

Proposed Development

548 -560 MILNE RD REDWOOD PARK SA 5097



APPLICATION NUMBER

26029346

NATURE OF DEVELOPMENT

Variation to DA 25040799 - 2 x Residential Flat Buildings comprising 24 dwellings, undercroft carpark, verandah, retaining walls and fencing

VIEW THE PLANS AND HAVE YOUR SAY ON THE APPLICATION

www.plan.sa.gov.au/en/public_notices

MAKE A REPRESENTATION

Up until 11:59pm on the 14-10-2026



FOR MORE INFORMATION

CONTACT

City of Tea Tree Gully

PHONE

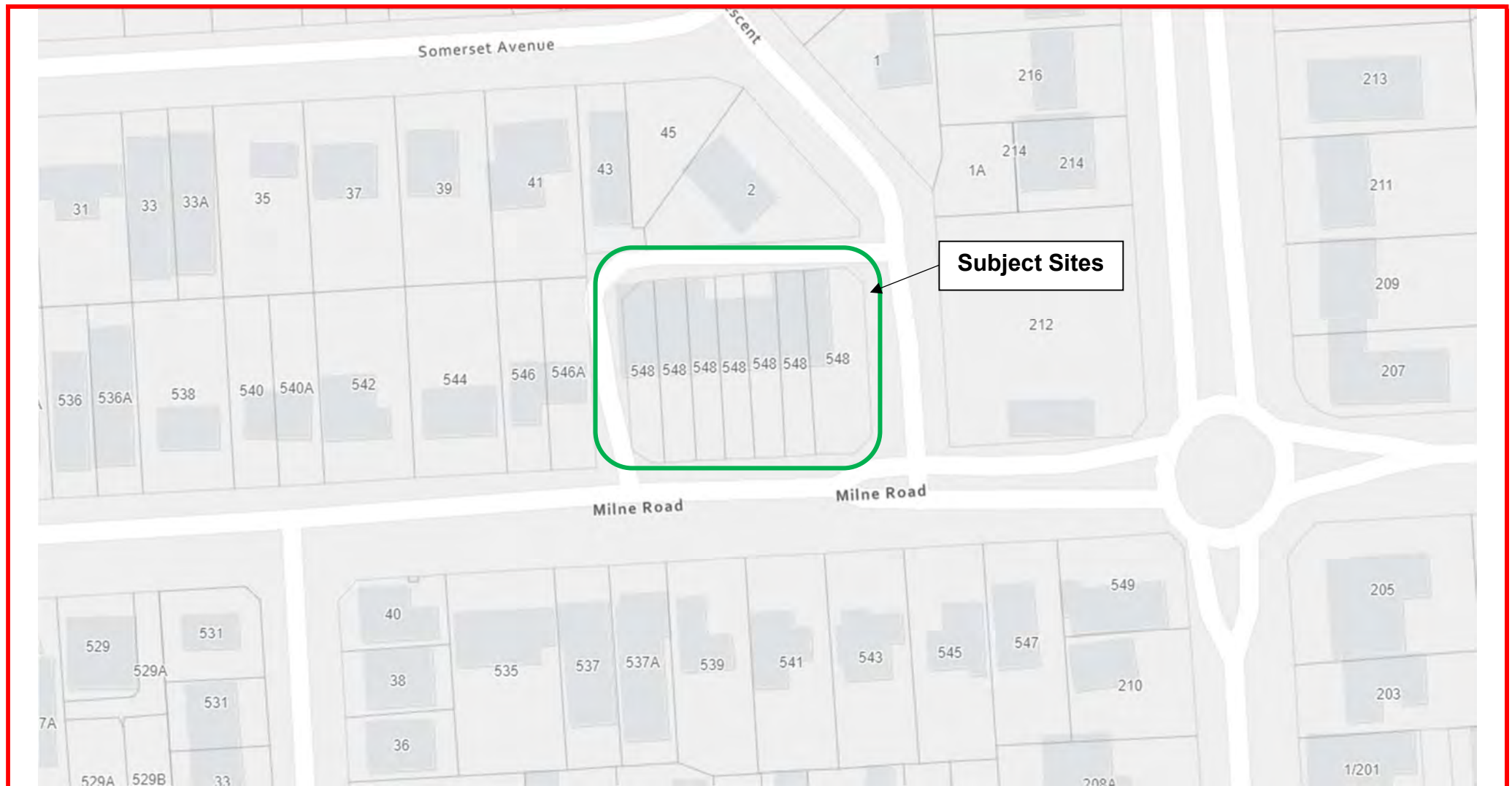
0883977444

EMAIL

development.enquiries@cttg.sa.gov.au

It is an offence to damage, destroy, obscure or remove this notice. Penalties apply.

Public Notification –



Contact Details

571 Montague Road, Modbury SA 5092

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TTY (08) 8397 7340

E customerservice@cttg.sa.gov.au

W www.cttg.sa.gov.au



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GREY LEAF DEVELOPMENT

546-560 MILNE ROAD,
REDWOOD PARK, 5097



1 LOCATION PLAN
SCALE 1 : 750

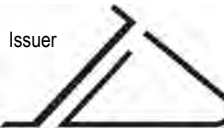
DRAWING LIST

NO.	SHEET TITLE		
2201	PROPOSED FLOOR PLANS	5	240826
2202	PROPOSED UPPER FLOOR AND ROOF PLAN	5	240826
2203	PROPOSED ELEVATIONS	5	240826
2204	PROPOSED ELEVATIONS & SHADING ANALYSIS	5	240826
2205	PROPOSED LANDSCAPING PLAN	5	240826
2206	PERSPECTIVES	5	240826
2207	PERSPECTIVES	5	240826
2208	SITE SECTION CUTS	5	240826
2209	SITE FENCING AND RETAINING ELEVATIONS	5	240826



Recent revision history			Notes & Legend
#	Status	Description	
2		RFI	Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.
3		RFI	
4		RFI	
5		VARIATION	
Date generated			

Project	548 - 640 MILNE RD, REDWOOD PARK
Client	GREY LEAF



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Project Number

Size check

Checked

Approved

Checker

Approver

Sheet size

Scale

A1

1 : 750

Sheet title	
TITLE PAGE	
Sheet number	0000
Status	COUNCIL
Revision	5

BUILDING AREA SCHEDULE

AREAS ARE TAKEN FROM EXTERNAL FACE OF EXTERNAL WALL LINE. WHERE A PARTY WALL IS PRESENT, AREA IS TAKEN FROM WALL CENTRELINE, UNLESS OTHERWISE SPECIFIED

UPPER FLOOR APARTMENT AREA INCLUDES THE ENTRY CONDITION AT GROUND FLOOR

TOTAL ALLOTMENT AREA = 1806m²

DESCRIPTION	AREA
TYPE 1	
FIRST FLOOR APARTMENT	108 m ²
GROUND FLOOR APARTMENT	72 m ²
	180 m ²
TYPE 2	
FIRST FLOOR APARTMENT	100 m ²
GROUND FLOOR APARTMENT	70 m ²
	170 m ²
TOTAL BUILDING AREA	351 m ²

PRIVATE OPEN SPACE

NAME	AREA
TYPE 1	
GROUND APARTMENT POS	20 m ²
UPPER APARTMENT POS	17 m ²
	37 m ²
TYPE 2	
GROUND APARTMENT POS	20 m ²
UPPER APARTMENT POS	15 m ²
	35 m ²

SITE COVERAGE

DESCRIPTION	AREA	PERCENTAGE (%)
COVERED (ROOFED AREA)	1119 m ²	62%
UNCOVERED	686 m ²	38%
TOTAL AREA	1806 m ²	

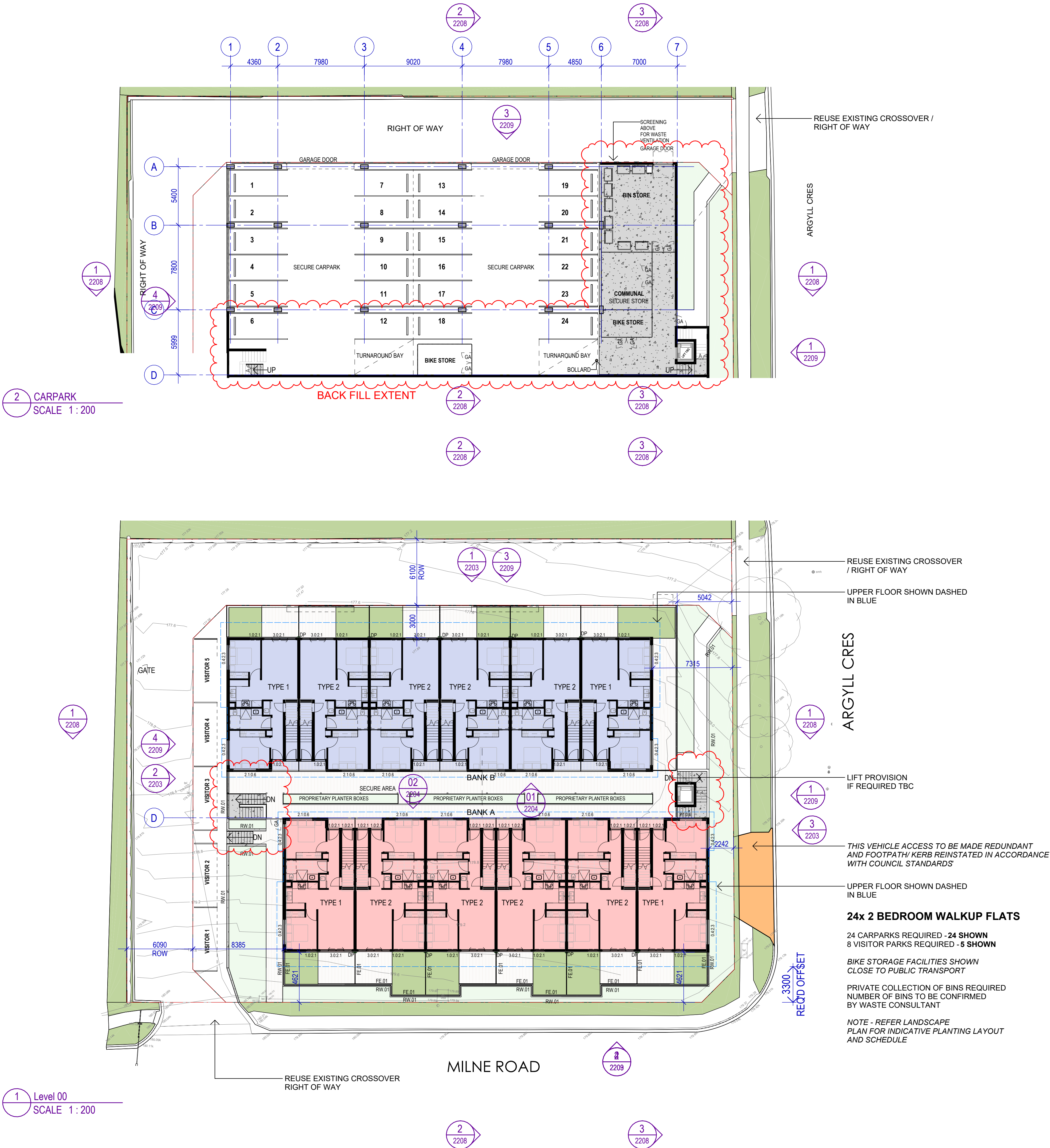
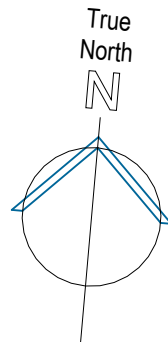
FENCE TYPE SCHEDULE

TYPE	FENCE CONSTRUCTION
BAL.1	PROPRIETARY GLASS BALUSTRADE, SPIGOT FIXED W/ NANO TOP RAIL
FE.01	GOOD NEIGHBOUR FENCING HEIGHT: 1.8M COLOUR: BASALT TBC
RW.01	CONCRETE RETAINING / SLEEPER RETAINING TBC REFER ENGINEERS DETAIL
SC.1	ALUMINIUM SCREENING / FENCING TYPE: 42mm X 35mm COLOUR: BASALT / MONUMENT TBC

LANDSCAPE PERCENTAGE

NOTE LANDSCAPING AREAS LESS THAN 100MM ARE NOT INCLUDED IN CALCULATIONS

DESCRIPTION	AREA	PERCENTAGE (%)
BUILT FORM	1365 m ²	76%
CARPARKING (PERMEABLE)	114 m ²	6%
LANDSCAPING	327 m ²	18%



Recent revision history		
#	Status	Description
2	RFI	
3	RFI	
4	RFI	
5	VARIATION	

Notes & Legend
Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.

Project
548 - 640 MILNE RD, REDWOOD PARK

Client
GREYLEAF



Project number	Size check	
Project Number	25mm	
Checked	Approved	Sheet size
Checker	Approver	A1
		Scale
		1:200

Sheet title
PROPOSED FLOOR PLANS

Sheet number	Revision
A- 2201	5
Status	
COUNCIL	

BUILDING AREA SCHEDULE

AREAS ARE TAKEN FROM EXTERNAL FACE OF EXTERNAL WALL LINE. WHERE A PARTY WALL IS PRESENT, AREA IS TAKEN FROM WALL CENTRELINE, UNLESS OTHERWISE SPECIFIED

UPPER FLOOR APARTMENT AREA INCLUDES THE ENTRY CONDITION AT GROUND FLOOR

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PRIVATE OPEN SPACE

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	37 m ²
TYPE 2	
GROUND APARTMENT POS	20 m ²
UPPER APARTMENT POS	15 m ²
	35 m ²

SITE COVERAGE

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UNCOVERED	686 m ²	38%
TOTAL AREA	1805 m ²	

FENCE TYPE SCHEDULE

TYPE	FENCE CONSTRUCTION
BAL.1	PROPRIETARY GLASS BALUSTRADE, SPIGOT FIXED W/ NANO TOP RAIL
FE.01	GOOD NEIGHBOUR FENCING
	HEIGHT: 1.8M
	COLOUR: BASALT TBC
RW.01	CONCRETE RETAINING / SLEEPER RETAINING TBC
	REFER ENGINEERS DETAIL
SC.1	ALUMINIUM SCREENING / FENCING
	TYPE: 42mm X 35mm
	COLOUR: BASALT / MONUMENT TBC

ROOFING SCHEDULE

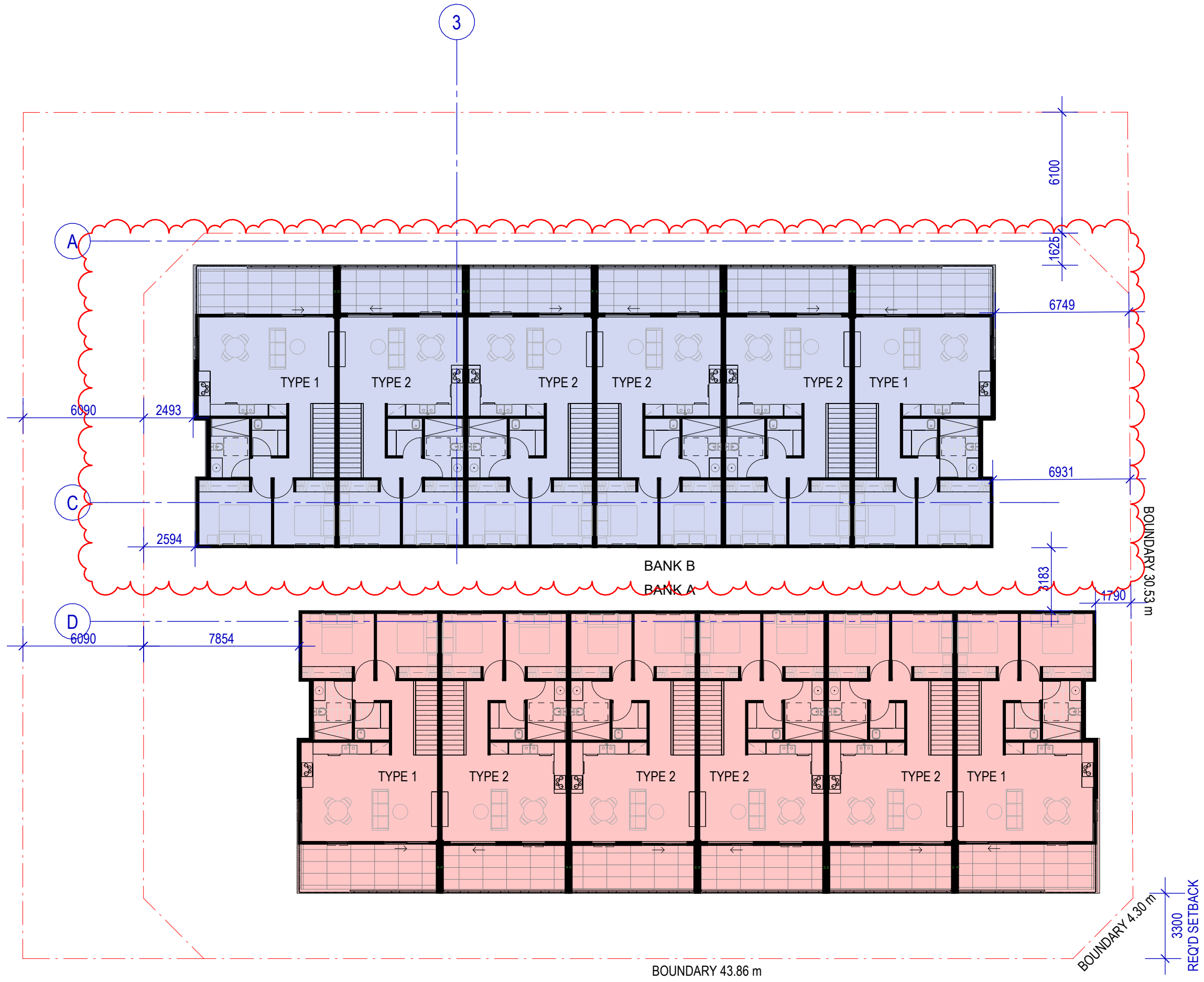
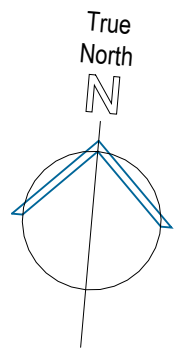
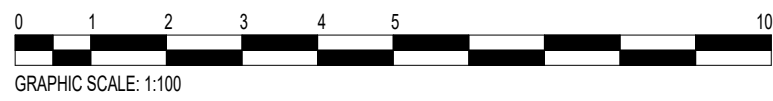
CODE	DESCRIPTION
RT.01	STANDARD KLIPLOK / TOP DECK ROOF SHEETING
	COLOUR: SHALE GREY

REFER TO ENGINEERS SITE WORKS AND DRAINAGE PLAN FOR ALL SITE WORKS AND DRAINAGE DETAILS

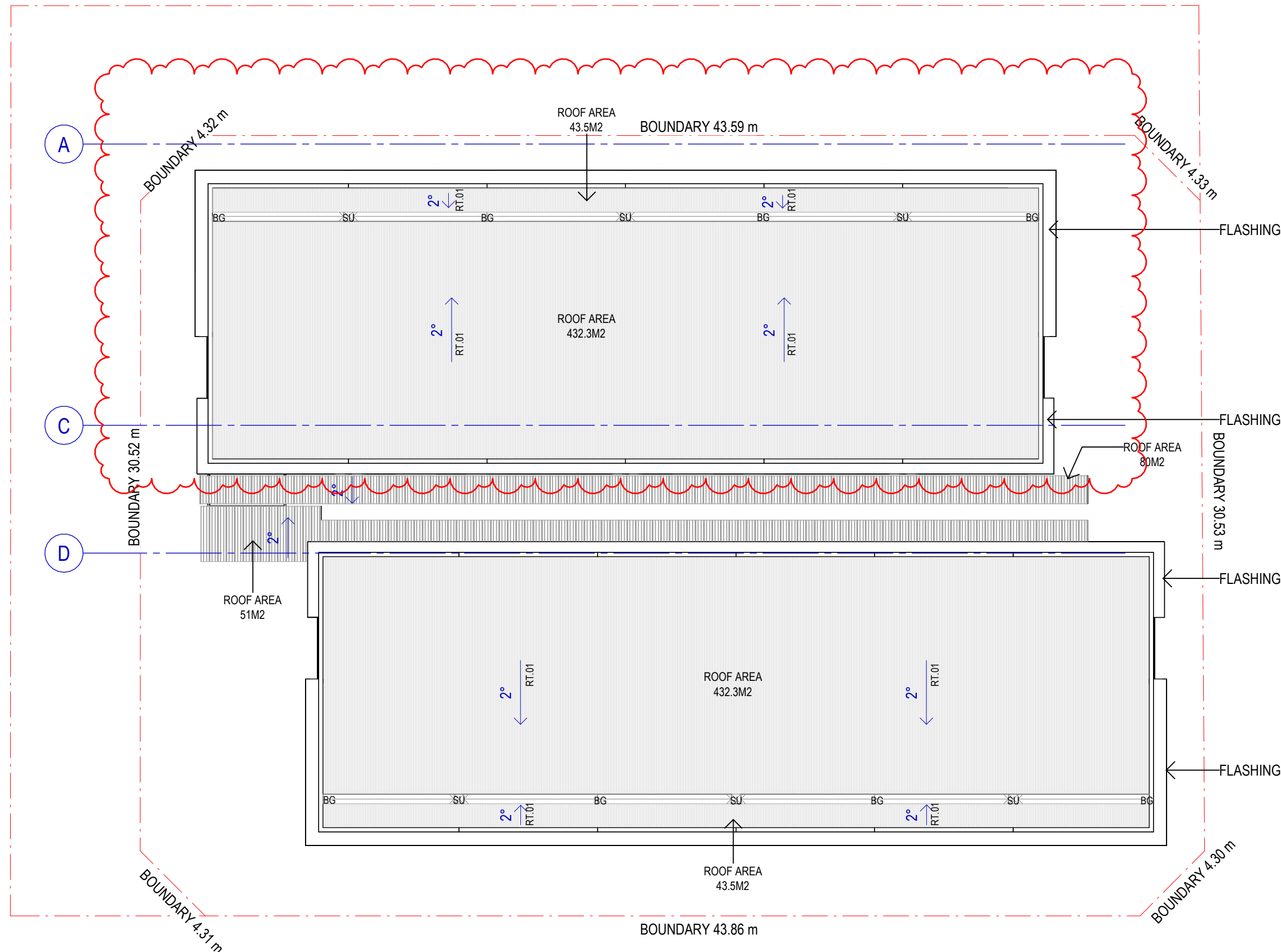
RAINWATER TANK BY ENGINEER, MINIMUM 60% OF ROOF AREA TO BE DIRECTED TO RAINWATER TANK

LEGEND

SU	HIGH CAPACITY BOX GUTTER SUMP (2xDP) REFER ENGINEERING
BG	BOX GUTTER, REFER ENGINEERING
CDP	CONCEALED DOWNPIPE AS PER ENGINEERS SPECIFICATIONS
DP	DOWNPIPE, COLOR TBC
DPS	DOWNPIPE SPREADER
RWH	RAINWATER HEAD TO MATCH BOX GUTTER / SUMP WIDTH



2 Level 01
SCALE 1: 200



1 ROOF PLAN
SCALE 1: 200

#	Status	Description	Date
2	RFI		160326
3	RFI		070426
4	RFI		220426
5	VARIATION		240826

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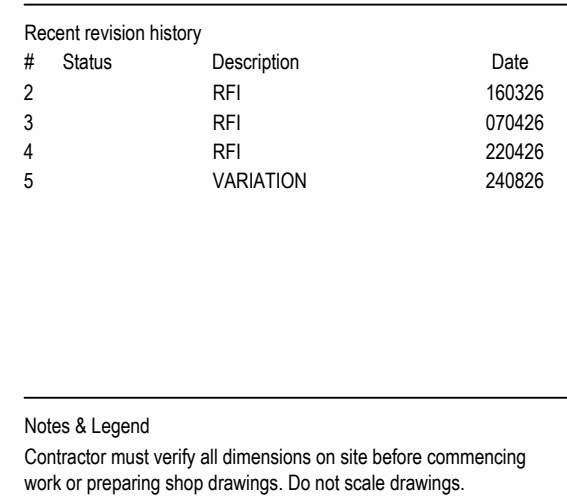
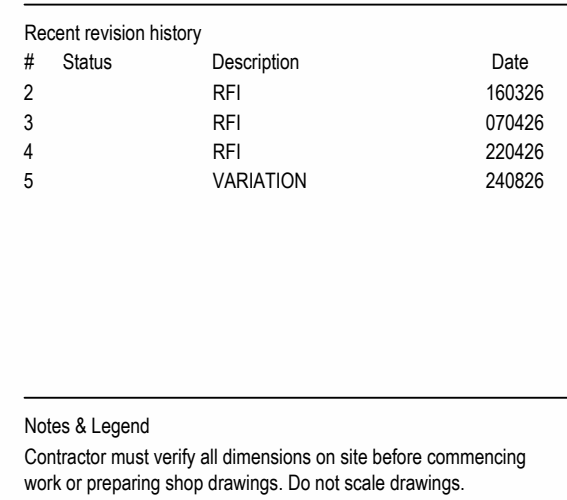
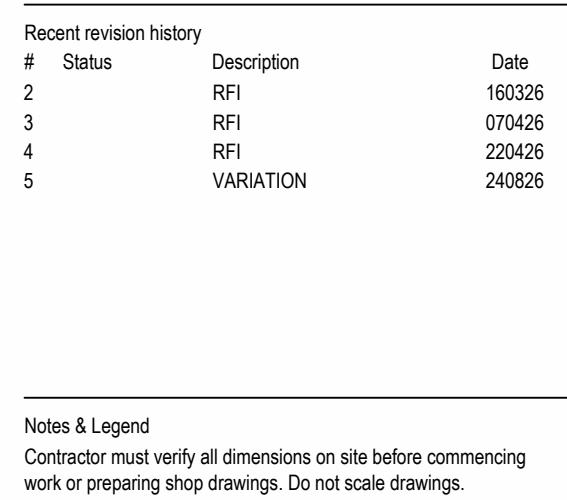
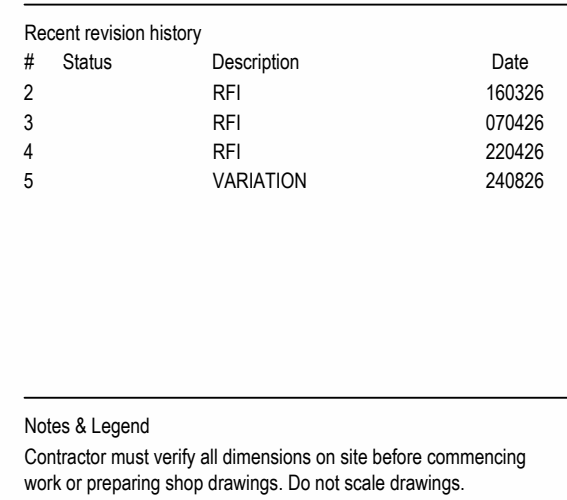
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Project Number
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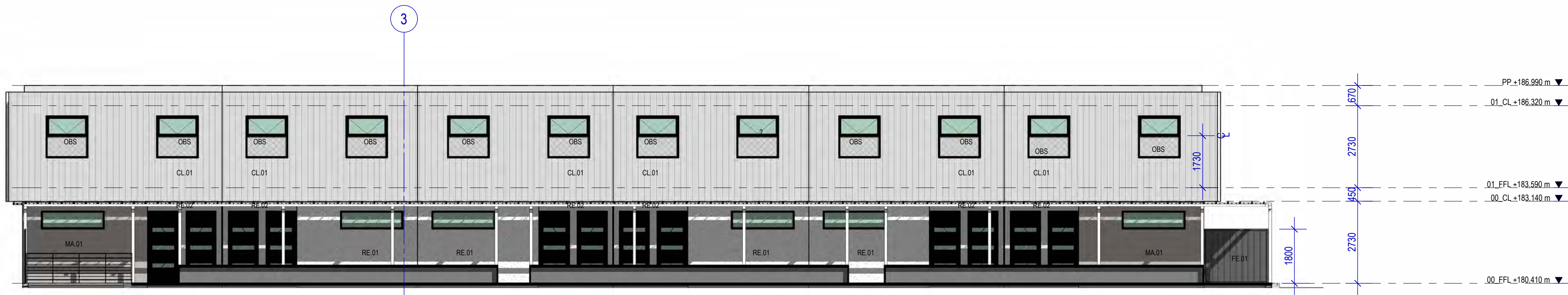
Sheet title

PROPOSED UPPER FLOOR AND ROOF PLAN

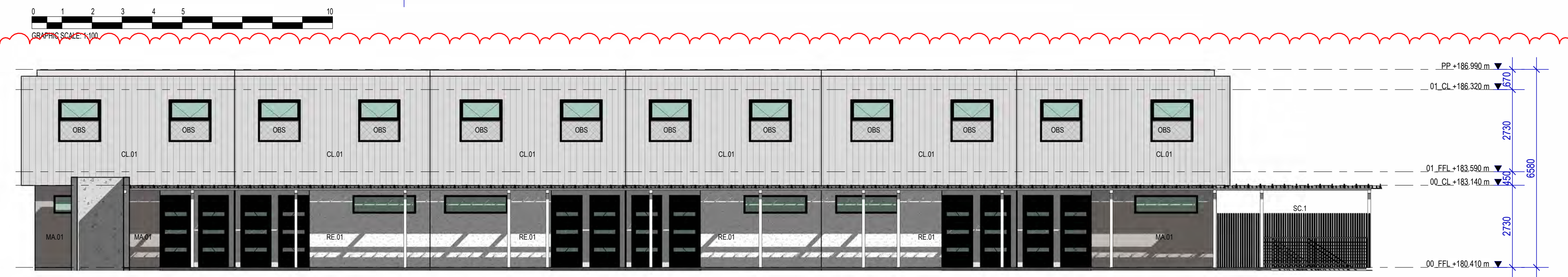
Sheet number
A- 2202
Status
COUNCIL

Revision
5





01 BANK A ELEVATION
SCALE 1 : 100



02 BANK B ELEVATION
SCALE 1 : 100



2 WINTER SOLSTICE - 9AM
SCALE 1 : 750



3 WINTER SOLSTICE - 12PM
SCALE 1 : 750



4 WINTER SOLSTICE - 3PM
SCALE 1 : 750

MATERIAL SCHEDULE

PGH BRICK MA.01	COLOURBOND SHEETING RT.01 (SHALE GREY)	GROOVED CLADDING CL.01
WHITE RENDER FINISH RE.01	COLOURBOND BASALT PA.02	TIMBER BIOWOOD CLADDING CL.02
CONCRETE RENDER FINISH RE.02 / CO.01	COLOURBOND SHEETING FE.01 (BASALT)	COLOURBOND MONUMENT PA.01 / SC.1

OBS - OBSCURE GLAZING AS REQUIRED

Recent revision history		
#	Status	Description
2	RFI	160326
3	RFI	070426
4	RFI	220426
5	VARIATION	240826

Notes & Legend
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Project
548 - 640 MILNE RD, REDWOOD PARK

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GREYLEAF

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Project number	Size check	
Project Number	25mm	
Checked	Approved	Sheet size
Checker	Approver	A1
		Scale
		As indicated

Sheet title

PROPOSED ELEVATIONS &
SHADING ANALYSIS

Sheet number	Revision
A- 2204	5
Status	
COUNCIL	

PLANTING TYPES



GROUNDCOVER (G1)
COUSIN IT
CASUARINA GLAUCA
PROSTRATE



CREEPER (C1)
CREEPING FIG
FICUS PUMILA



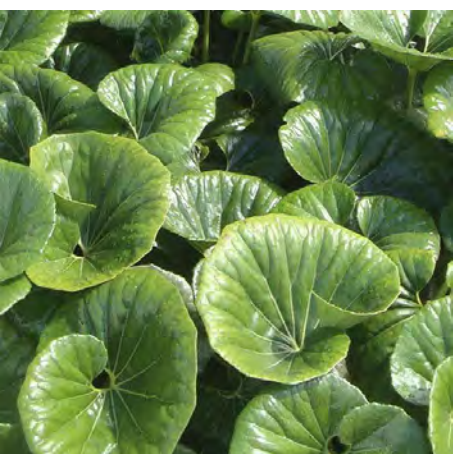
PLANT (P1)
BIRDS NEST FERN
ASPENIUM
AUSTRALASICUM



PLANT (P2)
SAGO PALM
CYCAS REVOLUTA



PLANT (P3)
TIPLANT
CORDYLINE FRUTICOSA



PLANT (P4)
TRACTOR SEAT PLANT
LIGULARIA DENTATA
RENIFORMIS



SHRUB (S1)
JAPANESE BOX
(TOPIARY BALL)
BUXUS
MICROPHYLLA
JAPONICA



SHRUB (S2)
MOCK ORANGE
PITTOSPORUM
TOBIRA NANUM



SHRUB (S3)
JAPANESE BOX (HEDGE)
BUXUS MICROPHYLLA JAPONICA



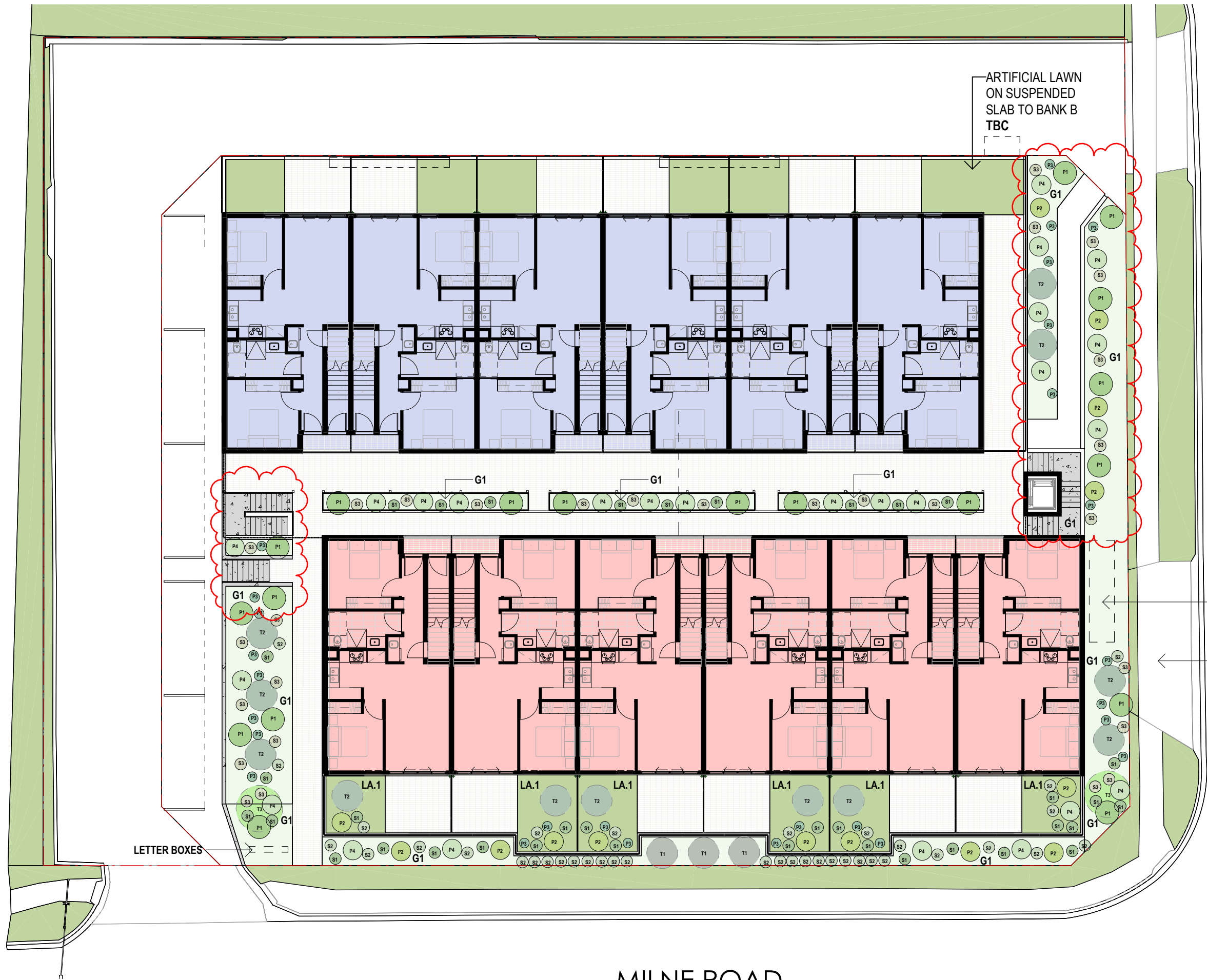
TREE (T1)
TEDDY BEAR MAGNOLIA
MAGNOLIA GRANDIFLORA



TREE (T2)
ORNAMENTAL PEAR ARISTOCRAT
PYRUS CALLERYANA



TREE (T3)
JAPANESE MAPLE
ACER PALMATUM



2 LANDSCAPE PLAN
SCALE 1 : 200



GROUPED PLANTING EXAMPLE



RESIDENTIAL PLANTING EXAMPLE

PATHWAYS & SCREENING



SCREEN (SC.1)
ALUMINUM BATTEN SCREENING
DARK TONAL RANGE

LA.1
SIR WALTER BUFFALO LAWN TBC

Recent revision history			Notes & Legend
#	Status	Description	
2	RFI	160326	Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.
3	RFI	070426	
4	RFI	220426	
5	VARIATION	240826	
Date generated 1/09/2026 3:41:09 PM X:\1. JOB FILES\2025\SWEEDY - 548-660 Milne rd, Redwood Park\A03_Cad Files\Revit\Model\240826_548-660 MILNE RD_PL.rvt			

Project
548 - 640 MILNE RD, REDWOOD PARK

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Project number

Project Number

Checked
Checker

Approved
Approver

Sheet size
A1

Size check
25mm

Scale
As indicated

Sheet title
PROPOSED LANDSCAPING PLAN

Sheet number
A- 2205

Status
COUNCIL

Revision
5



Recent revision history			
#	Status	Description	Date
2		RF1	160326
3		RF1	070426
4		RF1	220426
5		VARIATION	240826

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Project Number	25mm	
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Sheet title

PERSPECTIVES

Sheet number	Revision
A- 2206	5
Status	
COUNCIL	



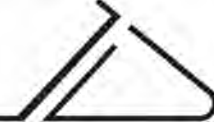
Recent revision history			
#	Status	Description	Date
2		RFI	160326
3		RFI	070426
4		RFI	220426
5		VARIATION	240826

Notes & Legend
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Project
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Project Number	25mm	☐
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Checker	Approver	A1

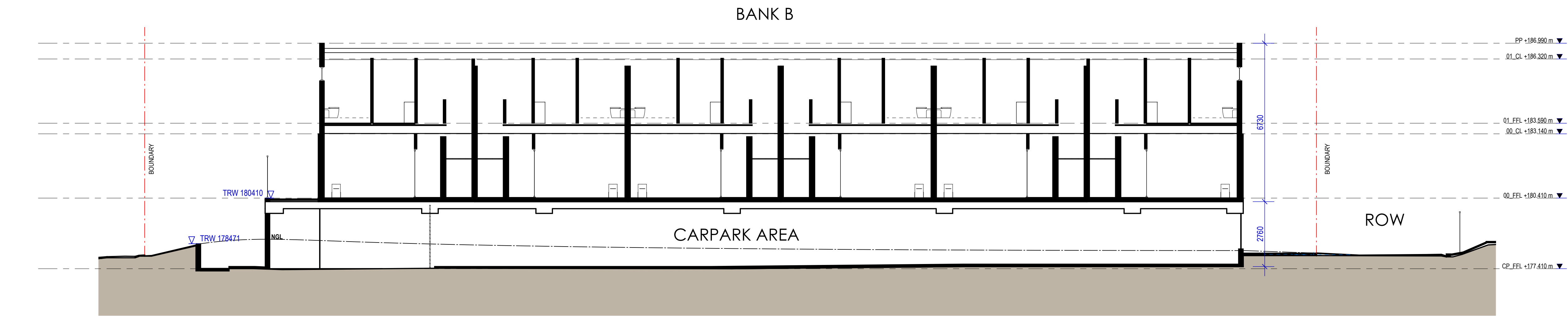
Sheet title

PERSPECTIVES

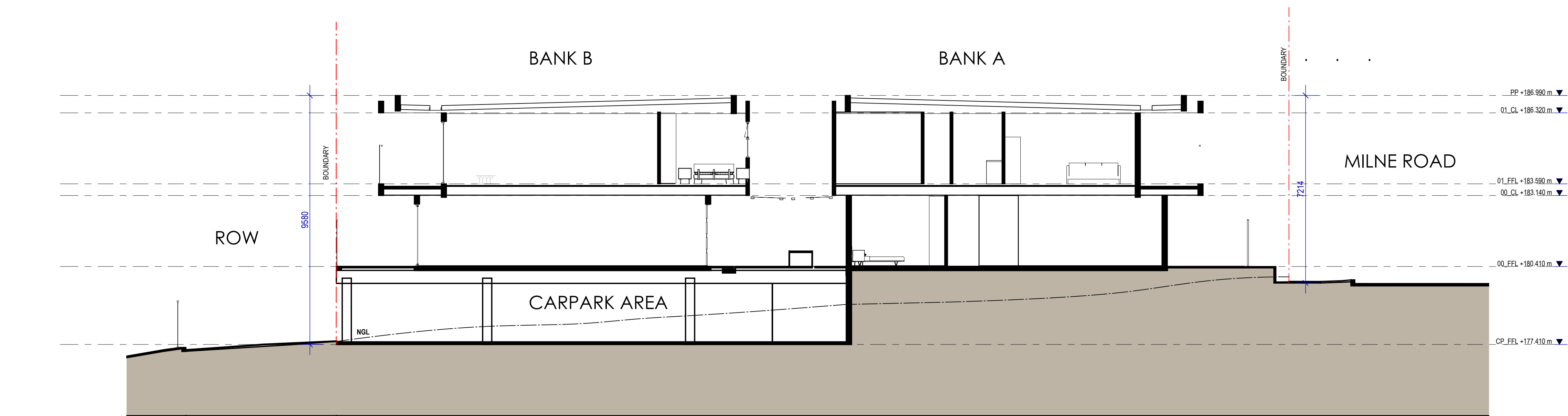
Sheet number	Revision
A- 2207	5
Status	
COUNCIL	

Recent revision history			
#	Status	Description	Date
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3		RFI	070426
4		RFI	220426
5		VARIATION	240826

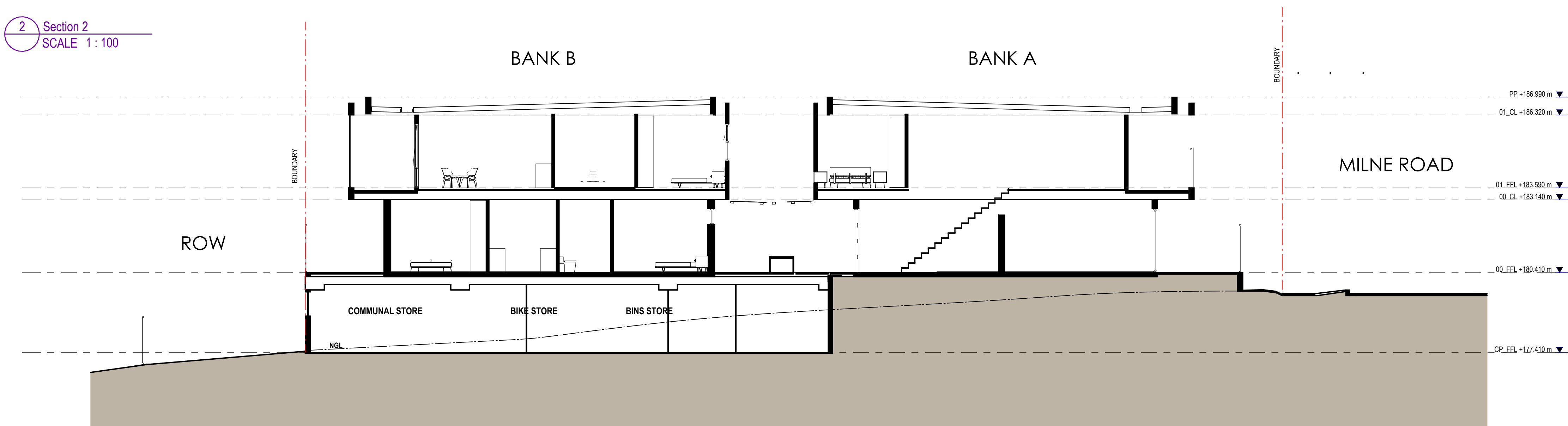
Notes & Legend
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1 Section 1
SCALE 1 : 100



2 Section 2
SCALE 1 : 100



3 Section 3
SCALE 1 : 100

Project
548 - 640 MILNE RD, REDWOOD PARK

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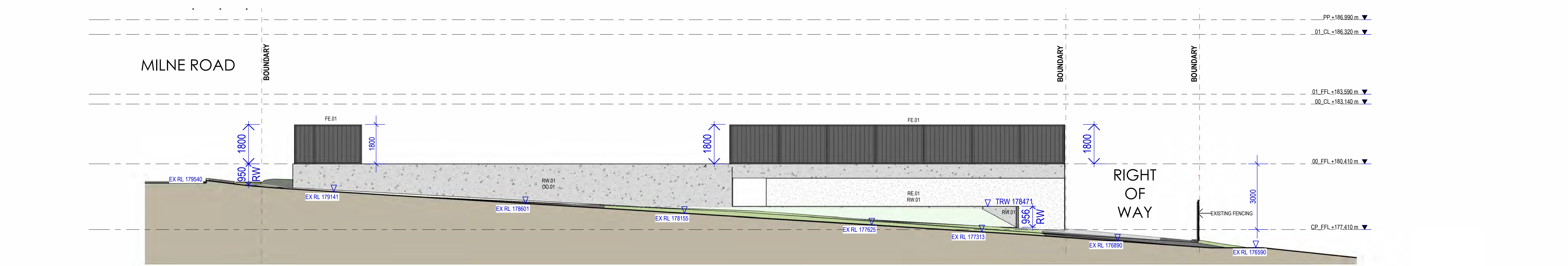
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		1 : 100

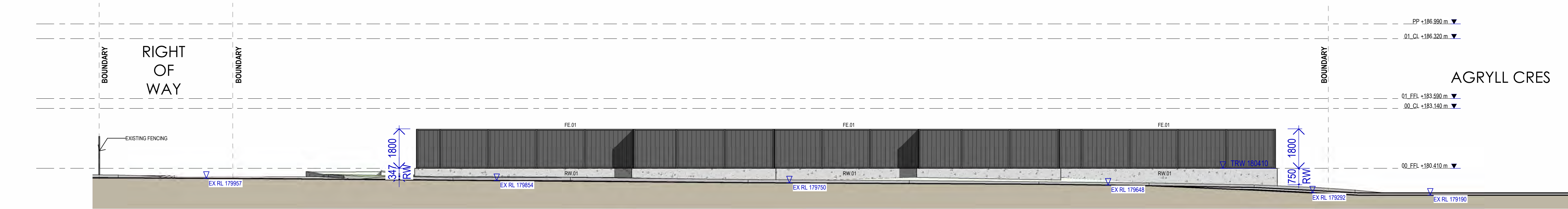
Sheet title

SITE SECTION CUTS

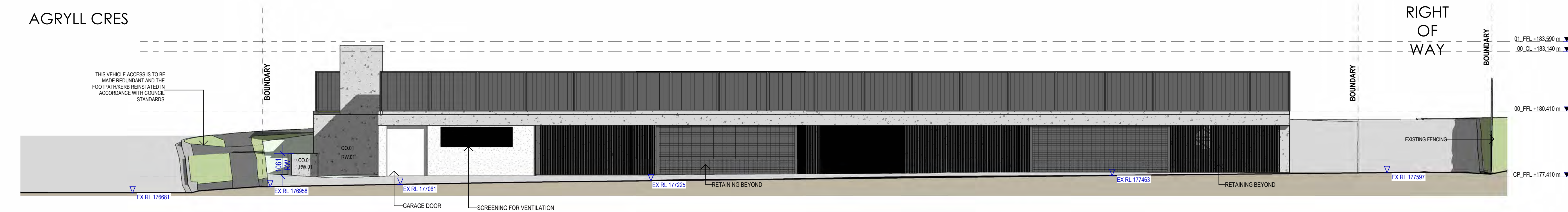
Sheet number	Revision
A- 2208	5
Status	
COUNCIL	



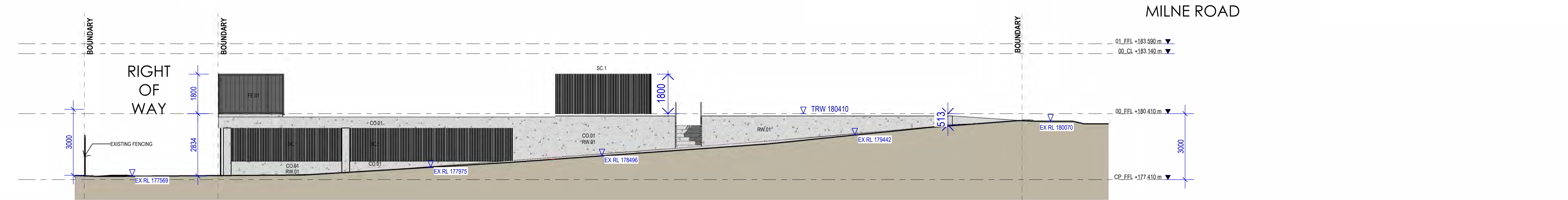
1 EASTERN RETAINING AND FENCING ELEVATION
SCALE 1 : 100



2 SOUTHERN RETAINING AND FENCING ELEVATION
SCALE 1 : 100



3 NORTHERN RETAINING AND FENCING ELEVATION
SCALE 1 : 100



4 WESTERN RETAINING AND FENCING ELEVATION
SCALE 1 : 100

Recent revision history			Date
#	Status	Description	
2		RFI	160326
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Project Number	25mm	
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		Scale
		1 : 100

Sheet title

SITE FENCING AND RETAINING ELEVATIONS

Sheet number	Revision
A- 2209	5
Status	
COUNCIL	

PROPOSED DWELLINGS - CIVIL DRAWINGS

546 - 560 MILNE ROAD, REDWOOD PARK SA 5097

SHEET NO.	DRAWING TITLE	REVISION
CV-0000	DRAWING LIST & LOCALITY PLAN	F
CV-0001	GENERAL NOTES	A
CV-0100	CIVIL PLAN	F
CV-0200	SURVEY	A



LOCALITY PLAN

NOT TO SCALE

ISSUE FOR PLANNING

REV	DATE	ISSUE	ENG	DRAFT
A	23.12.25	ISSUED FOR PLANNING	JM	JM
B	10.04.26	ISSUED FOR PLANNING	JM	JM
C	28.04.26	ISSUED FOR PLANNING	JM	JM
D	08.05.26	ISSUED FOR PLANNING	JM	JM
E	17.06.26	ISSUED FOR PLANNING	JM	JM
F	11.09.26	ISSUED FOR PLANNING	JM	JP

BENTLEY

CONSULTING

36 Leader Street, Wayville SA 5034

Email: admin@bentleyconsulting.net.au

Phone: 08 7081 4120

PROPOSED DWELLINGS		
546 - 560 MILNE ROAD, REDWOOD PARK SA 5097		
DRAWING LIST & LOCALITY PLAN		
SHEET SIZE	JOB NO.	SHEET NO. REV
A1	BC2512036-DR-CV-0000	F

GENERAL

- G1

THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS, THE SPECIFICATION AND WITH SUCH OTHER WRITTEN INSTRUCTIONS ISSUED DURING THE COURSE OF THE CONTRACT. ANY DISCREPANCY SHALL BE REFERRED TO BC BEFORE PROCEEDING WITH THE WORK.
- G2

THESE DRAWINGS SHALL NOT BE SCALED. DIMENSION AND SETOUT SHALL BE STRICTLY IN ACCORDANCE WITH THE ARCHITECTURAL DOCUMENTS. DRAWINGS ISSUED IN ELECTRONIC FORMAT MUST NOT BE USED FOR DIMENSIONAL SETOUT. ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS AND LEVELS IN METERS UNLESS NOTED OTHERWISE (U.N.O).
- G3

ALL MATERIALS AND WORKMANSHIP MUST BE IN ACCORDANCE WITH THE CURRENT AND RELEVANT AUSTRALIAN CODES, STANDARDS AND THE BY-LAWS AND ORDINANCES OF THE RELEVANT BUILDING AUTHORITIES UNLESS VARIED BY THE PROJECT SPECIFICATION.
- G4

DURING CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE STRUCTURE IN A STABLE CONDITION AND ENSURING NO PART SHALL BE OVER STRESSED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND OBTAIN THE SERVICES OF AN INDEPENDENT ENGINEER, WHERE REQUIRED, FOR A COMPREHENSIVE SAFE ERECTION PROCEDURE, THAT WILL AT ALL TIMES ENSURE THE STABILITY OF THE WORKS, SAFETY OF ALL PERSONNEL AND PROTECTION OF SURROUNDING PROPERTY INCLUDING THE DESIGN, CERTIFICATION AND PROVISION OF ALL NECESSARY TEMPORARY BRACING AND SUPPORT.
- G5

REFER TO ARCHITECTURAL DRAWINGS FOR WATERPROOFING MEMBRANES, CONTRACTION JOINT FILLING MATERIALS, BRICK AND BLOCK WALL THICKNESSES, FALLS IN SLABS, EXTRA PACKING, DRIP GROOVES AND ALL OTHER ARCHITECTURAL FEATURES WHERE NOT NOTED ON THESE DRAWINGS.
- G6

REFER TO ARCHITECTURAL DRAWINGS FOR ALL ADDITIONAL PLATES, ANGLES AND THE LIKE REQUIRED ON STRUCTURAL STEELWORK FOR FIXINGS TO INTERNAL PARTITIONS, OPERABLE WALL BEAMS, BLOCKING, WINDOW FRAMES, FLASHING, CAPPING, ETC.
- G7

ALL PROPRIETARY PRODUCTS SHALL BE INSTALLED STRICTLY IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND WHERE REQUIRED STRUCTURAL CERTIFICATION SHALL BE PROVIDED BY THE BUILDER PRIOR TO INSTALLATION.
- G8

ALL SUBSTITUTIONS MUST BE APPROVED BY THE SUPERINTENDENT IN WRITING PRIOR TO USE OR INSTALLATION.
- G9

CONSTRUCTION SHALL NOT COMMENCE UNTIL BUILDING APPROVAL HAS BEEN RECEIVED FROM THE RELEVANT AUTHORITIES.
- G10

WHERE EXCAVATION WORK IS TO BE UNDERTAKEN ADJACENT TO EXISTING FOOTINGS, THE LEVEL OF THE UNDERSIDE OF THE FOOTINGS SHALL BE OBTAINED PRIOR TO EXCAVATION AND REPORTED TO BC TO DETERMINE IF UNDERPINNING OR SHORING OF THE STRUCTURE IS REQUIRED. THE EXISTING STRUCTURE SHALL BE MAINTAINED IN A STABLE AND UNDAMAGED CONDITION.
- G11

NON-LOAD BEARING WALLS SHALL BE 20mm CLEAR OF THE U/S OF STRUCTURAL BEAMS AND SLABS ABOVE U.N.O.

FOUNDATIONS

- F1

THESE DRAWINGS AND NOTES ARE TO BE READ IN CONJUNCTION WITH THE GEOTECHNICAL REPORT.
- F2

FOOTINGS HAVE BEEN DESIGNED FOR AN ALLOWABLE BEARING CAPACITY OF 150 kPa. FOUNDING MATERIAL SHALL BE APPROVED BY A CERTIFIED GEOTECHNICAL ENGINEER FOR THIS BEARING CAPACITY PRIOR TO CONSTRUCTION.
- F3

EXCAVATIONS FOR FOOTINGS SHALL BE CONSTRUCTED AND BACKFILLED AS SOON AS POSSIBLE FOLLOWING EXCAVATION TO AVOID SOFTENING OR DRYING OUT BY EXPOSURE.
- F4

EXCAVATIONS TO BE BLINDED WITH A MINIMUM OF 50mm OF CONCRETE WITHIN 48 HOURS OF EXCAVATION WHEN IT IS INTENDED TO POUR FOOTINGS MORE THAN 48 HOURS AFTER EXCAVATION. CONCRETE SHALL NOT BE PLACED UNTIL THE EXCAVATION HAS BEEN INSPECTED AND APPROVED BY BC IF THIS IS NOT ADHERED TO.
- F5

FOOTINGS SHALL BE LOCATED CENTRALLY UNDER WALLS AND COLUMNS U.N.O.
- F6

THE DEPTHS TO UNDERSIDE OF ALL FOOTINGS ARE PROVISIONAL ONLY. AFTER EXCAVATION, APPROVAL SHALL BE OBTAINED FROM BC FOR THE FOUNDING LEVELS, WHICH MAY BE VARIED IF NECESSARY PRIOR TO FURTHER WORK.
- F7

THE FOUNDATION EXCAVATIONS SHALL BE KEPT FREE OF WATER AT ALL TIMES BY BAILING AND PUMPING IF NECESSARY.
- F8

ALL CONCRETE SLABS AND FOOTINGS IN CONTACT WITH THE GROUND ARE TO BE POURED ON 0.2mm DAMP PROOF MEMBRANE U.N.O.
- F9

FOOTINGS TO BE FOUNDED 200 MINIMUM INTO NATURAL GROUND OR ALTERNATIVELY LEVEL 1 CERTIFIED CONTROLLED FILL. COMPACTION CERTIFICATION TO BE PROVIDED TO BC FOR REVIEW PRIOR TO PLACING OF MEMBRANE, REINFORCEMENT OR CONCRETE.
- F10

RETAINING WALLS ARE NOT TO BE BACKFILLED UNTIL FLOOR CONSTRUCTION AT TOP AND BOTTOM IS COMPLETE. WITH THE EXEMPTION OF CANTILEVERED WALLS. ENSURE FREE DRAINING BACKFILL AND DRAINAGE IS IN PLACE.
- F11

ANY OVER EXCAVATION SHALL BE FILLED WITH N10 LEAN MIX CONCRETE.
- F12

OWNER TO REFER TO CSIRO PAMPHLET 10-91 "GUIDE TO HOME OWNERS FOUNDATION, MAINTENANCE & FOOTING PERFORMANCE" FOR BEST PRACTICE RECOMMENDATIONS.

SITE PREPARATION

- SP1

ALL EARTHWORKS, SITE PREPARATION AND MATERIALS TO BE IN ACCORDANCE WITH AS3798 AND THE GEOTECHNICAL REPORT U.N.O.
- SP2

EROSION AND SEDIMENT CONTROL MEASURES AS DOCUMENTED MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF WORK.
- SP3

SITE PREPARATION SHALL BE RESTRICTED TO THE MINIMUM AREA PRACTICABLE FOR CONSTRUCTION OF THE WORKS.
- SP4

CLEARING AND GRUBBING SHALL CONSIST OF THE REMOVAL OF ALL VEGETATION, LOOSE MATERIAL, AND RUBBISH BUT EXCLUDES TOPSOIL STRIPPING. STRIPPING OF TOPSOIL SHALL NOT TAKE PLACE MORE THAN 28 DAYS PRIOR TO EARTHWORKS COMMENCING. THE CONTRACTOR SHALL STRIP ANY TOPSOIL PRESENT WITHIN THE AREA FOR SITE PREPARATION. THE DEPTH OF STRIPPING SHALL BE AT LEAST 100mm U.N.O.
- SP5

ALL BOULDERS, STUMPS, ROOTS AND OBSTRUCTIONS SHALL BE REMOVED TO A DEPTH OF NOT LESS THAN 300mm BELOW THE STRIPPED SURFACE. GRUBBED HOLES (AND ANY AREA REQUIRING FILLING DUE TO THE REMOVAL OF A STRUCTURE) SHALL BE BACKFILLED IN ACCORDANCE WITH SP10.
- SP6

SURPLUS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF BY THE CONTRACTOR.
- SP7

SUBGRADE CUT/FILL SURFACE SHALL BE PROOF ROLLED TO ENSURE THE GROUND IS AT A SUITABLE DENSITY AND MOISTURE CONTENT PRIOR TO CONSTRUCTION OF THE SUB-BASE OR SLAB.

SITE PREPARATION (CONTINUED)

- SP8

ALL EXISTING FILL TO BE REMOVED U.N.O. REFER TO THE BOREHOLE LOGS FOR PREDICTED DEPTHS.
- SP9

PROOF ROLLING SHALL BE CARRIED OUT USING A 10t VIBRATING ROLLER (MINIMUM 8 PASSES). THE SUBGRADE SHALL BE PROOF ROLLED TO THE SATISFACTION OF THE SUPERINTENDENT. ANY SOFT, WET OR DISTURBED SPOTS SHALL BE REMOVED AND BACKFILLED IN ACCORDANCE WITH NOTE SP10.
- SP10

SUBGRADE AREAS REQUIRING FILL ARE TO BE PLACED IN HORIZONTAL LOOSE 200mm THICK LAYERS WITHIN 2% OF STANDARD OPTIMUM MOISTURE CONTENT AND COMPACTED TO 98% OF THE MAXIMUM STANDARD DRY DENSITY (AS1289.5.1.1). FREQUENCY OF TESTING SHALL BE IN ACCORDANCE WITH AS3798. ALL FILL IS TO BE TESTED FOR COMPACTION BY A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER IN ACCORDANCE WITH AS3798. ALL RESULTS SHALL BE SUBMITTED TO BC FOR REVIEW PRIOR TO PLACEMENT OF VAPOUR BARRIER OR SLAB OVER.
- SP11

BASE MATERIAL USED FOR BACKFILL SHALL BE PM2/20CG OR SIMILAR APPROVED MATERIAL COMPACTED TO 95% OF THE MAXIMUM MODIFIED DRY DENSITY (AS1289.5.2.1). FREQUENCY OF TESTING SHALL BE IN ACCORDANCE WITH AS3798.
- SP12

WHERE THERE HAS BEEN AN EXTENDED DRY PERIOD, THE SUBGRADE MAY EXHIBIT CRACKING NEAR THE SURFACE DUE TO DRYING OUT. MOISTURE CONDITION THE UPPER 200mm OF THE SUBGRADE IN THIS SCENARIO AND COMPACT IN ACCORDANCE WITH NOTE SP10.
- SP13

RAFT FOUNDATIONS HAVE BEEN DESIGNED ASSUMING 'ROLLED FILL' IS CONSTRUCTED IN ACCORDANCE WITH AS2870. ROLLED FILL SHALL BE COMPACTED IN LAYERS BY REPEATEDLY ROLLING WITH AN EXCAVATOR OR SIMILAR. ROLLED FILL SHALL NOT EXCEED 600mm COMPACTED IN LAYERS OF 300mm FOR SAND MATERIAL OR 300mm COMPACTED IN LAYERS OF 150mm FOR OTHER MATERIAL. EXTENT OF FILL SHALL BE DETERMINED ON SITE AND IS THE RESPONSIBILITY OF THE CONTRACTOR.
- SP14

SERVICE TRENCHES AND THE LIKE SHALL BE FILLED OVER AND COMPACTED WITH HAND OPERATED PLATE COMPACTORS IN LAYERS OF 100mm LOOSE THICKNESS.
- SP15

BACKFILL SHALL NOT BE PLACED AGAINST CONCRETE WHICH IS LESS THAN 48 HOURS OLD.
- SP16

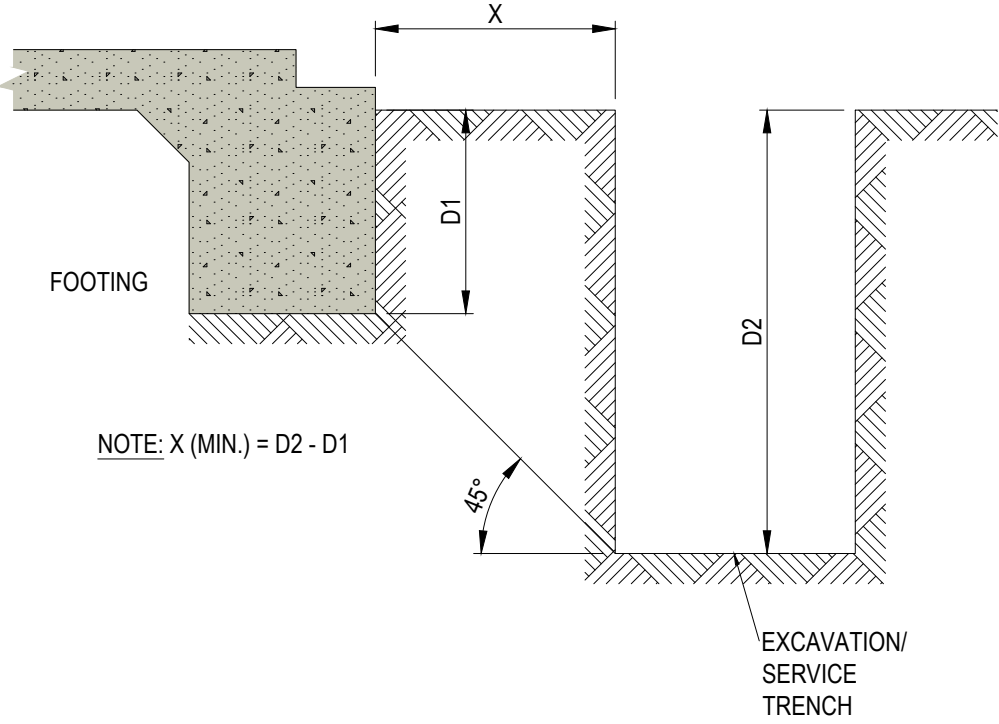
BACKFILL SHALL NOT BE PLACED AGAINST ABUTMENTS, WINGWALLS, PIERS OR RETAINING WALLS UNTIL ALL CAST IN PLACE CONCRETE HAS REACHED THE 28 DAY CHARACTERISTIC COMPRESSIVE STRENGTH AND IS AT LEAST 14 DAYS OLD.
- SP17

VIBRATING MACHINERY SHALL NOT BE USED WITHIN 8m OF RETAINING WALLS.
- SP18

EARTHWORK CONSTRUCTION SHALL COMPLY WITH GUIDELINES SETOUT IN AS3798 AND AS2870.
- SP19

DO NOT TRENCH OR EXCAVATE WITHIN A ZONE CLOSER THAN 45° MEASURED FROM THE BASE OF FOUNDATIONS.
- SP20

BENCH LEVEL (DENOTED 'BL') REFERS TO THE SUB-GRADE PAD LEVEL. DEPTH TO BENCH LEVEL INCLUDES SLAB THICKNESS AND BASE COURSE. REFER TO STRUCTURAL DOCUMENTATION FOR DETAILS.



CONCRETE

- C1

ALL WORKMANSHIP AND MATERIALS SHALL BE STRICTLY IN ACCORDANCE WITH AS3600, THE SPECIFICATION AND THE DRAWINGS.
- C2

PROJECT CONTROL TESTING SHALL BE CARRIED OUT IN ACCORDANCE WITH AS1379.
- C3

ALL FORMWORK SHALL CONFORM WITH AUSTRALIAN STANDARD AS3610. FORMWORK SHALL BE STRIPPED IN ACCORDANCE WITH AS3600. MEMBERS SHALL REMAIN SUPPORTED OR PROPPED UNTIL APPROVED IN WRITING BY BC.
- C4

THE BUILDER SHALL CO-ORDINATE WHERE REQUIRED TO ENSURE THAT PROVISION IS MADE FOR ALL REBATES, OPENINGS, PENETRATIONS, CHASES, CASTING IN OF CONDUITS AND THE LIKE WHETHER OR NOT SPECIFICALLY DETAILED ON THE DRAWINGS. WHERE NOT DETAILED ON STRUCTURAL DRAWINGS, WRITTEN APPROVAL FROM BC IS REQUIRED.
- C5

SCHEDULE OF CONCRETE PROPERTIES TO BE USED FOR THE PARTICULAR SECTION OF WORK SHALL BE IN ACCORDANCE WITH STRUCTURAL DRAWINGS. MIX DESIGNS SHALL BE SUBMITTED BY THE SUB-CONTRACTOR TO BC FOR REVIEW 14 DAYS PRIOR TO POUR.
- C6

ADMIXTURES SHALL NOT BE USED UNLESS APPROVED IN WRITING BY BC.
- C7

READYMIX CONCRETE SHALL COMPLY WITH AS1380.
- C8

CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS PER TABLE C1 UNLESS SHOWN OTHERWISE.
- C9

REQUIRED SURFACE FINISH AND CLASS OF FORMWORK FOR CONCRETE SHALL CONFORM WITH TABLE C2 UNLESS SPECIFIED OTHERWISE BY THE ARCHITECT, SPECIFICATION OR BC.
- C10

ALL REINFORCEMENT SHALL BE FIRMLY SUPPORTED ON INERT CHAIRS TO ACHIEVE THE REQUIRED COVER. SPACING OF THE CHAIRS SHALL NOT EXCEED 800mm IN EACH DIRECTION. BARS SHALL BE TIED AT ALTERNATE INTERSECTIONS. MINIMUM CHAIR SPACING FOR FABRIC SHALL BE:
SL92, SL102, SL81, RL918: 900mm CTS
SL72, SL82, RL818: 600mm CTS
- C11

REINFORCEMENT SPLICES SHALL NOT BE MADE IN POSITIONS OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS UNLESS APPROVED BY BC. MINIMUM LAPS FOR REINFORCEMENT SHALL BE AS PER TABLE C3. LAPS SHALL BE IN ACCORDANCE WITH AS3600 AND NOT LESS THAN THE DEVELOPMENT LENGTH FOR EACH BAR.
- C12

ALL CONCRETE IN CONTACT WITH GROUND SHALL BE POURED ON A 0.2mm DAMP PROOF MEMBRANE U.N.O.
- C13

CONCRETE SIZES DO NOT INCLUDE THICKNESS OF ANY APPLIED FINISHES.
- C14

CONSTRUCTION JOINTS, WHERE NOT SHOWN ON THE DRAWINGS, SHALL BE LOCATED TO THE APPROVAL OF BC.
- C15

ALL CONCRETE SHALL BE MECHANICALLY VIBRATED.
- C16

BC SHALL BE GIVEN 24 HOURS NOTICE PRIOR TO REINFORCEMENT INSPECTIONS. CONCRETE SHALL NOT BE DELIVERED OR POURED UNTIL APPROVAL IS OBTAINED.
- C17

ALL BEAM DEPTHS INCLUDE THE THICKNESS OF THE SLAB, IF SLAB PRESENT.
- C18

WELDING OF REINFORCEMENT IS NOT PERMITTED UNLESS APPROVED BY BC OR SHOWN ON STRUCTURAL DRAWINGS.
- C19

REINFORCEMENT IS NOT NECESSARILY REPRESENTED IN ITS TRUE PROJECTION AND MAY BY SHOWN DIAGRAMMATICALLY ONLY.
- C20

ALL CONCRETE SHALL BE CURED FOR A MINIMUM OF 7 DAYS AFTER POURING BY COVERING WITH A PVC MEMBRANE WEIGHED DOWN TO PREVENT AIR FLOW BENEATH IT. IF CURING COMPOUNDS ARE USED, THEY MUST BE APPROVED BY BC PRIOR TO APPLICATION.
- C21

ALL BAR CRANKS TO BE NO GREATER THAN 1 IN 6 U.N.O.
- C22

REINFORCEMENT GRADE SHALL BE AS PER TABLE C4.
- C23

ALL CONSTRUCTION POUR JOINTS TO BE SCABBLED AND CLEANED U.N.O.
- C24

ADDITIONAL CONCRETE IS TO BE ALLOWED FOR DUE TO DESIGNED SUSPENDED FLOOR BEAM DEFLECTION.
- C25

THE MINIMUM CLEAR SPACING BETWEEN CONDUITS, CABLES, PIPES AND BARS SHALL BE AS REQUIRED BY AS3600 BUT NOT LESS THAN THREE DIAMETERS U.N.O.
- C26

ALL PROPPING AND THE LIKE UNDER SUSPENDED CONCRETE IS TO BE REMOVED PRIOR TO ANY MASONRY CONSTRUCTION ABOVE.
- C27

DISTRIBUTION REINFORCEMENT (RIGHT ANGLES TO MAIN REINFORCEMENT) SHALL BE IN ACCORDANCE WITH MINIMUM REINFORCEMENT REQUIREMENTS TO AS3600 U.N.O.
- C28

FORMS SHALL BE CHAMFERED FOR RE-ENTRANT ANGLES AND FILLETED FOR CORNERS AS SPECIFIED BY THE ARCHITECT.

CONCRETE (CONTINUED)

- C29

IF PLACING IN EXTREME WEATHER FOR LARGE FLAT AREAS OF CONCRETE, EXCEEDING 15m² IN AREA, WHEN:
- THE AIR TEMPERATURE > 20° AND THE FORECAST WIND SPEED > 40km/hr OR
- THE AIR TEMPERATURE > 25° AND THE FORECAST WIND SPEED > 25km/hr OR
- THE AIR TEMPERATURE > 30° AND THE FORECAST WIND SPEED > 15km/hr
A WORK METHOD STATEMENT MUST BE SUBMITTED TO BC FOR APPROVAL. POURING WILL NOT BE PERMITTED WHERE THE PREDICTED EVAPORATION RATE EXCEEDS 1.0kg/m2/hr.
- C30

TYPICAL REINFORCEMENT NOTATION: 3/N16-250 TF
3 - NUMBER OF BARS REQUIRED
N - GRADE OF REINFORCEMENT
16 - BAR DIAMETER IN MILLIMETRES
250 - BAR SPACING IN MILLIMETRES
TF - ABBREVIATION (REFER TABLE C5)

CIVIL NOTES

1.

ALL STORMWATER PIPES TO BE CLASS 6 uPVC AND HAVE A MINIMUM OF 0.5% FALL. BUILDER TO CHECK AND CONFIRM ADEQUATE STORMWATER AND SEWER PIPE FALL PRIOR TO BENCHING.
2.

DOWNPIPE LOCATIONS AND RAINWATER TANK LOCATIONS ARE SHOWN INDICATIVELY. LOCATIONS ARE TO BE COORDINATED WITH THE ARCHITECTURAL DOCUMENTATION.
3.

DOWNPIPE AND PIPE DIAMETERS ARE TO BE CONFIRMED PRIOR TO CONSTRUCTION. SEALED PIPE SYSTEMS DISCHARGING STORMWATER FROM BOX GUTTERS TO BE SIZED TO CATER FOR THE 100-YEAR ARI 5-MIN STORM EVENT. SEALED PIPES SYSTEMS DISCHARGING STORMWATER FROM EAVES GUTTERS TO BE SIZED TO CATER FOR THE 20-YEAR ARI 5-MIN STORM EVENT.
4.

FLEXIBLE CONNECTIONS TO SEWER AND STORMWATER ARE REQUIRED. PROVIDE HDPE PIPE WHERE STORMWATER PIPES PASS UNDER BUILDING FOOTPRINTS.
5.

COVER TO STORMWATER PIPES TO BE IN ACCORDANCE WITH THE NCC. MINIMUM COVER TO Ø90 CLASS 6 uPVC PIPES TO UNDERSIDE OF PAVEMENT MUST NOT BE LESS THAN 100mm UNDER SOIL, 50mm UNDER PAVED OR CONCRETE AREAS, 75mm UNDER TRAFFICABLE REINFORCED CONCRETE AREAS AND 100mm UNDER TRAFFICABLE PAVED AREAS. WHERE COVER CANNOT BE ACHIEVED, PIPES TO BE ENCASED IN 100mm THICK CONCRETE. COVER TO LARGER DIAMETER PIPES TO BE IN ACCORDANCE WITH AS3600.3.
6.

DRAINAGE CHANNEL TO BE PROVIDED AT ALL EXTERNAL STEP-FREE DOOR THRESHOLDS IN ACCORDANCE WITH THE ABCB LIVABLE HOUSING DESIGN STANDARD.
7.

BOUNDARY DATA SHOWN IS TO BE TAKEN AS A GUIDE ONLY. QUALIFIED CONSULTANT TO CONFIRM BOUNDARY LOCATIONS AND LENGTHS.
8.

FINISHED FLOOR LEVEL NOMINATED SHALL BE CHECKED BY THE BUILDER PRIOR TO CONSTRUCTION TO ENSURE MINIMUM SEWER AND STORMWATER PIPE FALLS CAN BE ACHIEVED. BENTLEY CONSULTING SHALL BE NOTIFIED IF ANY ADJUSTMENT OCCURS.
9.

RETAINING WALL HEIGHTS SHOWN 'H' REPRESENT THE 'RETAINED HEIGHT' (THE DIFFERENCE BETWEEN THE EXISTING LEVEL AND THE PROPOSED LEVEL). HEIGHTS ARE INDICATIVELY SHOWN BASED ON THE SURVEY PROVIDED. SOME INTERPOLATION WILL BE REQUIRED BY THE CONTRACTOR. CONTRACTOR TO CONSIDER IF ADDITIONAL WALL HEIGHT IS REQUIRED BASED ON THE TYPE OF RETAINING WALL SELECTED.
10.

PERIMETER PAVING IS TO BE INSTALLED STRICTLY IN ACCORDANCE WITH AS3427.1 AND THE NCC.
11.

PRE-WETTING OF SITE MANDATORY PRIOR TO CONSTRUCTION.
12.

CLIENT/ BUILDER TO ENSURE ANY TREE REMOVAL IS IN STRICT ACCORDANCE WITH THE COUNCIL APPROVED DOCUMENTATION. BENTLEY CONSULTING TAKES NO RESPONSIBILITY FOR ANY TREE REMOVAL.
13.

CONTRACTOR TO TAKE CARE WHEN CONSTRUCTING AT OR NEAR A BOUNDARY. ANY CUTTING/ FILLING MUST NOT UNDERMINE/ EFFECT EXISTING STRUCTURES. CONTACT ENGINEER IF IN DOUBT.
14.

BENCH LEVELS SHOWN ON THIS DRAWING ARBITRARILY ASSUME A 100mm THICK SLAB AND 100mm THICK BASE. THIS IS AN ASSUMPTION ONLY. CONTRACTOR MUST REFER TO STRUCTURAL ENGINEERING DOCUMENTATION FOR SLAB THICKNESS, BASE THICKNESS AND FOR AN ACCURATE DEPTH TO THE BENCH LEVEL.

ISSUE FOR PLANNING

REV	DATE	ISSUE	ENG	DRAFT
A	23.12.25	ISSUED FOR PLANNING	JM	JM

BENTLEY
CONSULTING

36 Leader Street, Wayville SA 5034
Email: admin@bentleyconsulting.net.au
Phone: 08 7081 4120

PROPOSED DWELLINGS

546 - 560 MILNE ROAD, REDWOOD PARK SA 5097

GENERAL NOTES

SHEET SIZE	JOB NO.	SHEET NO.	REV
A1	BC2512036-DR-CV-0001		A

LEGEND

SYMBOL	DENOTES
	EXISTING CONTOUR - 0.2m INTERVALS
	DOWNPIPE - DIA T.B.C.
	INSPECTION OPENING
	Ø90 GRATED INLET PIT
	GRATED INLET PIT (GIP) OR JUNCTION BOX (JB) U.N.O.
	GRATED TRENCH DRAIN (GTD), PROVIDE MIN 0.5% FALL ALONG TRENCH INVERT.
	UPVC PIPE (GRAVITY) @ MIN 0.5% - DIA AS NOTED
	UPVC PIPE (SEALED TO TANK) - DIA T.B.C.
	UPVC PIPE (SEALED FROM TANK) - DIA T.B.C.
	UPVC PIPE (SEALED/ FLYING ON UNDERCROFT CARPARK ROOF) @ MIN 0.5% - DIA T.B.C.
	PUMPING MAIN (TO PUMP MANUFACTURER'S SPECIFICATIONS)
	AG DRAIN/ FRENCH DRAIN
	CIVIL RETAINING WALL
	STRUCTURAL RETAINING WALL
	PLANTER BOX WALL
	150mm UPSTAND KERB
	CONCRETE PAVEMENT (PEDESTRIAN)
	PAVERS (PEDESTRIAN)
	PORCH (FINISH TO ARCH SPEC)
	ASPHALT PAVEMENT
	LANDSCAPING OVER SLAB OR PLANTER BOX
	LANDSCAPING ON NATURAL GROUND
	EXISTING CONCRETE PAVEMENT TO REMAIN
	EXISTING ASPHALT PAVEMENT TO REMAIN
	EXISTING LANDSCAPING TO REMAIN
F.F.L.	FINISHED FLOOR LEVEL
B.L.	BENCH LEVEL
CL.	COVER LEVEL
IL.	INVERT LEVEL
P.	PAVEMENT LEVEL
TK.	TOP OF KERB LEVEL
WT.	WATER TABLE LEVEL
L.	LANDSCAPE LEVEL
EL.	EXISTING LEVEL
TW.	TOP OF RETAINING LEVEL
BW.	BOTTOM OF RETAINING LEVEL
H.	HEIGHT OF RETAINING

PRELIMINARY DESIGN

THIS DESIGN IS CONCEPTUAL AND FOR THE PURPOSE OF PLANNING APPROVALS ONLY. ADDITIONAL DESIGN AND SPECIFICATIONS ARE REQUIRED PRIOR TO CONSTRUCTION.

STORMWATER DETENTION

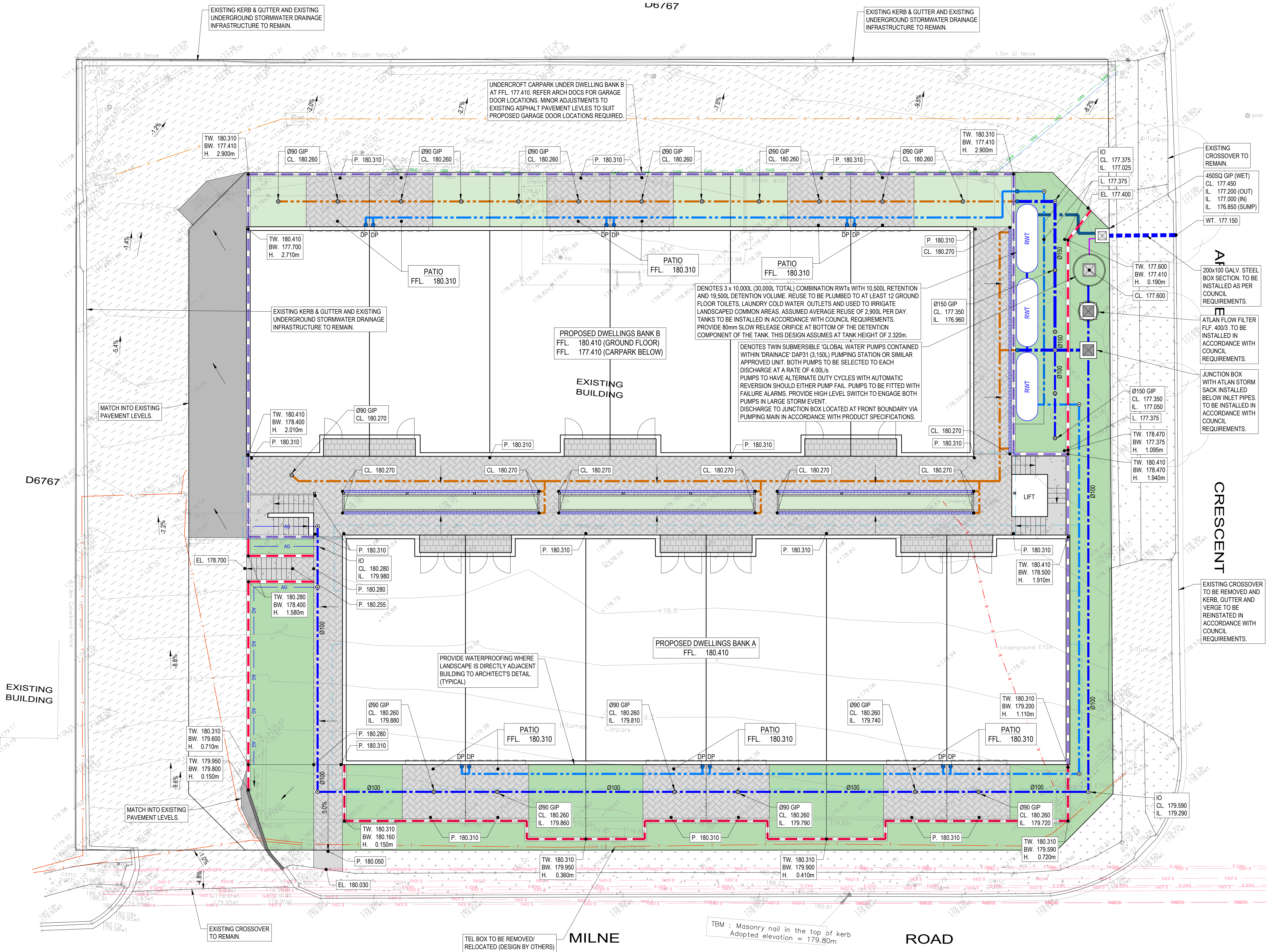
THIS DESIGN IS BASED ON ENSURING THE POST-DEVELOPMENT FLOW RATES FOR ALL STORM EVENTS UP TO AND INCLUDING THE 1% AEP EVENT DO NOT EXCEED THE 5% AEP PRE-DEVELOPMENT FLOW RATE.
PRE-DEVELOPMENT FLOW RATE = 33L/s (5% AEP)
POST-DEVELOPMENT FLOW RATE = 24L/s (1% AEP)
REFER TO BENTLEY CONSULTING MODEL FOR MORE INFORMATION.

STORMWATER QUALITY

RETENTION TANK, WATER REUSE, ATLAN STORMSACK AND ATLAN FLOWFILTER TO BE PROVIDED AS DENOTED ON THIS PLAN. MUSIC MODELLING HAS BEEN PROVIDED.

PLANTER BOX DRAINAGE

ALL PLANTER BOXES TO BE PROVIDED WITH DRAINAGE AND WATERPROOFING IN ACCORDANCE WITH AS4654.2. PLANTER BOX DRAINAGE EXCLUDED FROM THESE PLANS.



REV	DATE	ISSUE	ENG	DRAFT
A	23.12.25	ISSUED FOR PLANNING	JM	JM
B	10.04.26	ISSUED FOR PLANNING	JM	JM
C	28.04.26	ISSUED FOR PLANNING	JM	JM
D	08.05.26	ISSUED FOR PLANNING	JM	JM
E	17.06.26	ISSUED FOR PLANNING	JM	JM
F	11.09.26	ISSUED FOR PLANNING	JM	JP

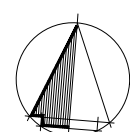
PROPOSED DWELLINGS

546 - 560 MILNE ROAD, REDWOOD PARK SA 5097

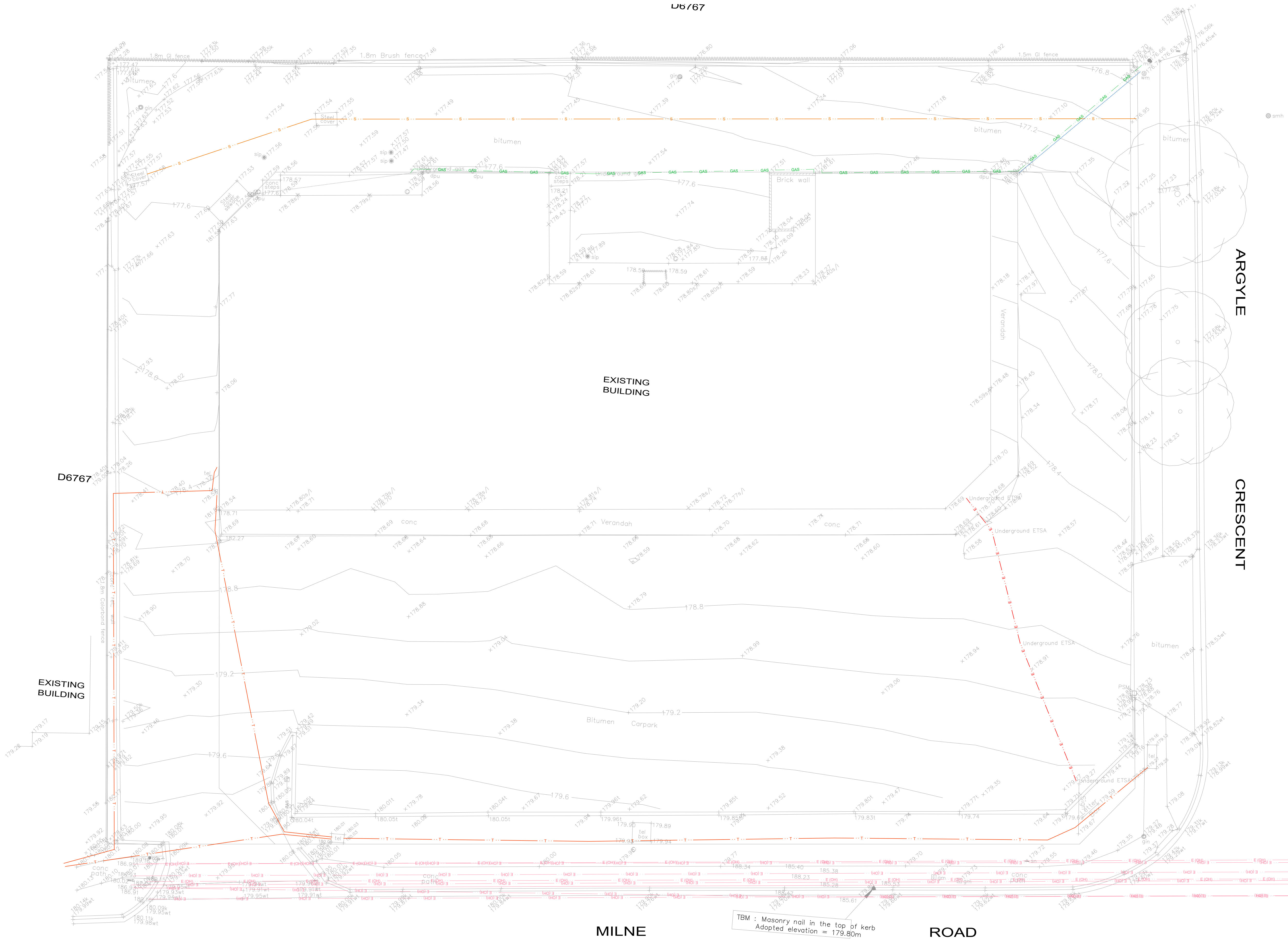
CIVIL PLAN

SHEET SIZE

A1



JOB NO.	SHEET NO.	REV
BC2512036-DR-CV-0100		F



ISSUE FOR PLANNING

REV	DATE	ISSUE	ENG	DRAFT
A	23.12.25	ISSUED FOR PLANNING	JM	JM

BENTLEY

CONSULTING

36 Leader Street, Wayville SA 5034

Email: admin@bentleyconsulting.net.au

Phone: 08 7081 4120

PROPOSED DWELLINGS
546 - 560 MILNE ROAD, REDWOOD PARK SA 5097

SURVEY

SHEET SIZE
A1



JOB NO.	SHEET NO.	REV
BC2512036-DR-CV-0200	A	



PWA TRAFFIC PTY LTD

ABN: 94 690 026 601
204 Young Street, Unley SA 5061
contact@pwattraffic.com.au
0410 122 551

File: 25-422

28 August 2026

Sam Sweedy
Project Lead
Sweedy Homes

By email: sam@sweedyhomes.com.au

Dear Sam,

PROPOSED RESIDENTIAL DEVELOPMENT – 548-560 MILNE ROAD, REDWOOD PARK – TRAFFIC AND PARKING STATEMENT

We refer to our previous discussions with respect to the proposed 24-dwelling residential development on the above site.

As requested, we have undertaken the following review of the traffic and parking related aspects of the subject development.

EXISTING SITUATION

The subject site is located on the north-western corner of the intersection of Argyll Crescent with Milne Road, Redwood Park.

The subject land is located within a *Local Activity Centre Zone* within the City of Tea Tree Gully local government area.

The subject site currently accommodates the former 'Redwood Plaza' local shopping precinct, which is currently unoccupied.

The subject site is surrounded by a right of way that functions much like a public laneway to the west and north, which is under the care and control of council. This laneway is accessed via both Milne Road and Argyll Crescent, and includes two internal linkages to the historic on-site car parking areas associated with the subject land.

The subject site is also afforded a dedicated vehicular access point on Argyll Crescent, located near the intersection with Milne Road.

Argyll Crescent is a two-way two-lane local roadway with a kerb-to-kerb width of approximately 7.8m. Kerbside parking is generally unrestricted on this roadway adjacent to the subject site.

Milne Road is a two-way two-lane local collector / distributor roadway. Bicycle lanes are also provided on this roadway, operating between 7.30am and 9.00am, and 3.00pm to 6.30pm Monday to Friday. Kerbside parking on this roadway is generally unrestricted outside of these periods.

In the most recent five-year reporting period (2020 to 2024), there have been no recorded road crashes in the locality of the subject site.

Paved footpaths are provided on both Argyll Crescent and Milne Road directly adjacent to the subject site.

Hancock Road, located approximately 60m to the east of the subject site, is a 'high frequency' public transport (bus) corridor, servicing route 541 (Golden Grove and Fairview Park to city) within the Fairview Park 'Go Zone'.

Aerial imagery of the subject site and adjoining locality is provided in *Figure 1* below.



Figure 1: Subject site and surrounding locality

PROPOSED DEVELOPMENT

The proposed development is identified on a series of plans prepared by D'Andrea Architects, Revision 5, dated 24 August 2026, identifying:

- 24 two-bedroom 'walk-up' dwellings on the two upper levels,
- a secured undercroft parking area accommodating 24 car parking spaces, two bike storage areas, general storage area, and communal bin storage area accessed via the adjoining laneway to the north, and
- 5 parallel visitor spaces along the western boundary of the site, accessed directly via the adjoining laneway to the west.

As all vehicular site access will be gained via the laneway, the existing Argyll Crescent crossover, located within a 'prohibited area', will be closed and returned to upright kerb. This crossover closure will also increase the adjoining on-street car parking capacity by one space.

The proposed on-site car parking spaces will be fully compliant with AS/NZS 2890.1:2004, providing:

- parallel spaces of 2.1m in width with no adjoining side obstructions, and lengths of typically 5.9m or at least 5.4m for the unenclosed end spaces. These parallel spaces will be accessed via the adjoining one-way laneway of more than 3.9m in width, and
- 90-degree car parking spaces of 5.4m in length and 2.4m in width with adjoining 6.2m driveway aisles. The adjoining columns will be positioned clear of design envelope around parked vehicles from *Figure 5.2* of the above standard, such as marked on spaces 11 and 12 in *Figure 2* attached. This car parking area will be provided in effectively two modules, to accessed via separate two-way (6.2m wide) roller doors adjacent to the laneway to the north.

Aisle extensions of at least 1.0m will be provided beyond the end car parking spaces within the resident parking area. Turnaround spaces are also proposed within each of these parking modules, notwithstanding that these are not required within such a private car parking area.

The two bike storage areas with a combined area of approximately 25m² could accommodate of the order of 20 total on-site bicycle parking spaces in accordance with AS 2890.3:2015 dimensional requirements, with each space being 1.8m long, 1.2m high, 0.5m in width, and serviced by a 1.5m wide aisle.

Following preliminary discussions and subsequent receipt of in-principle agreement from relevant council traffic engineering staff (Amarnaath Rubavathy) in an email dated 22 January 2026, it is proposed for the adjoining laneway to become one-way (counter-clockwise), with entry only via Argyll Crescent and exit only onto Milne Road. Recommended signage and linemarking delineating this arrangement are identified in *Figure 4* attached as an appendix to this statement. The costs associated with installation of such signage and linemarking are to be borne by the applicant.

Primarily, the above one-way counter-clockwise arrangement will avoid vehicular and pedestrian sight distance constraints to the north of the Argyll Crescent access point that would otherwise be present to vehicles attempting to exit the laneway at this location. Additional benefits include minimising queueing on Milne Road, minimising internal conflict in terms of both passenger vehicle roller door and parallel space accessibility, and waste collection vehicle circulation.

In accordance with further requests from council staff dated 3 March 2025, *Figure 4* attached as an appendix to this statement also identifies:

- R2-14(L) 'Left Turn Only' signs on the boundary fence opposite both garage doors,
- chevron pavement marking in front of the stairs leading from the building to the on-site visitor parking spaces, and
- non-standard signage and pavement marking for the visitor parking spaces, and
- lighting above each of the roller doors associated with the undercroft parking areas.

TRAFFIC ASSESSMENT

Vehicular Trip Generation

The NSW '**Guide to Transport Impact Assessment**' report (TS 00085 / Version 1.1) identifies peak hour vehicle trip generation rates considered relevant to the proposed development as identified in *Table A* below.

Table A: Proposed development forecast vehicular trip generation

Subject Site	Daily vehicle trip rate per dwelling	Daily vehicle trips	Morning weekday peak hour vehicle trip rate per dwelling	Morning weekday peak hour vehicle trips	Evening weekday peak hour vehicle trip rate per dwelling	Evening weekday peak hour vehicle trips
24 dwellings	3.67	88 trips	0.41	10 trips	0.60	14 trips

On the above basis, the proposed development would be forecast to generate up to 14 peak hour vehicle trips.

Such volumes are relatively low, and would be distributed across the laneway entry point from Argyll Crescent and the exit point onto Milne Road.

The above volumes are also anticipated to reflect a decrease in peak hour traffic movements in comparison to the historic commercial use of the subject land.

The proposed development is therefore not forecast to result in adverse capacity or amenity impacts on the adjoining road network.

Swept Path Assessment

Swept path diagrams are provided in *Figures 2 to 4* attached as an appendix to this letter, identifying:

- B85 design vehicle secure parking area simultaneous entry / exit, and internal circulation,
- 8.8m long Medium Rigid Vehicle (MRV) left and right turn laneway entry and exit movements, respectively, and
- B99 design vehicle circulation past an MRV stopped in the laneway adjacent to the bin storage area.

It is therefore considered that the proposed development would appropriately facilitate on-site passenger vehicle requirements as well as waste collection vehicle circulation via the adjoining laneway.

PARKING ASSESSMENT

Car Parking

Table 1 - General Off Street Car Parking Requirements within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies car parking provisions relevant to the proposed development as identified in *Table B* below.

Table B: Relevant off street car parking requirements

Class of Development	Number of Required Car Parking Spaces
Residential Flat Building	1 space per one or two-bedroom dwelling, plus 0.33 visitor spaces per dwelling

On the above basis, the proposed 24-dwelling development would theoretically require 32 on-site car parking spaces in the form of 24 resident spaces and eight visitor parking spaces.

The subject development will provide a total of 29 on-site car parking spaces, in the form of 24 resident spaces within a secure car parking area, and five visitor parking spaces.

Critically, the resident car parking requirement would be fully satisfied.

It is considered that the theoretical three-space visitor car parking shortfall could be readily accommodated on-street directly adjacent to the subject corner-site without adversely impacting adjoining land users.

For example, upon closure of the existing Argyle Crescent crossover, four on-street car parking spaces will be available on the western side of this roadway directly adjacent to the subject site.

Additionally, it is noted that alternative transport opportunities that may reduce car parking demands are readily available in the locality, including the high-frequency bus route along Hancock Road, and the bicycle lanes on Milne Road.

On balance, it is considered that sufficient off-street car parking will be provided to meet the needs of the proposed development.

Bicycle Parking

Table 3 - Off Street Bicycle Parking Requirements within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies that bicycle parking is not required within the subject *Local Activity Centre Zone*.

The proposed bicycle parking areas, which could potentially accommodate 20 spaces, would therefore significantly exceed the above provisions.

SUMMARY AND CONCLUSIONS

In summary, we consider that the proposed development will:

- provide an appropriate design standard which generally meets the requirements of the relevant Australian Standards for off-street parking areas,
- not result in adverse traffic impacts on the adjacent road network in terms of site accessibility or vehicular trip generation, subject to the proposed one-way laneway flow, and
- provide sufficient on-site car and bicycle parking to meet the needs of the proposed development, to be supplemented by adjoining on-street car parking and alternative transport opportunities.

I am available at andy@pwattraffic.com.au or 0410 122 551 to discuss the above matter further as required.

Yours sincerely,

Andy Hayes
Director
PWA Traffic Pty Ltd

Enc: Figures 2 to 4

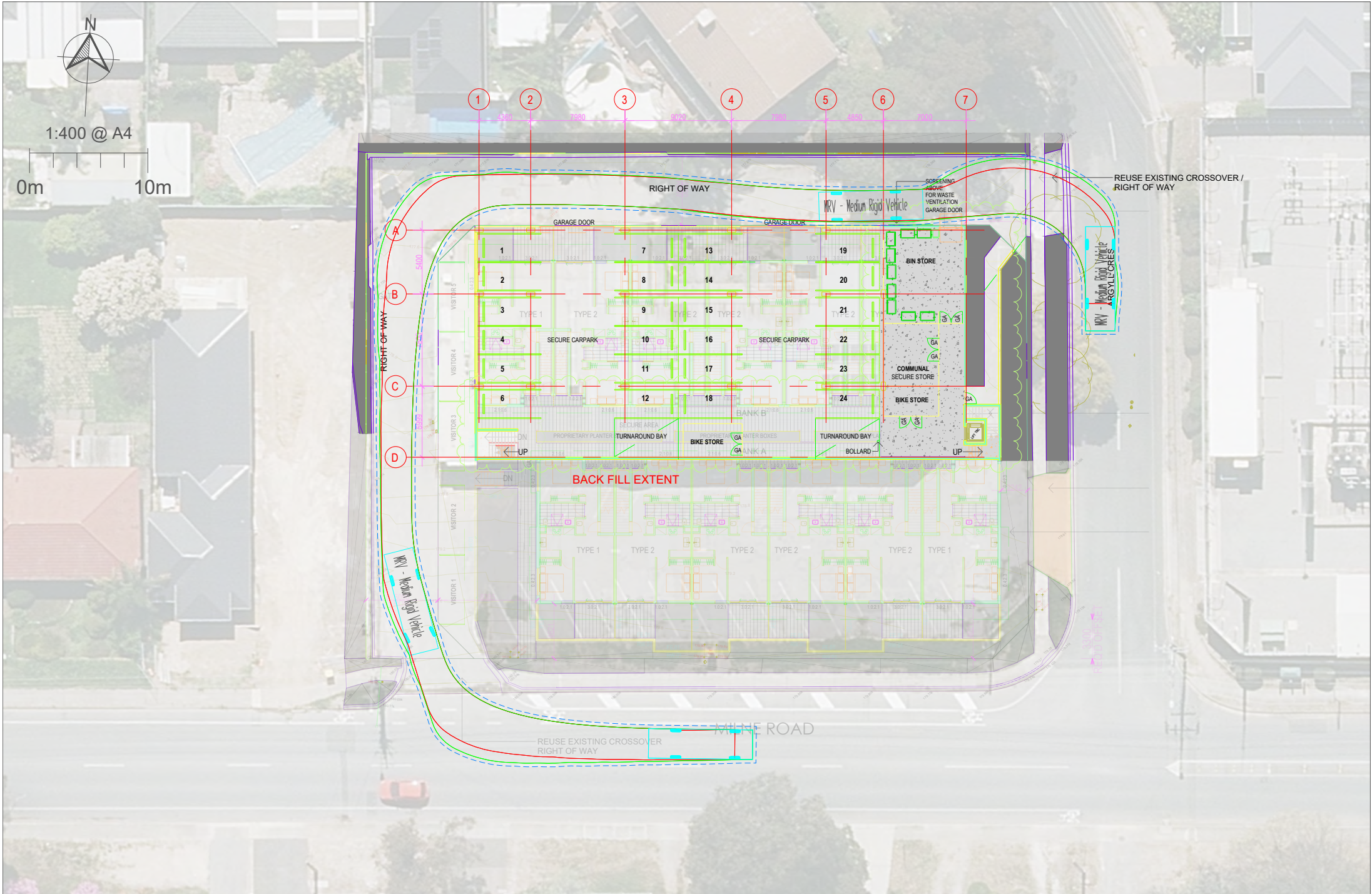


FIGURE 2: MRV LEFT TURN LANEWAY ENTRY INTO WASTE COLLECTION POSITION, INTERNAL CIRCULATION, AND LEFT TURN SITE EXIT

For: Sweedy Homes

REF: 25-422

204 Young Street
UNLEY SA 5061
P: 0410 122 551
E: contact@pwattraffic.com.au

Site Address: 548-560
Milne Road, Redwood Park

Date: 28/08/26



FIGURE 3: B99 ACCESS PAST INTERNAL WASTE COLLECTION VEHICLE INCLUDING EASTERN ROLLER DOOR ACCESS, AND SIMULTANEOUS B85 WESTERN ROLLER DOOR ACCESSIBILITY

September 1, 2026

Ms Justine Perry
City of Tea Tree Gully
Via: The PlanSA Portal

Dear Justine,

APPLICATION 25040799

I represent Greyleaf Pty Ltd.

As you know, my client recently applied to the City of Tea Tree Gully (**the Council**) for planning consent to construct two residential flat buildings, together with perimeter retaining, fencing and landscaping, at 548 – 560 Milne Road, Redwood Park (**the site**).

My client's application (Application 25040799) received planning consent on July 24, 2026, subject to one reserved matter and 18 conditions.

For context, it is relevant to note that:

- the northern building contains six dwellings and an undercroft carpark;
- the southern building contains 12 dwellings (six on the ground floor and six on the first floor);
- all 18 dwellings are accessible via a central foyer that is substantially covered; and
- 24 line-marked spaces have been provided within the confines of the site (18 for the prospective residents (one per dwelling) and six for any visitors to share).

My client has now applied to the Council, via Section 128(1) of the *Planning, Development and Infrastructure Act 2016* (**the PDI Act**), to vary the planning consent that was granted to Application 25040799.

The proposed variation is illustrated across the accompanying drawings prepared by D'Andrea Architects. In essence, it is limited to the construction of another six dwellings (these dwellings will be constructed on top of the six dwellings within the northern building) and the expansion of the undercroft carpark to accommodate another six line-marked spaces (one for each of the additional dwellings).

The proposed variation has arisen in response to the Council's repeated requests for my client to acquire the free and unrestricted right-of-way that follows the northern (rear) and western (side) boundaries of the site. Some of the revenue generated from the sale of the additional dwellings will be used to facilitate that acquisition.

The purpose of this statement is three-fold. Firstly, it describes the nature and extent of the proposed variation. Secondly, it summarises the ensuing assessment process. Finally, it explains why the proposed variation warrants consent.

The Proposed Variation

It is clear from the accompanying drawings that:

- the approved land use remains unchanged, as does the southern building;
- the approved access and visitor parking arrangements also remain unchanged, as do the external building materials and finishes;
- the internal layout of the dwellings on the first floor of the northern building remains substantially unchanged, with the only change being the introduction of staircases providing access to the additional dwellings above;
- the areas of "soft landscaping" also remain substantially unchanged, with the only change being the introduction of a new path providing convenient access to the bike store via Argyll Crescent;
- the external staircases have been modified;
- the undercroft carpark has been expanded, and its internal layout has been modified;
- the number of line-marked spaces within the confines of the undercroft carpark has been increased by six (from 18 to 24);
- the storage area on the eastern side of the undercroft carpark has been increased in size;
- the internal layout of the additional dwellings matches the internal layout of those dwellings on the first floor of the southern building;

- each of the additional dwellings contains two bedrooms and an open-plan kitchen, dining and living area that opens onto a north-facing balcony having an area of 15 to 17 square metres;
- the additional dwellings are set back 4.1 metres from the northern (rear) boundary (when measured from their northern façade, rather than their balcony balustrades), at least 6.75 metres from Argyll Crescent and at least 2.49 metres from the western (side) boundary; and
- the northern building has been designed to reflect the height of the southern building; however, due to the slope of the site, the northern building now has an overall height of 9.58 metres (when measured from the natural/existing ground level).

You will see from PWA Traffic's updated Traffic and Parking Statement that:

- the line-marked spaces are fully compliant with the relevant standard, namely AS/NZS 2890.1:2004;
- the prospective occupant/s of each dwelling will have access to the recommended number of on-site car parking spaces;
- the theoretical shortfall identified in relation to the provision of "visitor parking" can be readily absorbed by the surrounding road network, as contemplated by Performance Outcome (PO) 5.1(a) of the Transport, Access and Parking Section of the Planning and Design Code (**the Code**);
- the theoretical shortfall will be further offset by the provision of a bike store that can accommodate up to 20 bicycles at any one time; and
- the proposed variation is expected to generate an additional 22 trips per day without adversely affecting the operation of the surrounding road network.

You will also see from RAWTEC's updated Waste Management Plan that:

- the volume of waste likely to be generated each week has increased by 1,360 litres, from 3,100 litres to 4,460 litres;
- the bin store can accommodate the required type and number of communal bins;
- all waste streams can continue to be collected from the same location without impeding access to the undercroft carpark; and
- the approved number of waste collections per week (three) remains unchanged.

The civil documents are currently being updated by Bentley Consulting and will be uploaded to the PlanSA Portal next week.

The Assessment Process

According to the South Australian Property and Planning Atlas (**SAPPA**), the site remains in the Local Activity Centre Zone (**the LAC Zone**) and continues to be captured by the following Overlays:

- Hazards (Flooding – Evidence Required);
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Traffic Generating Development.

According to SAPPA, the site also remains unaffected by any technical and/or numeric variations.

Having established this, I note, with reference to Tables 1, 2 and 4 of the LAC Zone, that the proposed variation must be “performance assessed”, as it is not “accepted”, “deemed-to-satisfy” or “restricted”.

I also note, with reference to Table 5 of the LAC Zone, that the application to which the proposed variation relates must be publicly notified, as the northern building now exceeds the maximum building heights that have been prescribed for the site, being two building levels and 8.0 metres.

Lastly, the application to which the proposed variation relates need not be referred to the Environment Protection Authority, as no new land uses will be introduced.

The Merits

I have concluded from my assessment of the proposed variation that it warrants planning consent. In support of my conclusion, I wish to highlight the following:

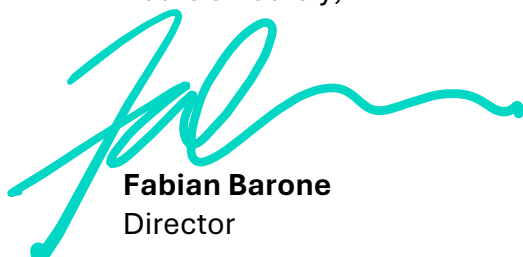
- Section 128(2) of the *PDI Act* permits the Council to assess and determine the proposed variation, as the planning consent to which it relates remains operative.
- The proposed variation is relatively limited in nature, comprising six additional dwellings directly above the first floor of the northern building and an associated expansion of the undercroft car park. Consequently, the approved land use remains unchanged, thereby rendering POs 1.2 and 1.3 of the LAC Zone redundant.
- No density limitations apply to residential development within the LAC Zone.

- Although the northern building departs from Designated Performance Feature (DPF) 3.1(b) of the LAC Zone by one building level and 1.58 metres, I do not consider these numerical departures to be insurmountable because:
 - Elevations 1, 2 and 3 on Drawing A – 2203, Revision 5 demonstrate that the northern building does not breach either of the interface planes that were established to mitigate the visual impact of new buildings on adjacent residences;
 - the shadow diagrams on Drawing A – 2204, Revision 5 demonstrate that the adjacent residences to the north and west of the site will continue to receive the requisite amount of sunlight during the winter solstice; and
 - the northern building will largely appear as a two-storey building when viewed from the adjacent residences to the north of the site. It will also remain substantially concealed from Milne Road by the southern building.
- The prospective occupant/s of each dwelling will have access to the recommended number of on-site car parking spaces (one space per dwelling) and to more than the recommended amount of private open space (11 square metres per dwelling).
- The balcony balustrades on the northern side of the additional dwellings have been designed to comply with DPF 10.2 of the Design in Urban Areas Section of the Code, even though that policy does not apply to buildings containing more than two building levels.
- When one has regard to the relatively limited nature of the proposed variation, the retention of the approved access, parking and waste collection arrangements, and the absence of any material adverse impacts arising from the construction of the additional dwellings, it is clear that the proposed variation represents an orderly and reasonable expansion of the approved development.

Please note that my assessment was based on Version 2026.16 of the Code, which represents the latest publication (as of the date of this statement).

If you have any questions regarding the proposed variation or the application to which it relates, please do not hesitate to contact me.

Yours sincerely,



Fabian Barone
Director

Greyleaf Development Redwood Park

Waste Management Plan



Document verification

Date	Version	Title	Prepared by	Approved by
17/12/25	V1.1	Greyleaf Development Milne Road, Redwood Park	K. Le Gallou	J. Webb
05/03/26	V1.2	Greyleaf Development Milne Road, Redwood Park	K. Le Gallou	J. Webb
01/04/26	V1.3	Greyleaf Development Milne Road, Redwood Park	K. Le Gallou	J. Webb
08/04/26	V1.3	Greyleaf Development Milne Road, Redwood Park	K. Le Gallou	J. Webb
31/08/26	V2.0	Greyleaf Development Milne Road, Redwood Park	K. Le Gallou	J. Webb

Important notes

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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	Greyleaf Development 546-560 Milne Road, Redwood Park
Client	Duraframe
Architect	D'Andrea Architects
Planning consultant	Fabric Planning & Development
Traffic consultant	PWA Traffic

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.

Waste generation and bin requirements have been calculated using the *South Australian Better Practice Guide - Waste Management for Residential and Mixed Use Developments (Green Industries SA, 2014)*

Table 1: Tenancy/land use and occupancy overview

Tenancy/land use	Waste resource generation category	Estimated size
Walk-up Flats	Residential (Medium Density - with Garden)	24x 2 bed flats

1.2. Waste management considerations

A range of factors that could affect waste management at the site and have been considered in the design of the waste management system (Table 2).

Table 2: Development waste management considerations

Consideration	Description
Private bulk bin service	The development will have a shared bulk bin service and single waste storage area. A private collection contractor will service the bulk bins. The contractor staff responsible for collecting the bins can report any recurring capacity issues with the account manager and providing the appropriate service level can be resolved via the strata/management committee.
Collection times	Appropriate service times will be confirmed with the private collection contractor when collection services are contracted. They will be scheduled to occur between 7:00 am and 6:00 pm Monday to Friday and after 9 am on Sundays or Public Holidays.
Hard waste	Tea Tree Gully households are entitled to two free collections per year (hard waste or mattress collection). Households must book a collection online and adhere to the service guidelines for permitted items volume and preparing and presenting their collection. Residents will need to manage any additional hard waste outside of the entitled council collections via direct drop-off to appropriate recycling and disposal facilities.

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		
	Land use	Residential
	Development land uses	Walk-up Flats
Routine collection (rear lift)	General waste	X
	Comingled recycling	X
	Organics recycling	X
On-call or external drop-off	Hard waste	X
	E-waste	X
	CFL/Lighting	X
	Printer Cartridges	X
	Batteries	X
X = Required/Desired		

2. Waste management analysis

2.1. Waste and recycling volumes

The development will generate about 4,460 litres of waste and recycling per week (Table 4).¹

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

Estimated waste generation volumes (litres per week)		
Land use type		Residential
Development land use		Walk-up Flats
WRGR classification		Residential (Medium Density - w/Garden)
Waste stream	General waste	1,700
	Comingled recycling	1,400
	Organics recycling	1,000
	Hard waste	300
	E-waste	60
Total site volume		4,460

*Totals have been rounded and may not equate

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

The development needs six (6) bulk bins and three (3) collections from a private contractor per week (Table 5). The total bin capacity allows for flexibility when considering seasonal variations in waste generation and the generation of garden waste from around the site.

Table 5: Estimated bin requirements and collections per week

	Bin size (L)	Number of bins required	Collections per week	Collection Vehicle
General waste	660	3	1	Rear-lift
Comingled recycling	660	3	1	Rear-lift
Organics recycling	660	2	1	Rear-lift
Hard waste			As required	Pan-tech/Flat bed
E-waste			As required	Pan-tech/Flat bed
Total		8	3	

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 residents. This could include a shared 240L bin collection service.
- **Electronic waste and separate waste streams** (such as appliances and batteries, printer cartridges, lighting) will be taken to a licensed facility (e.g. recycling depot or participating retailer).
- **Hard waste** will be stored at the development and managed via council's hard waste collection service. This must be arranged by residents through the council booking system.

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.

2.3. Waste storage area

The waste storage area houses the bulk bins and Figure 1 shows how this area could be designed which allows convenient access for residents and the collection contractor.

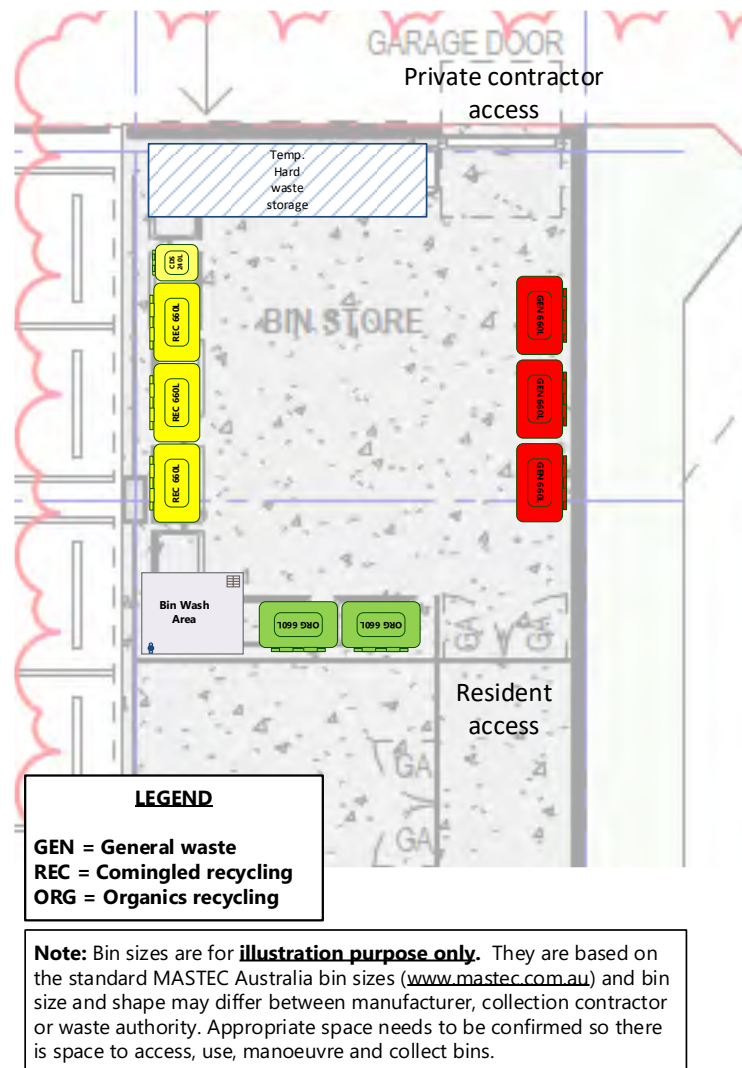
The storage area is naturally ventilated via the permeable screening/slats through to the carpark, which also has natural external ventilation.

There are two key factors that provide contingency for this development to manage a scenario where additional capacity is required:

- Additional bins – the waste storage area is generously sized and can accommodate a much larger number of bins if required. It is unlikely this will be required.
- Additional collections – collection frequency outlined in the waste management plan is one collection per stream per week. Increasing collection frequency is another option to respond to capacity challenges.

When planning the waste storage area, consider the additional waste management design advice listed in Section 5.

Figure 1: Bulk bin waste storage area design



Mobile garbage bin sizes			
140 litre	240 litre	660 litre	1100 litre
W) 535mm	W) 580mm	W) 1,215mm	W) 1,195mm
D) 615mm	D) 730mm	D) 775mm	D) 1,090mm
H) 925 mm	H) 1,045 mm	H) 1,225mm	H) 1,310mm

Based on standard Mastec bin sizes

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

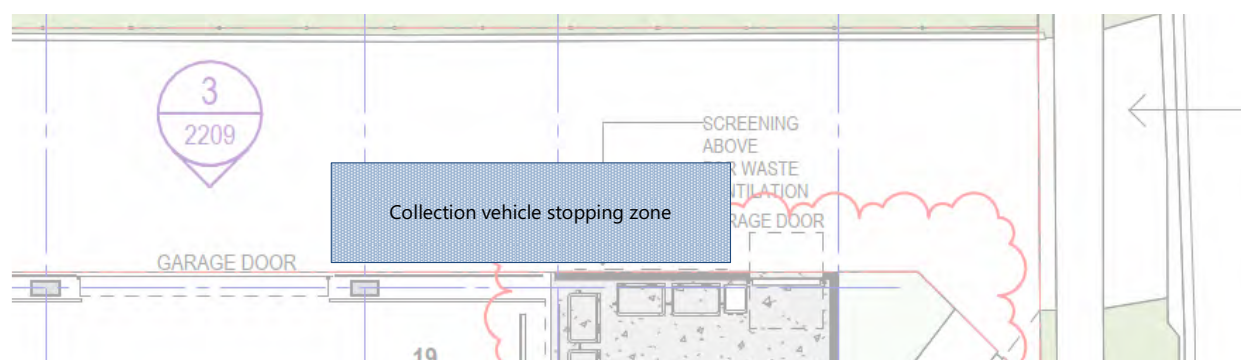
Proposed waste management system	
Waste/recycling services	• General waste • Comingled recycling • Organics recycling
WMS step	WMS notes
1. User storage	• Residents will collect waste and recycling within their own unit: – general waste will be collected using black bin liners – organics will be collected using compostable bin liners – comingled recycling will be collected loose • Bin within kitchen cabinetry is an ideal solution to maximise space.
2. Transfer pathways and storage	• Residents will use the stairs either end of the development to transfer waste and recycling to the shared waste storage area and place materials into the correct bins. • Bins will have signage on the front of the body and wall sign signage will also be installed above the bins.
3. Bin collection	• The collection contractor will enter the development in a forward direction from Argyll Crescent. • They will park temporarily in the driveway, directly access the waste storage area to transfer bins to the collection vehicle, empty and return them to their original location. • The collection vehicle will then continue along the one-way roadway and exit the site in a forward direction from Milne Road.

4. Collection requirements

4.1. Vehicle movements per week

The development needs three (3) collections a week by a rear-lift collection vehicle. The collection vehicle will temporarily park to avoid obstructing the roadway (Figure 2). Considering the number of bins and convenient location of the waste storage area each collection will take less than five minutes.

Figure 2: Zone for the rear-lift collection vehicle to temporarily stop and collect the bins



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 can be 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. 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 site must confirm with the preferred waste collection contractor that it can service the development before collection can begin.

Table 7: Approximate collection vehicle dimensions

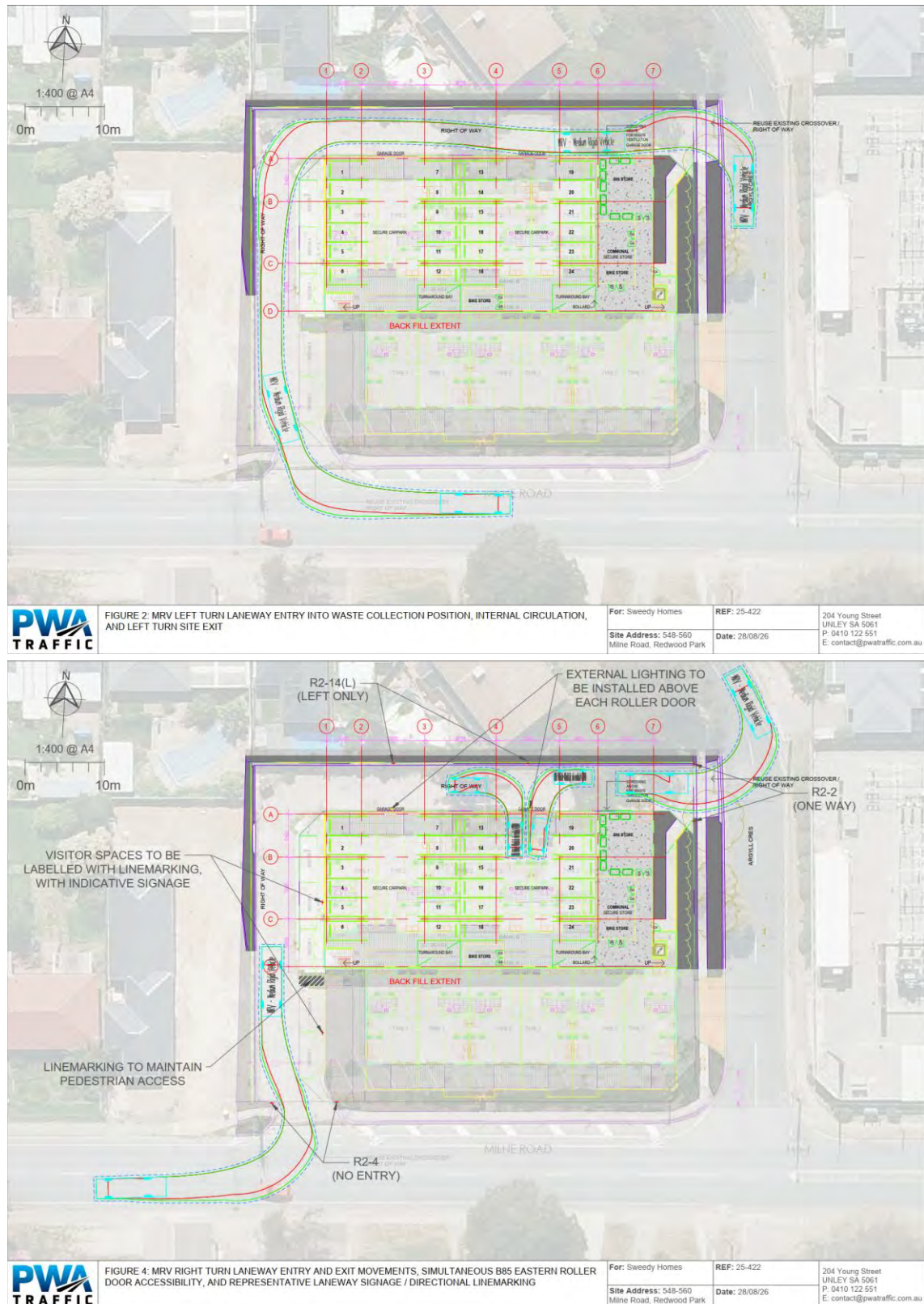
Collection vehicle dimensions		
Vehicle type	Rear lift	Pan-tech/Flat bed
Collection type	Collection of bins up to 1,100 L	At call waste streams
Vehicle dimensions	3.4m minimum to 4m (h) × 2.5m (w) × 8.8m minimum to 11m (l)	Up to 4.5m (h) × 2.5m (w) × 8.8m (l)
Rear loading space required	2 m	-
Clearance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

4.3. Swept pathways

The traffic consultant has completed swept pathways to confirm the collection vehicle can access and service the site (Figure 3). The traffic report provides further details.

Figure 3: Swept pathways for a rear-lift collection vehicle



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 rooms	• Make bin rooms accessible to mobility impaired persons.
Bin transfer routes	• Transfer routes should be at least 1.4 m wide, free of obstructions 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).
Education and training	• The strata manager should educate and train residents to use the waste management system correctly. • Consider including better practice waste management requirements in strata or 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.
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 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:

- 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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