expressed as follows:

PO 1.1 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.

It does not imply that signage must not be illuminated , flashing or similar (although that is one way to meet the performance outcome).

A referral to the Commissioner of Highways for signage on this development site is required where:

- it is located within 100m of the signalised pedestrian crossing; and
- it will
  - i. be internally illuminated, or
  - ii. incorporate a moving or changing display or message, or
  - iii. incorporate a flashing light.

Having regard to the above, the referral for expert technical assessment on potential risks relating to pedestrian and road safety which may arise, may be relevant if proposed signage on the development site frontage is internally illuminated, moving or changing displays or incorporating a flashing light.

Notwithstanding the Code policy and the link to certain signs requiring a referral, signage as part of a Crown development is exempt from the need for approval.

In this context the proposed illuminated logo on the building elevation facing the street does not require a referral even though it is within 100m of the crossing.

The illuminated college logo (no flashing or changing or flashing light displays) is at a high level at the far end of the elevation maximising its separation from the crossing. It is unlikely to distract motorists or be confused with the lights of the pedestrian crossing. The illumination will be on a timer and will turn off at approximately 10pm.

If any other signage (not yet detailed) is proposed, it is unlikely to include moving or changing displays or incorporating a flashing light. Proposed signage will need to be consistent with the selection in the technical college signage guidelines in Annexure C3. The applicant can liaise with the authority if there is a proposed departure from the guidelines and or a subsequent proposal for an additional sign(s) is internally illuminated, moving or changing displays or incorporating a flashing light.

2.5 Hazards (Flooding – Evidence Required) Overlay

2.5.1 Flood Hazard

The subject allotment is more than 700 metres from the River Murray 1956 flood level. There are no other identified watercourses or water bodies on or near the subject land. There is no localised flood risk identified affecting the subject allotment nor its general locality (i.e. that would will otherwise be mapped under Hazards (Flooding) or Hazards (Flooding - General) Overlays and under which minimum site and finished floor levels may apply).

The Hazards (Flooding – Evidence Required) Overlay policy applies to the subject allotment. It adopts a precautionary approach to mitigate potential impacts of potential flood risk through appropriate siting and design of development.

The Overlay applies to the majority of the Murray Bridge township. Each development needs to consider site / ground levels and the surrounding context of the street water table and kerb levels. These influence how the design responds to managing potential risk of flood water entering buildings and mitigating potential impacts on other land and property.

The Code performance outcome relates to minimising the risk of entry of stormwater to a building where the entry of floodwaters is likely to result to and whether or not it is likely to result in undue damage to or compromise ongoing activities within the building.

Both the overnight stay student accommodation and the ground level learning areas / workshops need to remain operational during a major rainfall event. One way is to achieve the PO is provided in the DTS/DPF criteria. It applies to habitable, commercial and industrial buildings. These classes of buildings are not directly applicable to the proposed development except for the accommodation on the ground floor which is of a habitable nature.

The DPF seeks development to achieve a finished floor level (FFL) 300mm above the highest point of the top of the kerb of the primary street frontage. It is a guideline and may not be required subject to the particular conditions of the site and locality. The PO is the appropriate design goal.

PO 1.1 Development is sited, designed and constructed to minimise the risk of entry of potential floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.

This is addressed in the WGA Stormwater Management Plan (SMP refer Annexure B2).

2.5.2 Stormwater Management Concept

URPS defers to the WGA SMP. The SMP considers the available flood mapping, Council requirements, site levels and the effect of a 1 in 100 year flood event on the subject land.

WGA has recommended a proposed FFL 33.90 to provide adequate freeboard protection of the building in a 1 in 100 year flood event.

WGA's calculations to address development impact on the site and maintain pre-development stormwater flow and site conditions are:

- Provide 100kL aboveground detention to capture all new roof run-off. The plans show this is achieved in 4 x 22,500L tanks).
- Stormwater from hard paved areas will be directed to the 200kL detention basin. This volume satisfies Council's requirements.

The WGA Sketch plan (Appendix E of the SMP) illustrates how the stormwater is connected and diverted on site.

The Design in Urban Areas module includes a relevant Water Sensitive Design Policy :

PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting:

(a) the quantity and quality of surface water and groundwater

(b) the depth and directional flow of surface water and groundwater

(c) the quality and function of natural springs.

Related water quality treatment measures (rain gardens, permeable paving, biofiltration swales and similar) will work in combination to achieved Council nominated water quality targets.

The detailed design stage will develop the stormwater concept further, along with confirmation of pipe sizes and other technical elements.

Overall, the design of the building addresses overlay PO 1.1. Other site design and landscape details adequately detail how other related water quality outcome are achieved (refer Landscape drawing SK-111).

In summary, the concept for the SMP is sufficiently developed with regard to known local conditions and Murray Bridge Council requirements. In this context the key performance outcomes of the Code are generally satisfied. The development will not negatively impact other land in terms of flood hazard and stormwater management.

2.6 Trees and Landscaping

2.6.1 Native Vegetation Overlay

The status of existing site trees has been informed by review of documentation prepared for the Department of Infrastructure and Transport:

- Murray Bridge Technical College Preliminary Site Investigations, Aurecon 18 May 2026 Section 5.2 Historical Site Imagery and related Appendix A (refer Annexure C for full document, and Appendix C of this stament for selected images):
  - Aerial imagery dating back to 1967 confirms the campus allotment and proposed development site was a cleared site. Imagery from 1945-1963 is indicative of a farmed paddock (no notable trees or dense vegetation).
  - The school was established some time after 1967 with the main complex of buildings appearing in the north-east corner. There is limited tree planting around the building complex and along Swanport Road boundary evident in the 1979 photos (but not mature trees).
  - 1989 Imagery depicts that planting gaining some maturity but there is no substantial new planting evident.
  - 1999 imagery depicts some additional infill planting adjacent the Swanport Road boundary.
  - Imagery at 2002, 2010, 2018 and 2026 supports the view the vegetation is substantially the same planted trees at various stages maturity managed within the school grounds.
  - Swanport Road is evident in all these aerial images and its route and dimensions from 1963 are largely consistent to the current day, with no significant advancement of street trees in the road reserve.
- Visual Tree Assessment 44297 Murray Bridge High School, 14 March 2025 – Project Green Pty Ltd:

- The data reports for trees on the main campus have been reviewed. The status of all the trees relevant to the development site are confirmed by the arborist as exempt from the native vegetation legislation.

Having regard to the evidence in the above reports, including the arborist visual inspection, the allotment has evolved from a cleared farming site to a developed school facility with intentionally planted trees and grasses in outdoor spaces including the managed ovals. Accordingly, the applicant has signed the Native Vegetation declaration.

The trees have varying levels of amenity value but are not representative of native vegetation under the Native Vegetation Act 1991. There is no other significant or regulated status applicable to the trees on the allotment. There are no controls affecting pruning or removal of on-site trees and vegetation on this development site.

Nevertheless, the design and siting of the new building and internal roads and carpark has sought to retain as many trees as possible. This includes trees that exhibit good structure, health and appearance.

The arborist identified and recorded locations of trees have been translated on the site plan. Structural root zones and notional root zones are calculated from the arborist stem circumference referenced in the data sheets. This informs the decision making and assessment of the potential impact of works on the retained trees.

For retained trees, there are no planned works in the estimated structural root zones of the trees. The proposal includes areas of permeable paving related to the crossovers and visitor parking area. This is supported as one way of managing and minimising the risk of development impact caused by encroachment into the notional root zones (NRZs).

Further arborist advice may be warranted to confirm recommendations for works in and adjacent the NRZs to reasonably support the viability of trees (e.g. methodologies for excavation in the NRZ, tree trimming etc). Arborist advice will be sought on identifying tree protection zones for implementation during the construction phase.

2.6.2 Proposed Landscaping

The proposal incorporates supplementary tree and other planting. The hard and soft landscaping features are illustrated in SK -111. This includes new trees in and around the carpark and site boundaries adjacent the high school campus.

The planting selection (indicative) is provided for information. It will be the subject of review and may be subject to availability at the time. It includes a range of primarily native ground covers, grasses, shrubs, trees and a selection suitable for inundated areas (i.e. rain gardens and the detention basin). Any substitutes will be selected based on appropriateness to the site conditions and location.

The overall landscape character of the site is substantially maintained by the retention of the majority of the established trees. The proposed landscaping will make a positive contribution to the landscape character.

The enhancement of the site landscaping as proposed is consistent with the Design in Urban Areas General Policies module

PO 3.1 Soft landscaping and tree planting are incorporated to:

(a) minimise heat absorption and reflection

(b) maximise shade and shelter

(c) maximise stormwater infiltration

(d) enhance the appearance of land and streetscapes.

2.7 Waste Management

The building incorporates an internal waste store (ground floor).

The waste store is designed to accommodate at least 1 x 660 litre recycling bin and 6 x 240 litre general waste/green waste bins, consistent with similar technical college facilities. Bins are wheeled to the hardstand area adjacent the store for collection.

The waste store is within a services area including a loading dock capable of being accessed by a 12.5m rigid vehicle (MRV) which is identified as suitable for the same private waste contractor that services the high school.

The design allows for waste trucks and larger vehicles to enter and exit the site in a forward direction. At this time, it is envisaged that waste will be collected by private contractor. The frequency of collection is subject to review. The existing high school is serviced by a private contractor so local services are available.

The *Design in Urban Areas* module guideline for waste management is expressed as follows:

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.

A suitable area set aside for waste storage and collection for the workshops. Waste management associated with the ancillary uses will further considered as part of detailed design. There is sufficient area and information on waste management at other technical college sites to conclude waste associated with this facility can be appropriately managed.

3. Assessment Conclusions

Having regard to the provisions of the Planning and Design Code, the proposed development performs well against the key outcomes relevant to an educational facility:

- High standard of architecture with minimal impact on its setting that preserves highly valued elements of the established landscape character in the Suburban Neighbourhood Zone.
- Employment of passive design principles and other design responses to maximise environmental performance and minimise energy consumption.
- Provision of safe and convenient access to parking and manoeuvring areas for all anticipated vehicles.
- The building envelope and carpark minimising impact on established trees and complementary new landscaping incorporated to enhance the appearance of the campus.
- Sufficient area available to ensure additional detention and water quality treatment measures will be incorporated to meet performance outcomes.

Having regard to all the above, the application for Murray Bridge Technical College warrants approval subject to conditions.

Detailed design is ongoing and will be influenced by the final selection and layout of vocational specialities for this site. It is anticipated that a number of supporting plans and documents will be the subject of further review upon plant selection or similar. On that basis the applicant is supportive of conditions of approval that enable subsequent detail of various elements to be submitted for sign off by the relevant authority or delegate.

It is anticipated that conditions reflecting the following are warranted:

- Prior to commencement of construction (substructure):
  - Other than where the noise sources are unchanged from those depicted in the approved drawings, an acoustic assessment of the potential noise emissions based on the final location with details f acoustic attenuation (if recommended by an acoustic consultant) for the plant and equipment with regard to the nearest sensitive receivers within the Suburban Neighbourhood Zone.
  - Final detailed schedule of external materials and finishes including glazing (if any material changes, and which is informed by the acoustic assessment).
  - A final Stormwater Management Plan in accordance with the local Council requirements and engineering practices to ensure that stormwater does not adversely affect any adjoining property or public road.
- Prior to commencement of site works:
  - A Construction Environmental Management Plan prepared and provided to the local Council and authority for information.
- Prior to commencement of operation of the development:
  - Final detailed outdoor lighting plan (security / external lighting designed and constructed to conform with the relevant Australian Standard).

  - Final landscape design and planting schedule, related infrastructure (outdoor seating and the like) and fencing detail (if amended form the current proposal).
  - Site signage and way finding strategy (if required for information).
- General Conditions (if warranted)
  - Excepting occupation of the 'crash pads' and overnight stay student activities, hours of operation of the training / learning facility will be daytime hours only 7am – 10pm Monday – Friday (with provision for some infrequent use on weekends).
  - No mechanical services (such as air extraction systems, air conditioning or other equipment) shall be installed on the outside of any new building or structure unless identified on the approved plans or unless they can be suitably positioned and screened to minimise acoustic disturbance to result in visual amenity impacts to adjoining land.

Appendix A

Certificate of Title

LAND SERVICES SA

Product	Register Search (CT 6248/855)
Date/Time	30/03/2026 02:38PM

South Australia

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

Certificate of Title - Volume 6248 Folio 855

Parent Title(s)	CT 5799/13, CT 5800/116				
Creating Dealing(s)	RTA 13434517				
Title Issued	23/12/2020	**Edition**	1	**Edition Issued**	23/12/2020

Estate Type

FEE SIMPLE

Registered Proprietor

MINISTER FOR EDUCATION
OF ADELAIDE SA 5000

Description of Land

ALLOTMENT 1 DEPOSITED PLAN 125268
IN THE AREA NAMED MURRAY BRIDGE
HUNDRED OF MOBILONG

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A ON D125268 TO THE MINISTER FOR INFRASTRUCTURE (T 3102625)

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Appendix B

Trees to be removed

Extract from Briefing Document Appendix K – Arborist Report.

Note the full report is included in Annexure C.

Tree | Botanical Name: Eucalyptus sp. (Gum Tree)

ID: PGSA00009719 | Tue, 11 Mar 2025

EDEN4

Tree Overview

Tree Information

Vigour	Good
Useful Life Expectancy	16- 40 Years
Tree Height	11 - 15 Metres
Tree Health	Good
Tree Form	Good
Live Crown Ratio	60%
Number of Stems	Single
Stem Circ. (mm)	1950
Legislative Status	Exempt
Inspected By	Jarrod Whallen
Date	11 Mar 2025

Hazard Assessment

Failure Hazard	1 Low - <10% Defects
Defect Size	1 Low - <15cm
Target Hazard	2 Medium - Intermittent Use
Hazard Score	4
Hazard Rating	Low

Works Required

- No Works Required

Works Require Approval

No Current Pruning Recommended For Tree. Presents Good Health. Minor Deadwood Removed.

Tree | Botanical Name: Eucalyptus leucoxylon Rosea - Pink Flowered Blue Gum

ID: PGSA00009711 | Tue, 11 Mar 2025

EDEN4

Tree Overview

Tree Information

Vigour	Good
Useful Life Expectancy	41+ Years
Tree Height	6 - 10 Metres
Tree Health	Good
Tree Form	Good
Live Crown Ratio	60%
Number of Stems	Single
Stem Circ. (mm)	500
Legislative Status	Exempt
Inspected By	Jarrod Whallen
Date	11 Mar 2025

Hazard Assessment

Failure Hazard	1 Low - <10% Defects
Defect Size	1 Low - <15cm
Target Hazard	2 Medium - Intermittent Use
Hazard Score	4
Hazard Rating	Low

Works Required

- No Works Required

Works Require Approval	

No Pruning Required.

Tree | Botanical Name: Eucalyptus stricklandii - Stricklands Blackbutt

EDEN4

ID: PGSA00009712 | Tue, 11 Mar 2025

Tree Overview

Tree Information

Vigour	Good
Useful Life Expectancy	16- 40 Years
Tree Height	6 - 10 Metres
Tree Health	Good
Tree Form	Good
Live Crown Ratio	60%
Number of Stems	Single
Stem Circ. (mm)	1150
Legislative Status	Exempt
Inspected By	Jarrod Whallen
Date	11 Mar 2025

Hazard Assessment

Failure Hazard	1 Low - <10% Defects
Defect Size	1 Low - <15cm
Target Hazard	2 Medium - Intermittent Use
Hazard Score	4
Hazard Rating	Low

Works Required

- No Works Required

Works Require Approval

No Pruning Required To Tree. Exhibits Good Crown Health Shape And Form.

Appendix C

Selected aerial images of historical development of the site

Extract from Briefing Document Appendix J3 – Aurecon Preliminary Site Investigation May 2026.

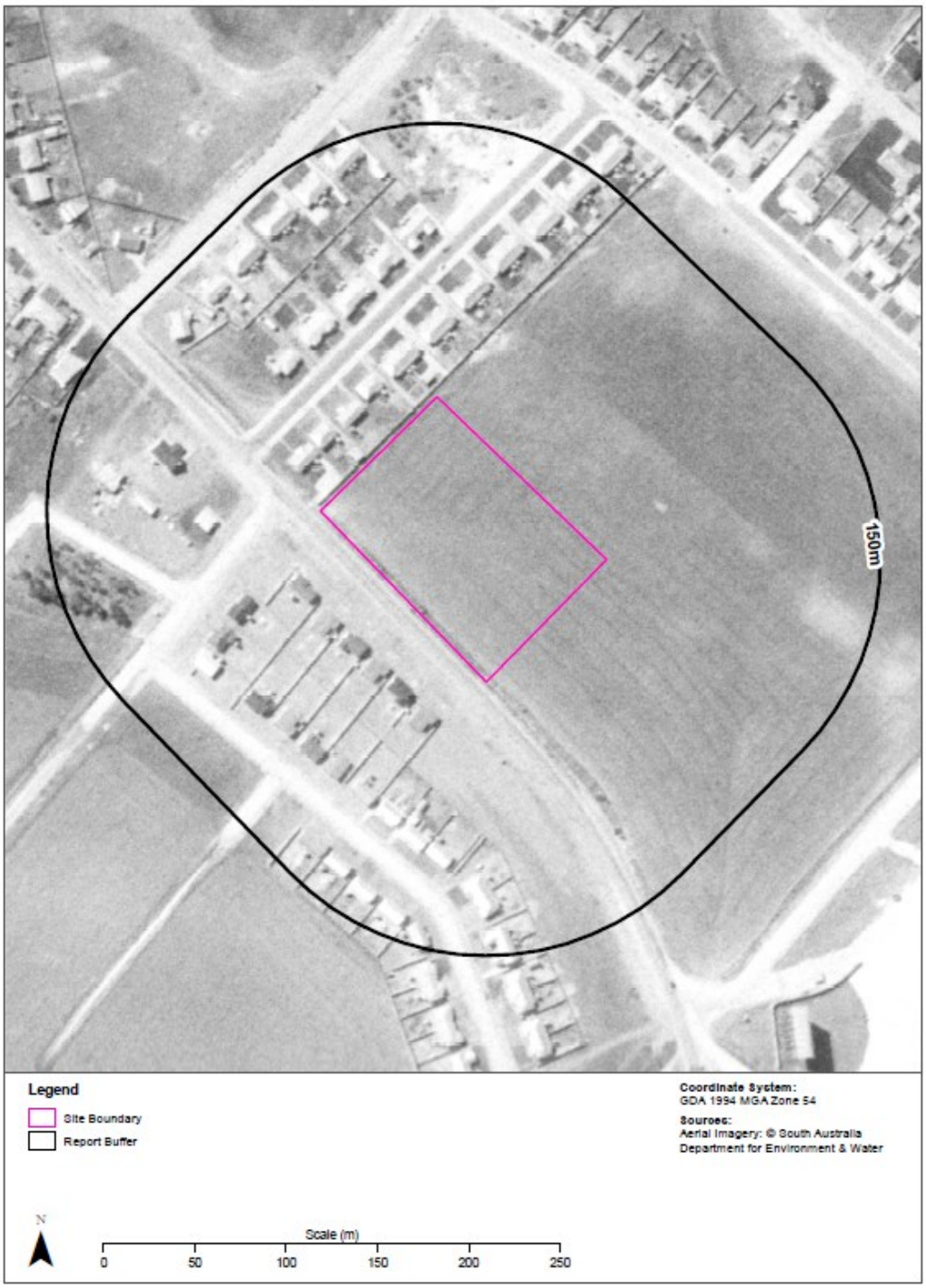
Note the full report is included in Annexure C.

Aerial Imagery 1963

5 Lohmann Street, Murray Bridge, SA 5253

Aerial Imagery 1967

5 Lohmann Street, Murray Bridge, SA 5253



Aerial Imagery 1989

5 Lohmann Street, Murray Bridge, SA 5253

Aerial Imagery 2026

5 Lohmann Street, Murray Bridge, SA 5253

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Enter via Symonds Pl
Adelaide, SA 5000

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