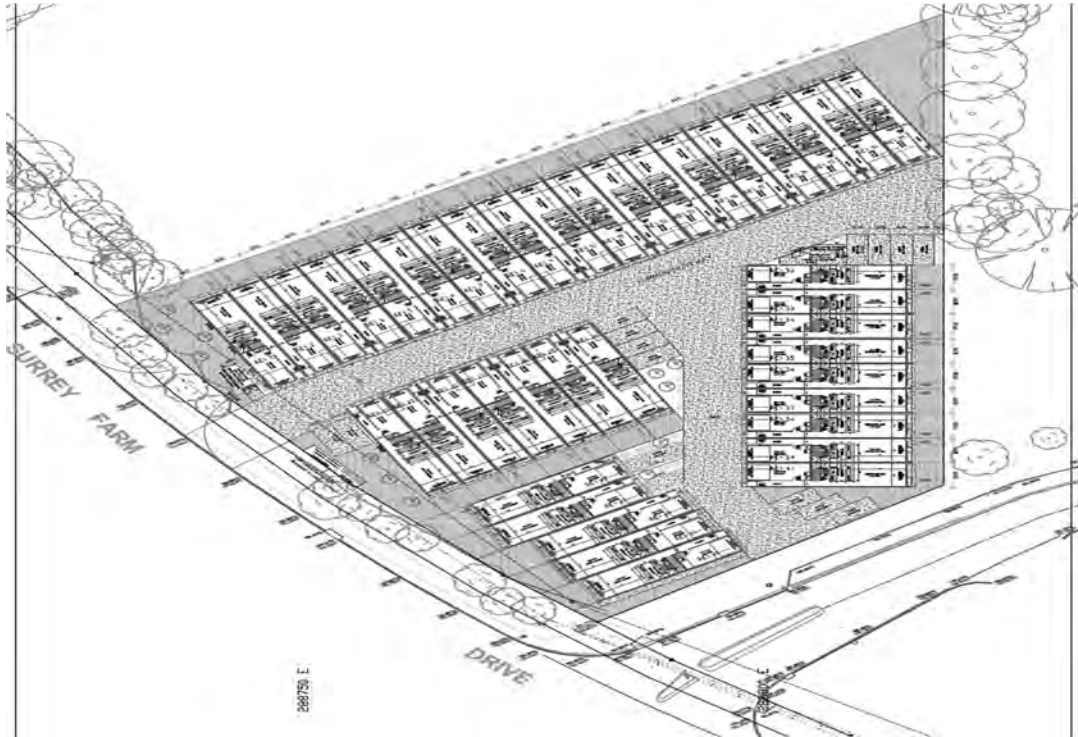


Proposed Development

2 -10 SURREY FARM DR GOLDEN GROVE SA
5125



APPLICATION NUMBER

26030467

NATURE OF DEVELOPMENT

40 x two storey group dwellings (Affordable Housing),
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 26-10-2026



FOR MORE INFORMATION

CONTACT

City of Tea Tree Gully

PHONE

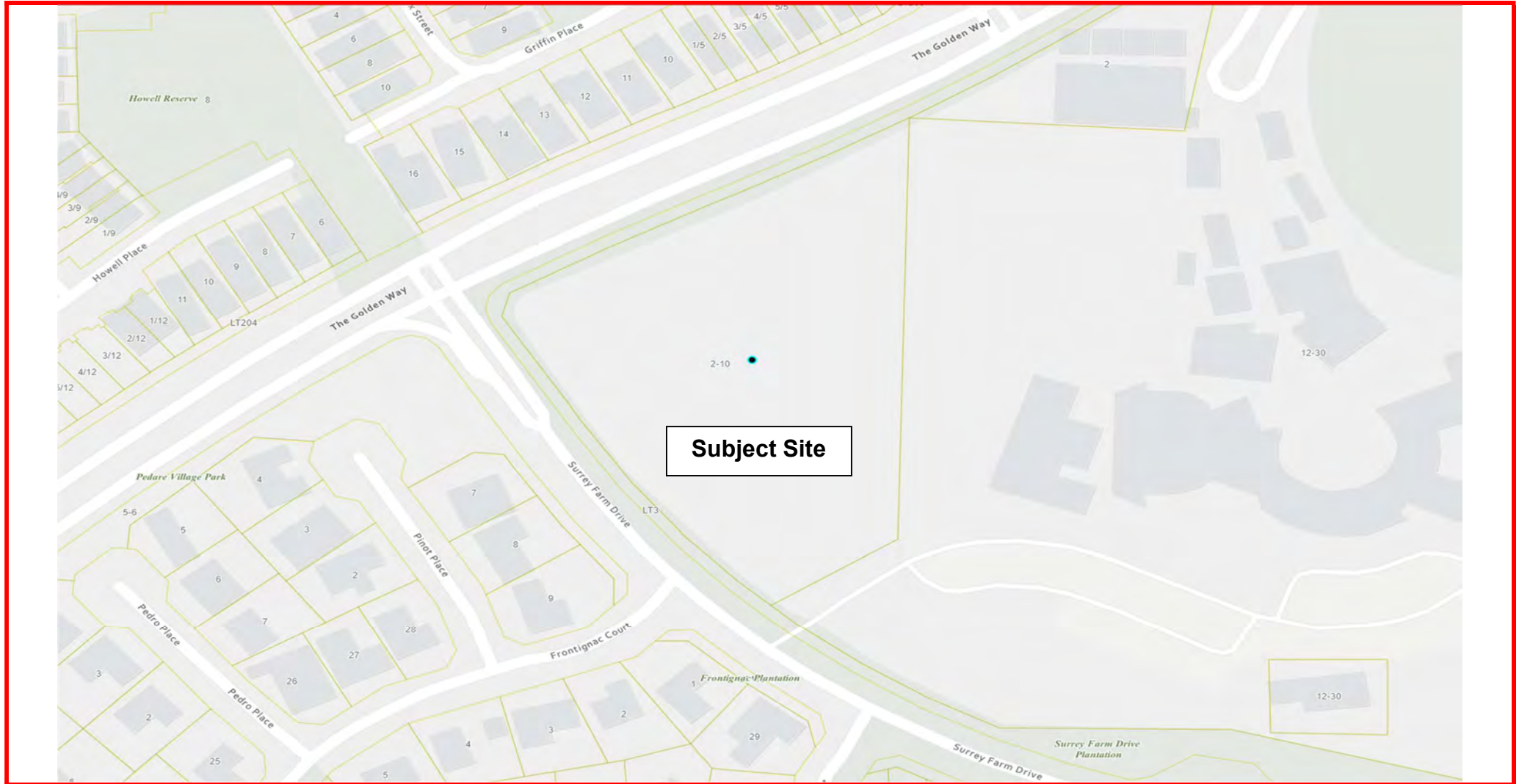
0883977444

EMAIL

development.enquiries@cttg.sa.gov.au

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

Public Notification – 26300467 - 2-10 Surrey Farm Drive Golden Grove



Contact Details

571 Montague Road, Modbury SA 5092

T (08) 8397 7444

TTY (08) 8397 7340

E customerservice@cttg.sa.gov.au

W www.cttg.sa.gov.au



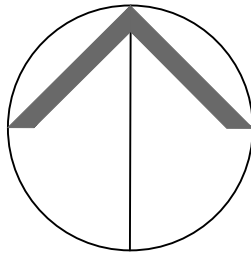
Disclaimer:

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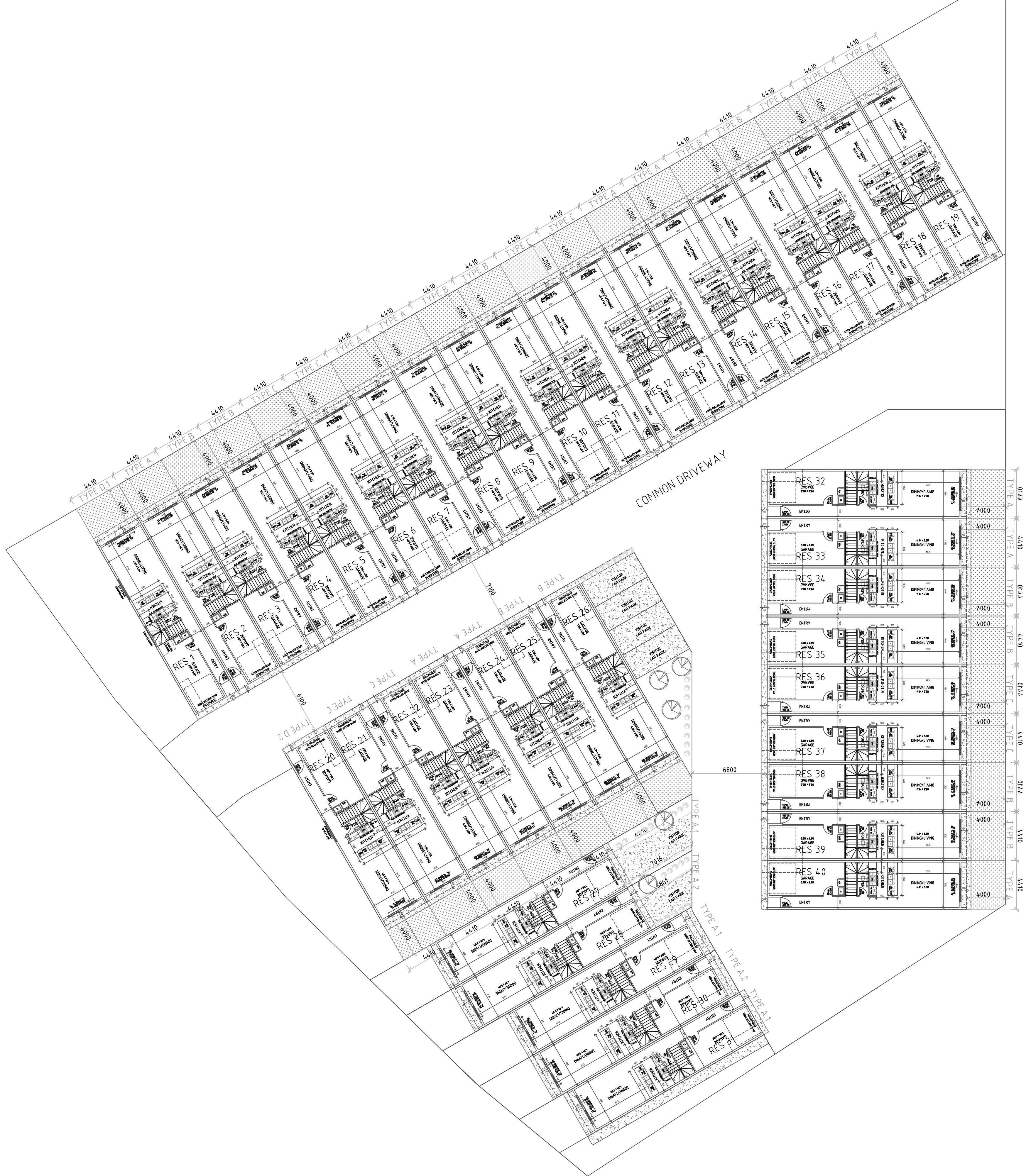
SITE AREAS (APPROX.)		DWELLINGS 1-40 AREA (APPROX.)	
TOTAL SITE AREA:	5632 sqm	GROUND LIVING:	53 SQM
TOTAL OF 40 NEW DWELLINGS		UPPER LIVING:	77 SQM
AVERAGE AREA PER ALLOTMENT	140 sqm	GARAGE:	23 SQM
		PORCH:	1 SQM
PRIVATE VISITOR CAR SPACES	41	TOTAL:	154 SQM
COMMON VISITOR CAR SPACES	13		

AMENDMENTS:		
(1) CONCEPT	01/09/26	
(2) PLANNING	07/09/26	



PROJECT PROPOSED NEW DWELLINGS 2-10 SURREY FARM DRIVE, GOLDEN GROVE		
DRAWING OVERALL SITE PLAN		
DATE JUNE 2026	SCALE 1:200	DRWG. WD.01

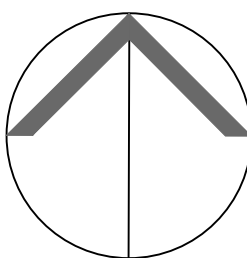




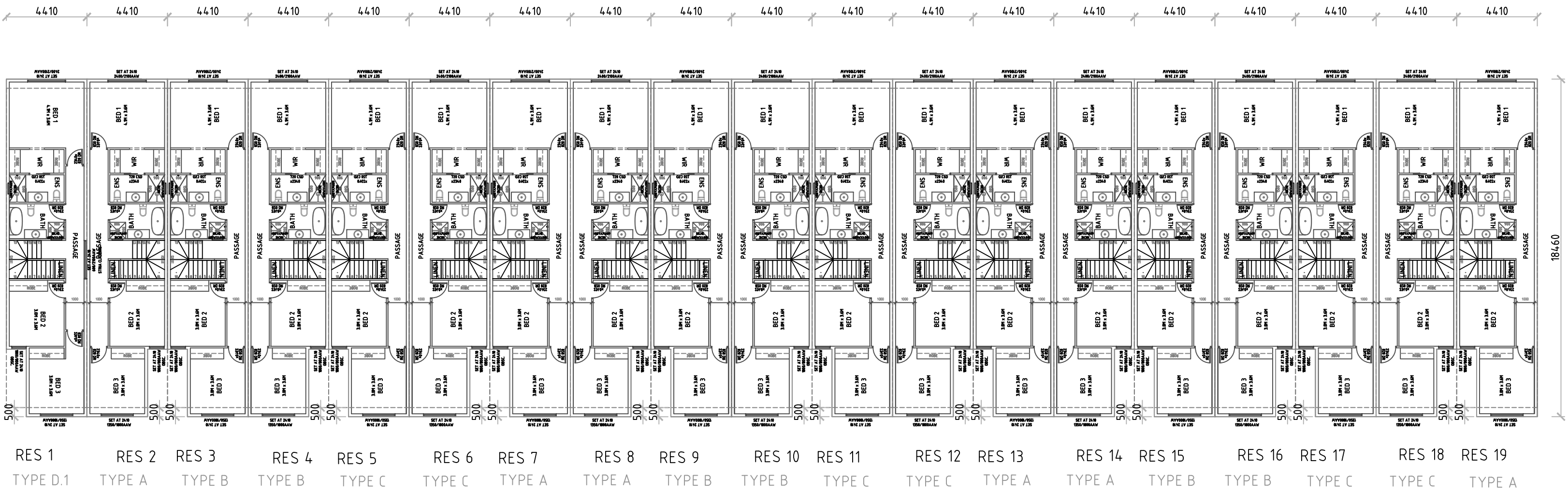
AMENDMENTS:

(1) CONCEPT	01/09/26
(2) PLANNING	07/09/26

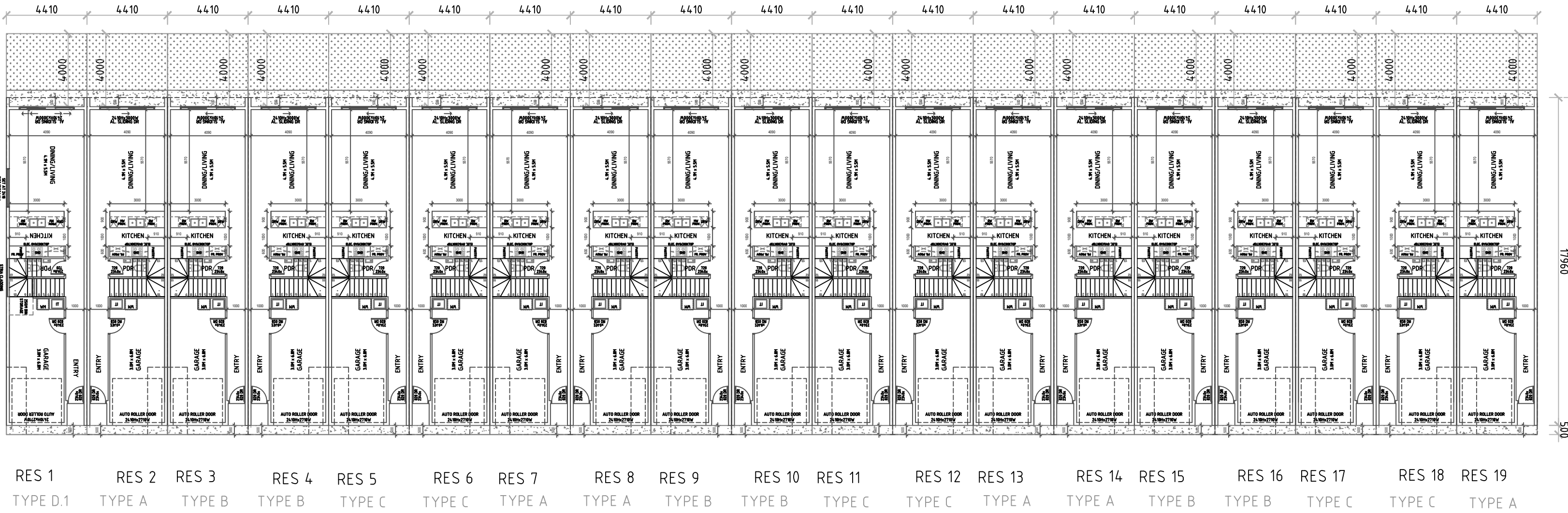
CONTRACTORS NOTE
CONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON-SITE
BEFORE COMMENCING ANY WORK. FIGURED DIMENSIONS
SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS, AND
ANY DISCREPANCY SHALL BE REPORTED TO
M2 CUSTOM HOMES PTY LTD IMMEDIATELY.



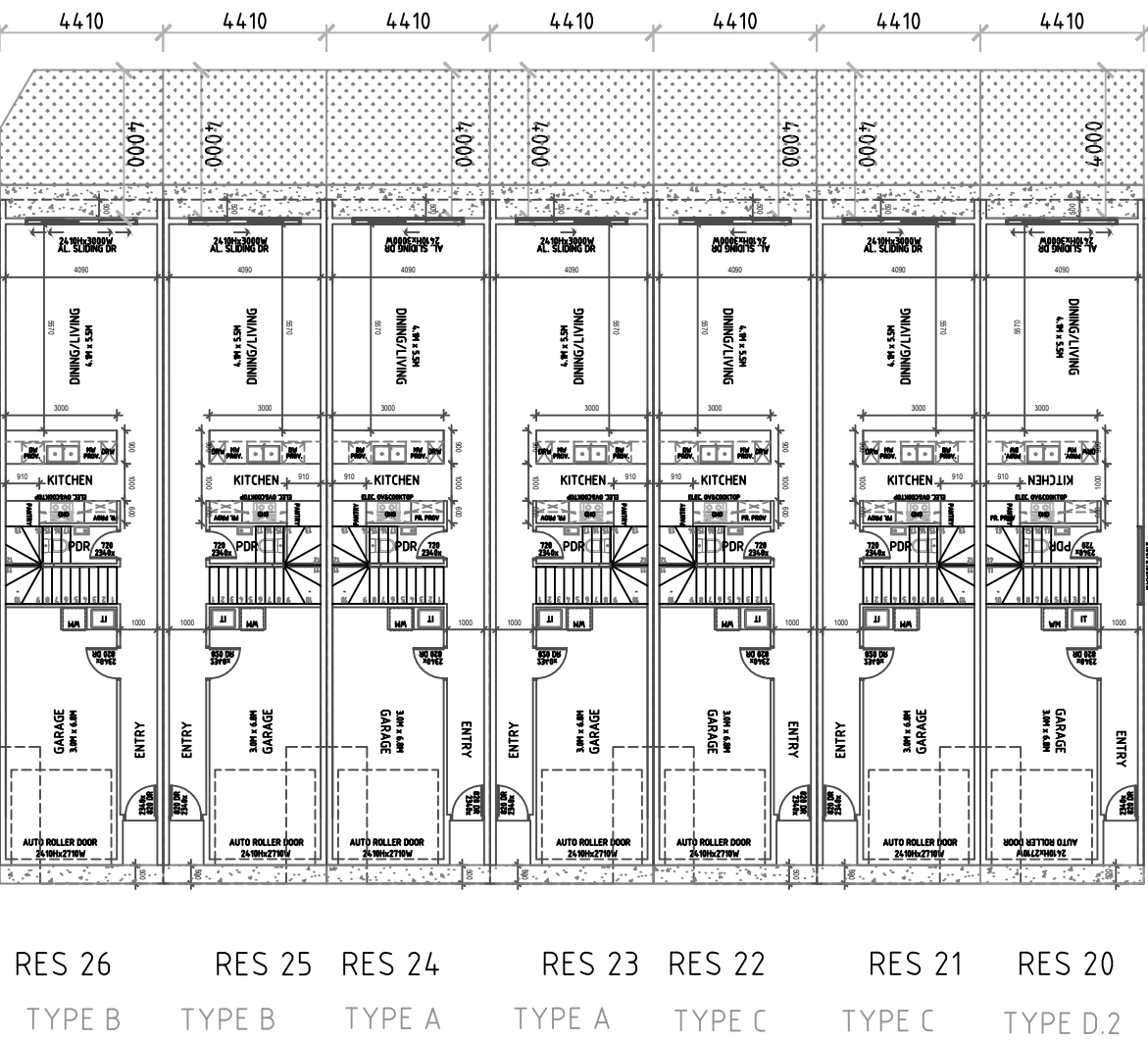
PROJECT PROPOSED NEW DWELLING 2-10 SURREY FARM DRIVE, GOLDEN GROVE		
DRAWING FLOOR PLAN		
DATE SEPT 2026	SCALE 1:200	DRWG. WD.02



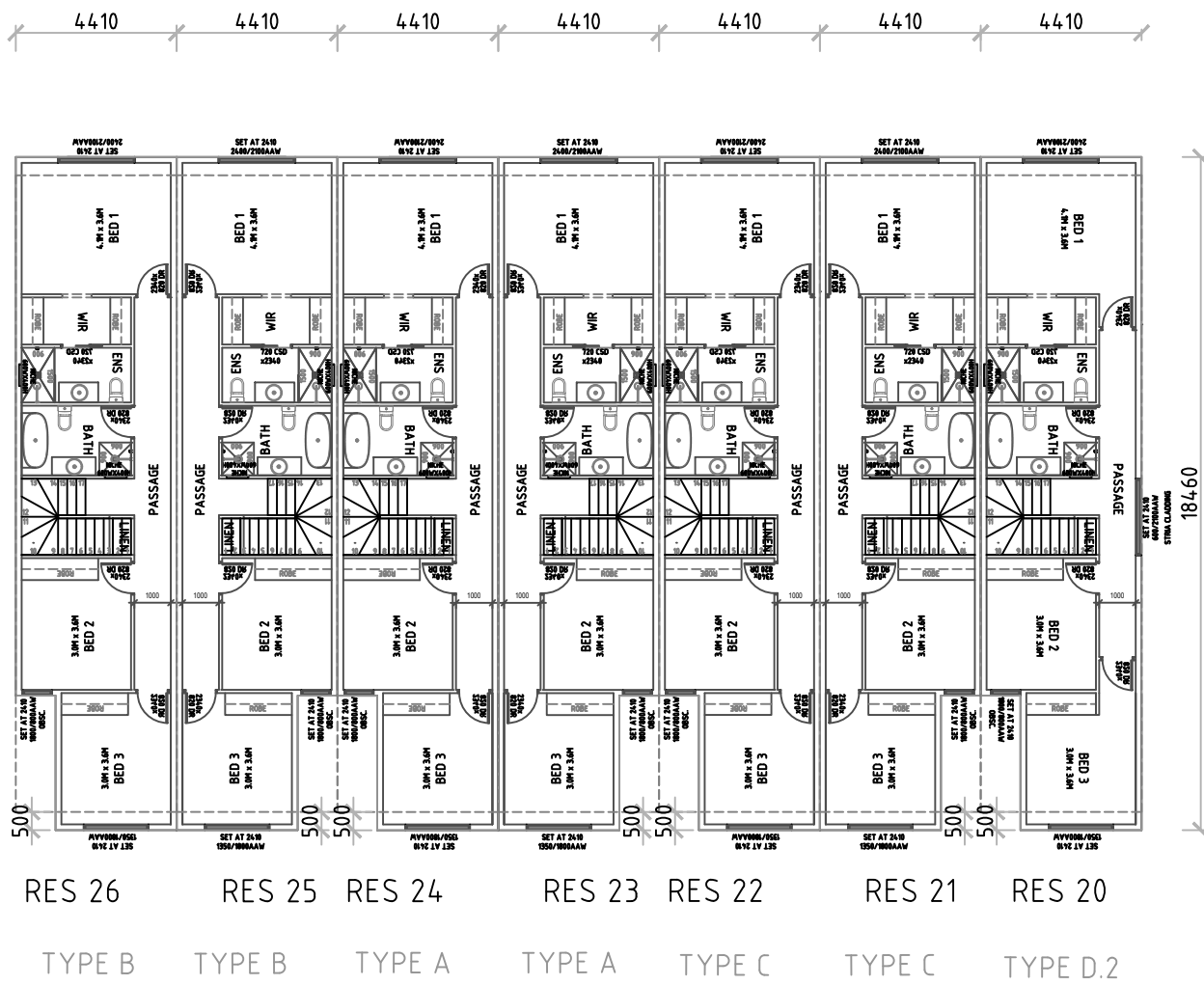
UPPER FLOOR PLAN - RES 1-19



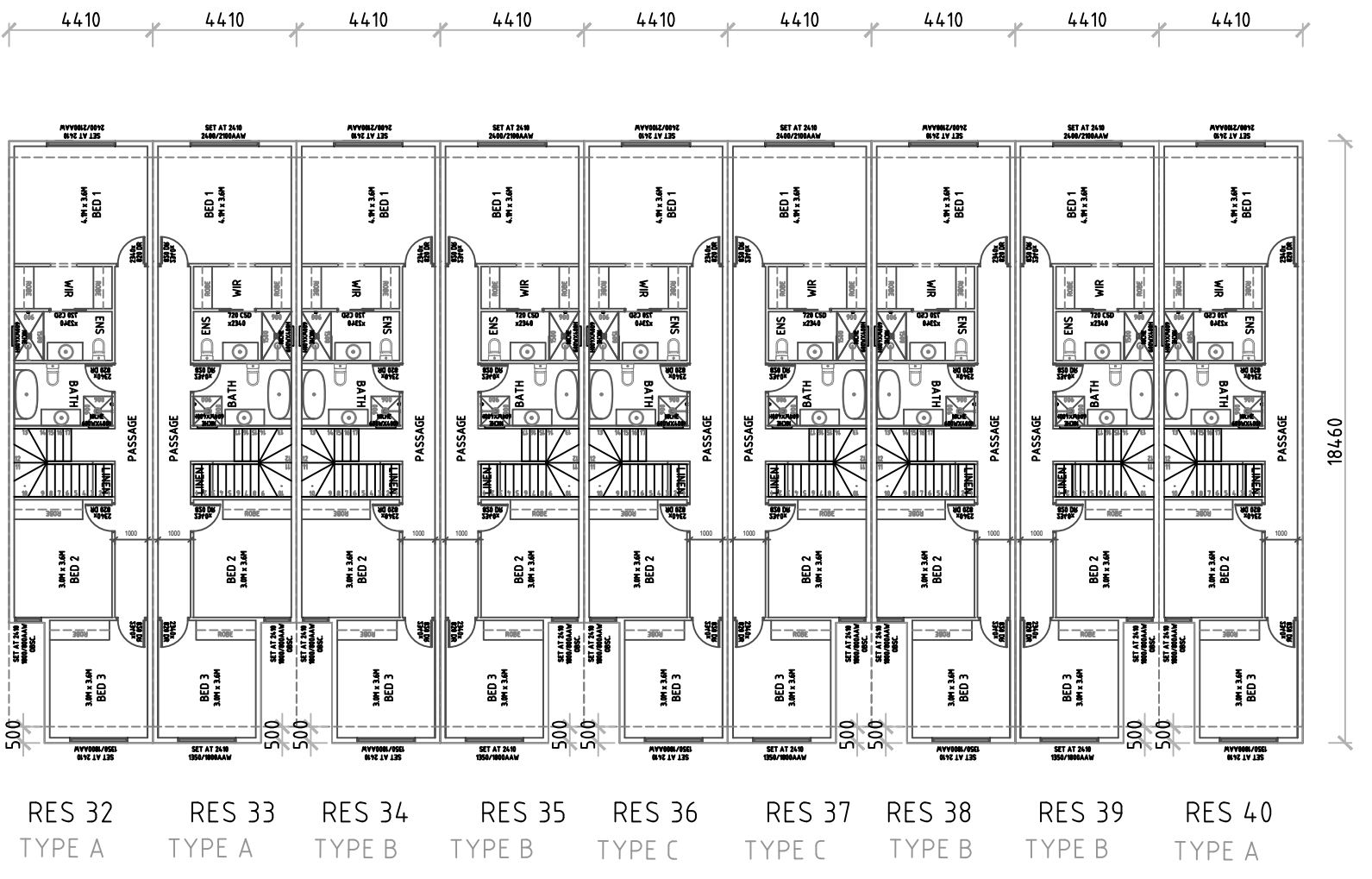
GROUND FLOOR PLAN - RES 1-19



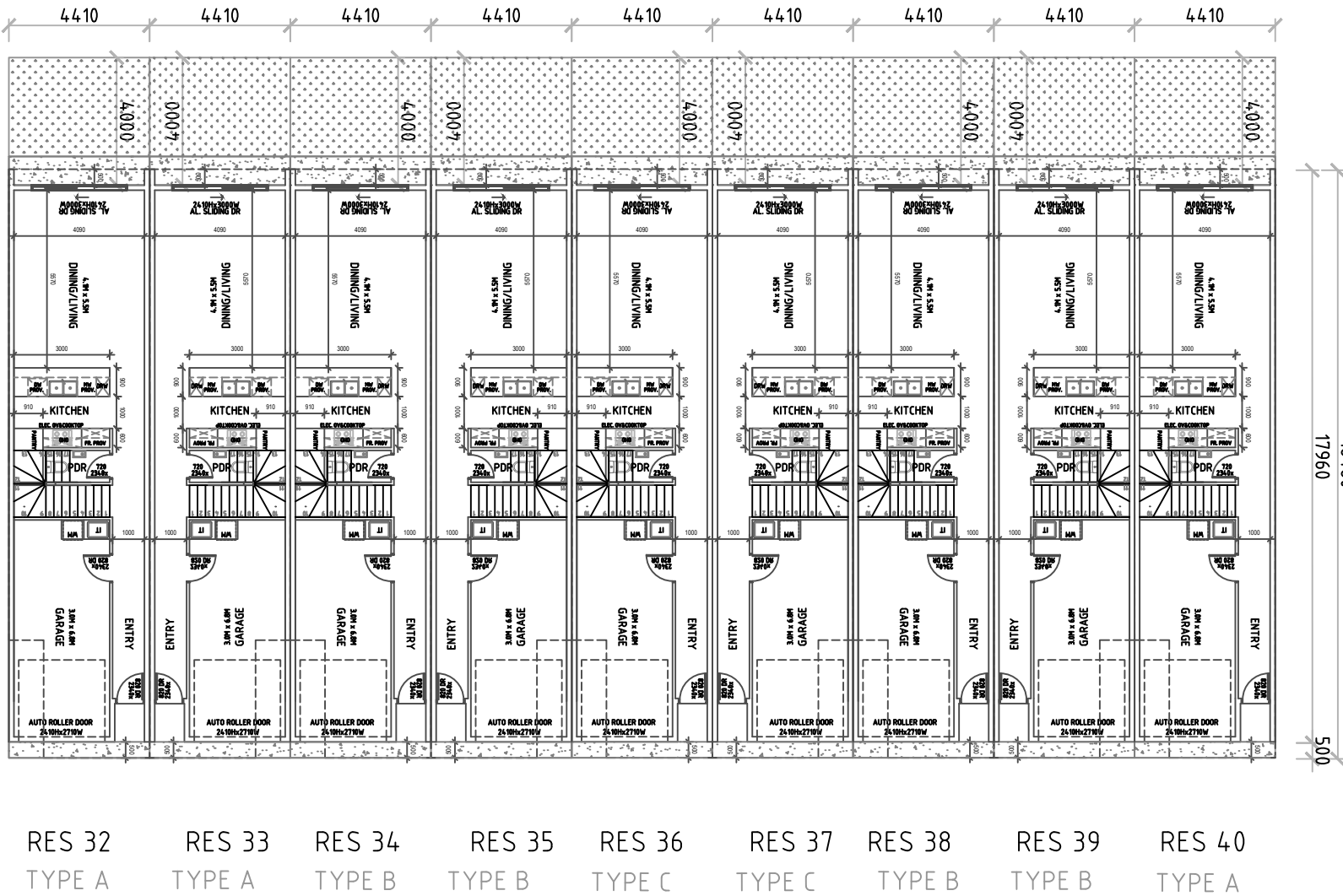
GROUND FLOOR PLAN - RES 20-26



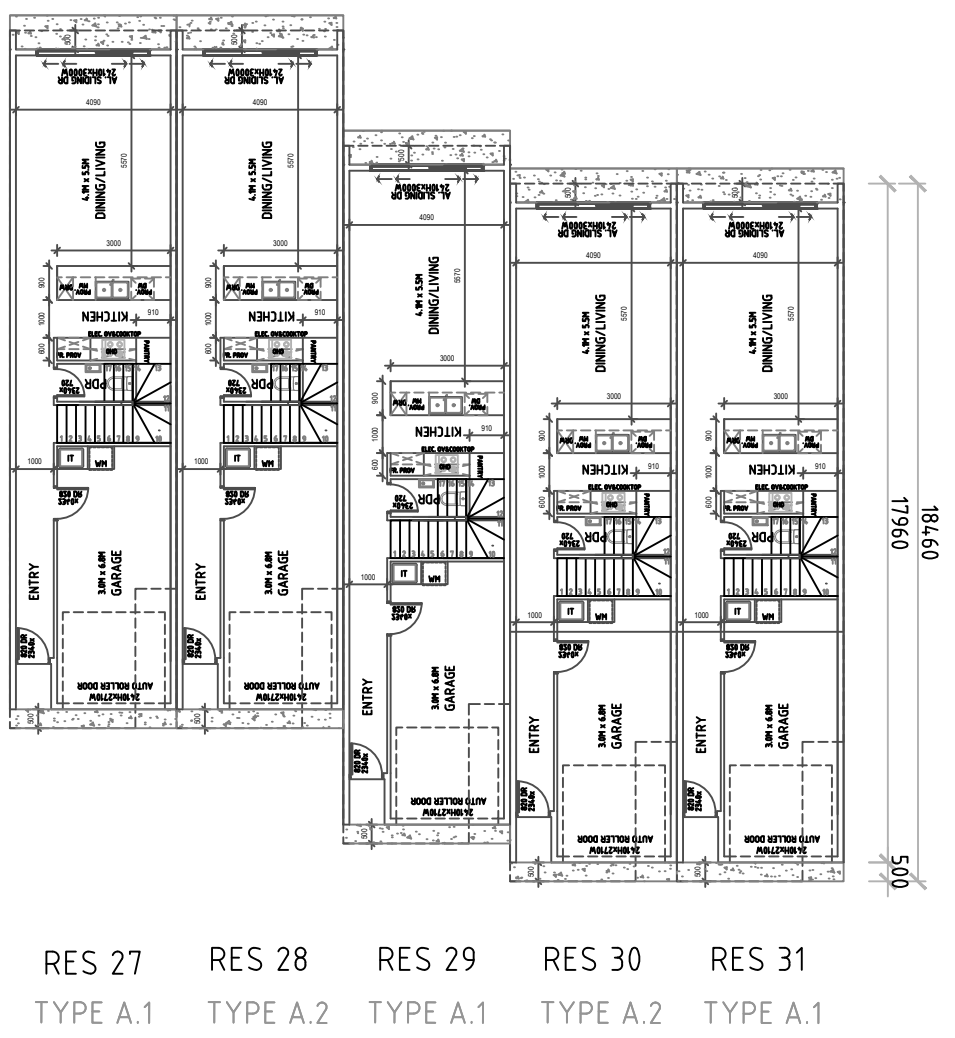
UPPER FLOOR PLAN - RES 20-26



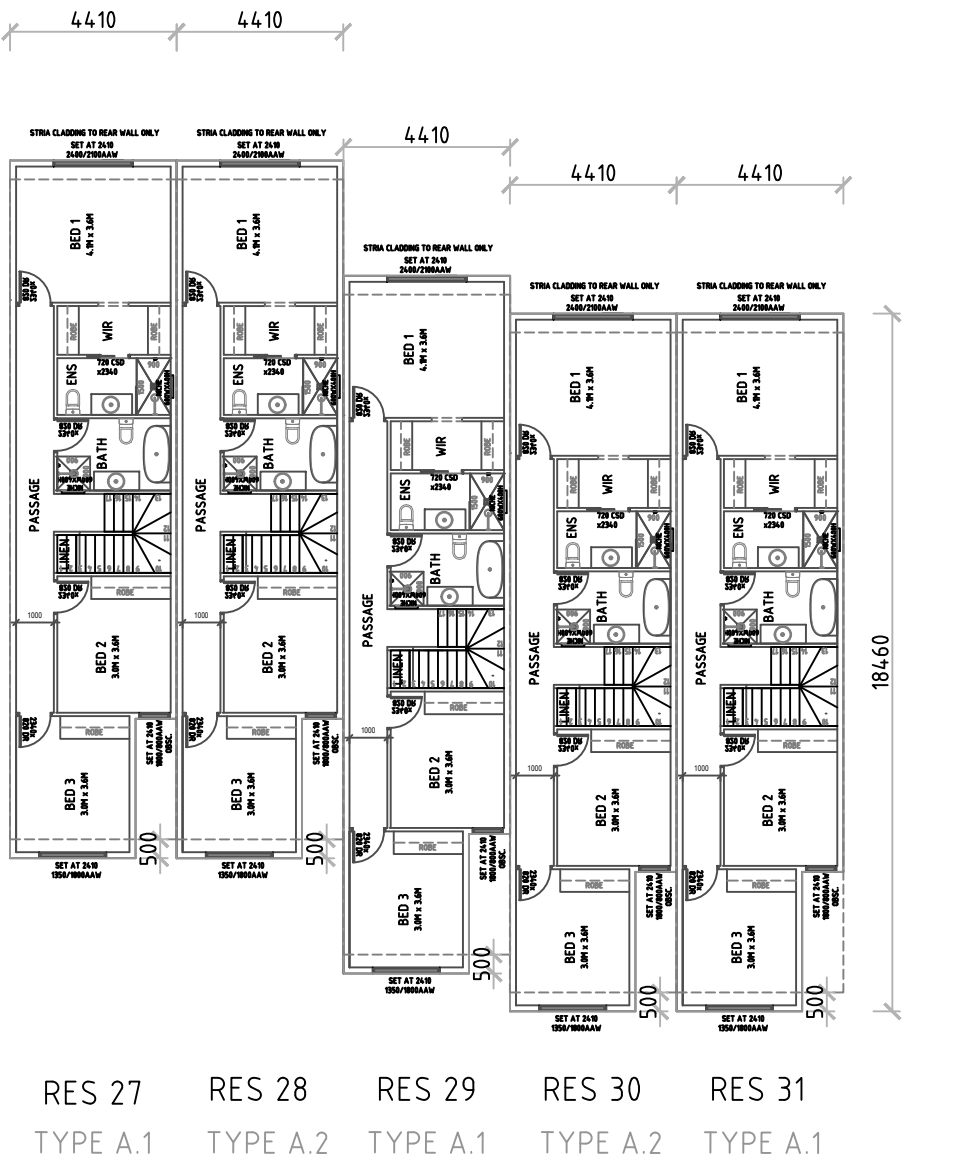
UPPER FLOOR PLAN - RES 32-40



GROUND FLOOR PLAN - RES 32-40



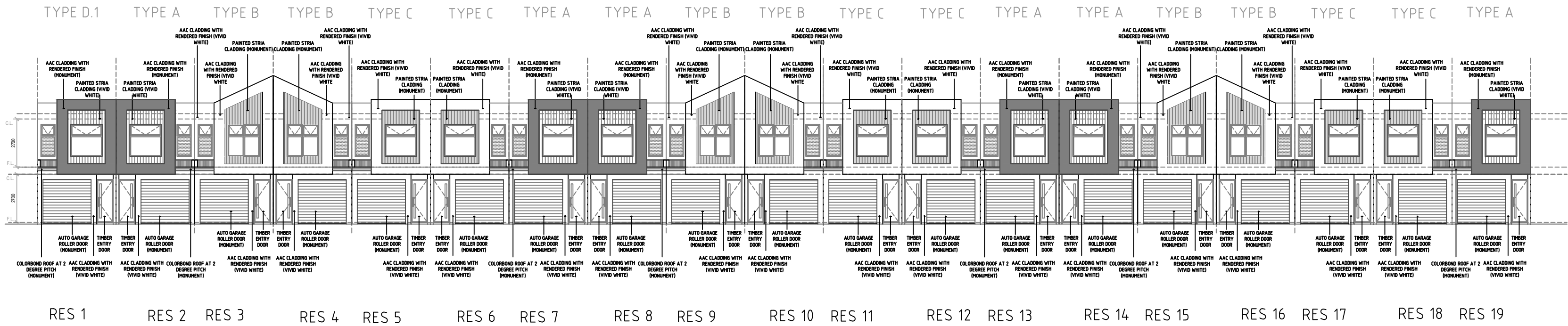
GROUND FLOOR PLAN - RES 27-31



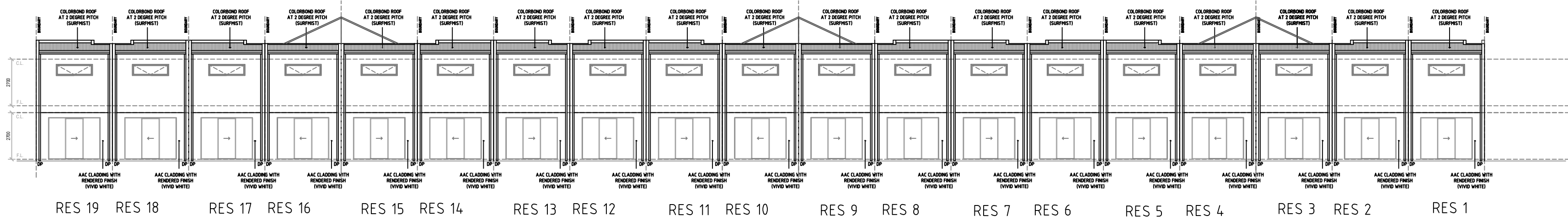
UPPER FLOOR PLAN - RES 27-31

AMENDMENTS:		CONTRACTORS NOTE CONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON-SITE BEFORE COMMENCING ANY WORK. FIGURED DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS, AND ANY DISCREPANCY SHALL BE REPORTED TO M2 CUSTOM HOMES PTY LTD IMMEDIATELY.	PROJECT PROPOSED NEW DWELLING 2-10 SURREY FARM DRIVE, GOLDEN GROVE DRAWING SITE PLAN DATE SEPT 2026	SCALE 1:200	DRWG. WD.03
(1) CONCEPT	01/09/26				
(2) PLANNING	07/09/26				

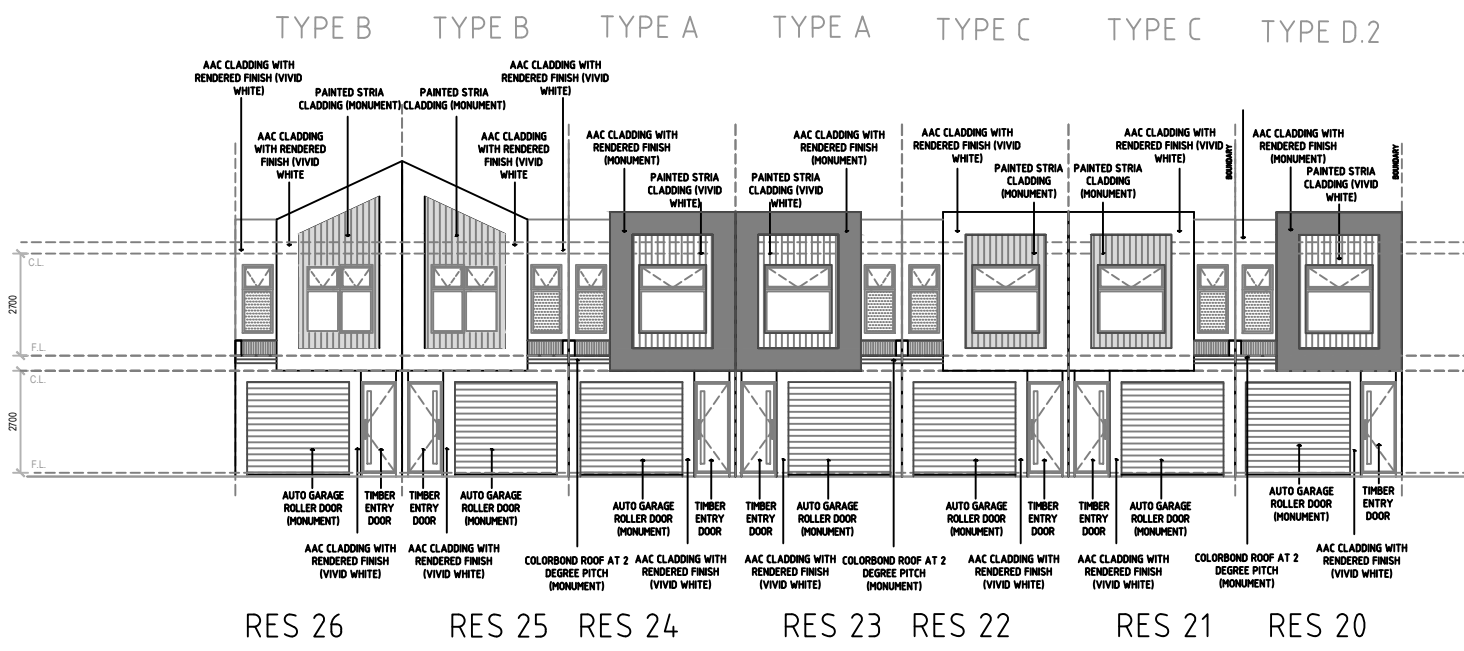
COLOURS & MATERIALS	
STRIA CLADDING 1	MONUMENT
STRIA CLADDING 2	VIVID WHITE
RENDER COLOUR 1	MONUMENT
RENDER COLOUR 2	VIVID WHITE
ROOF/GUTTER	MONUMENT/SURFMIST
FRONT DOOR	TIMBER FINISH
WINDOW FRAMES	BLACK
ROLLER DOOR	MONUMENT



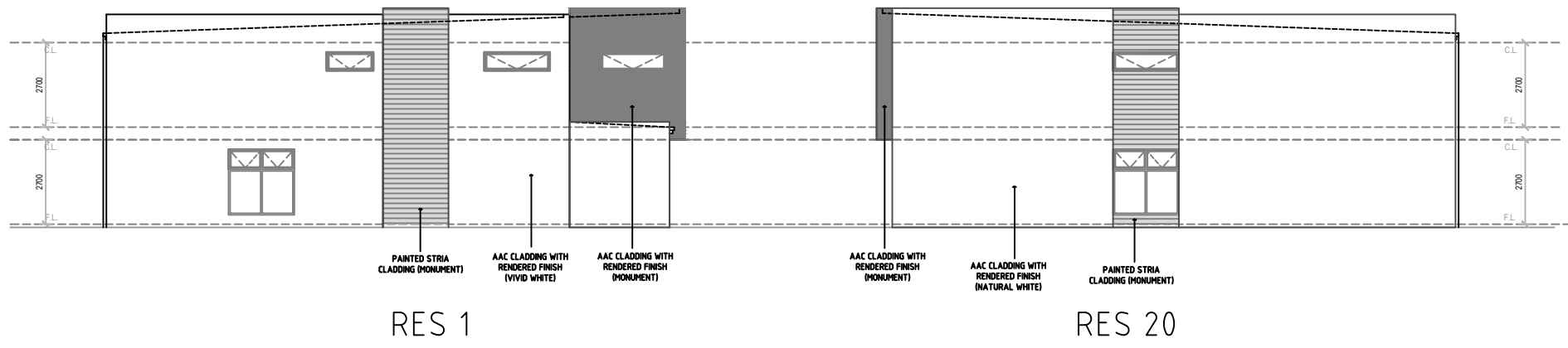
FRONT ELEVATION – RES 1-19



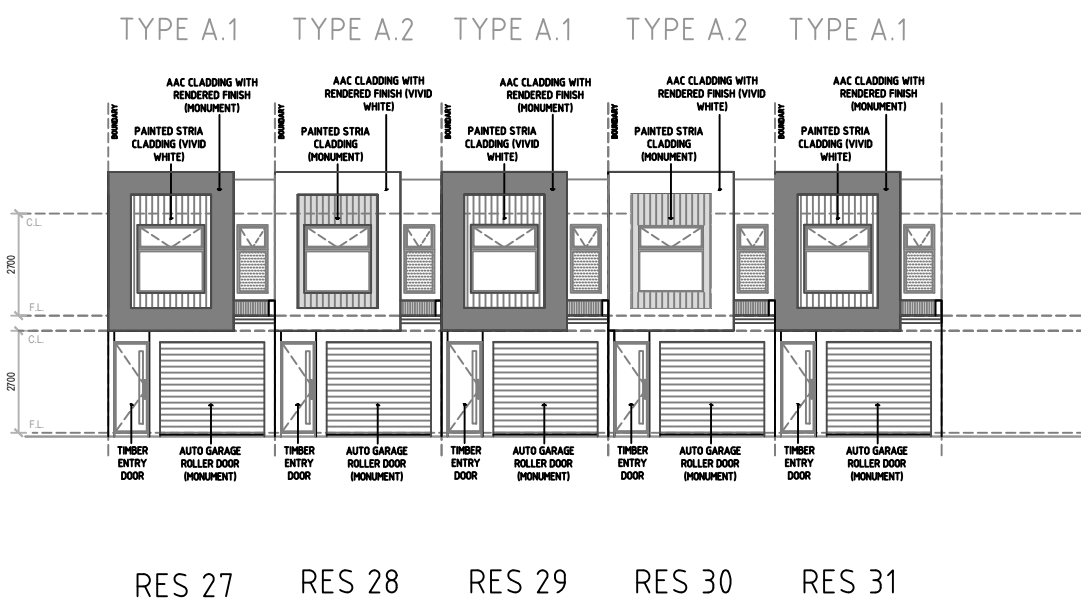
REAR ELEVATION – RES 1-19



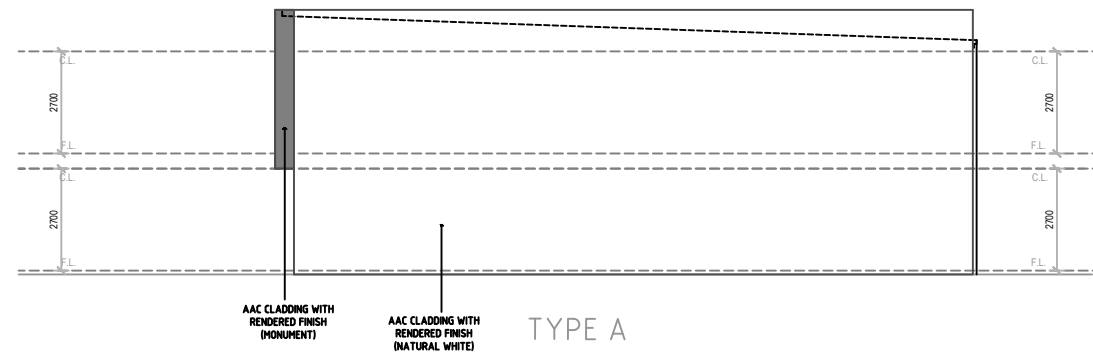
FRONT ELEVATION – RES 20-26



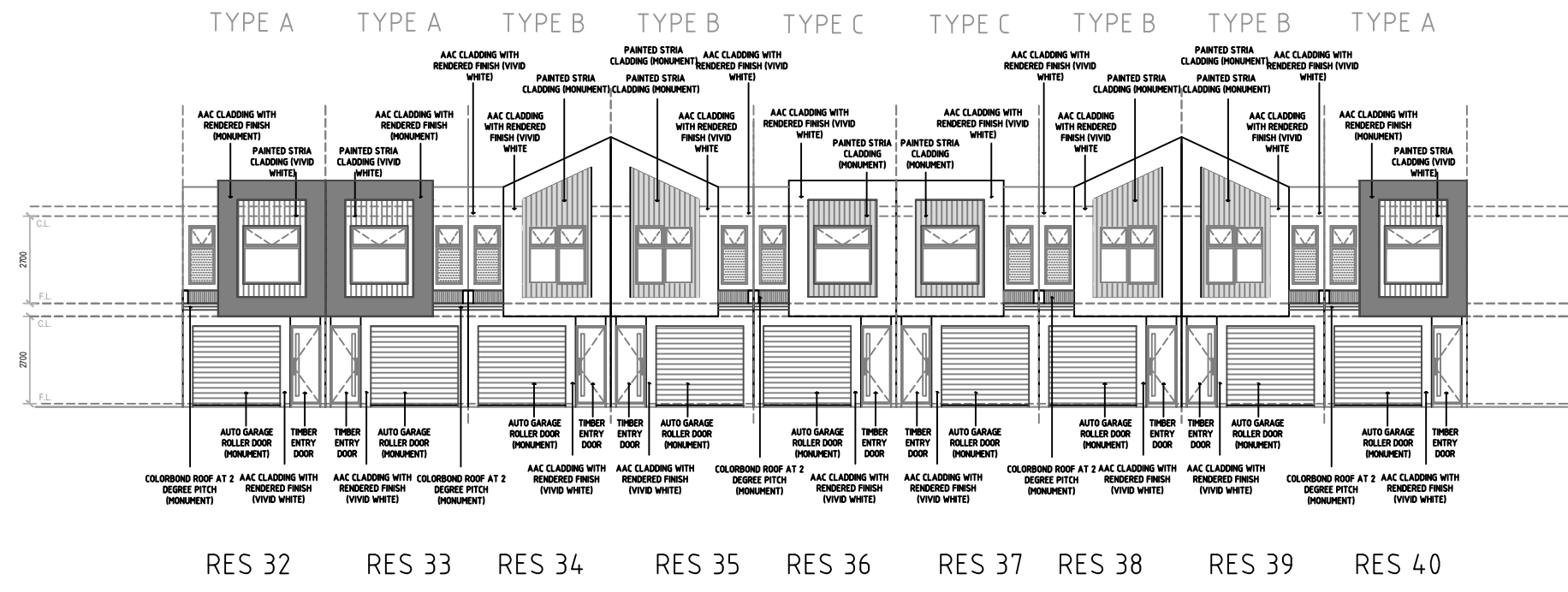
SIDE ELEVATION



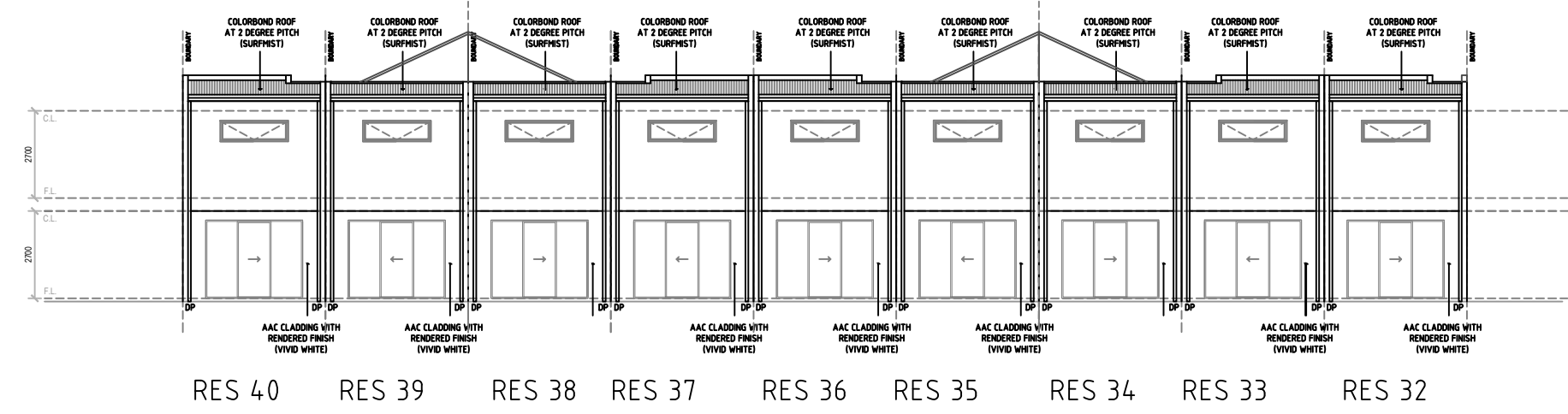
FRONT ELEVATION – RES 27-31



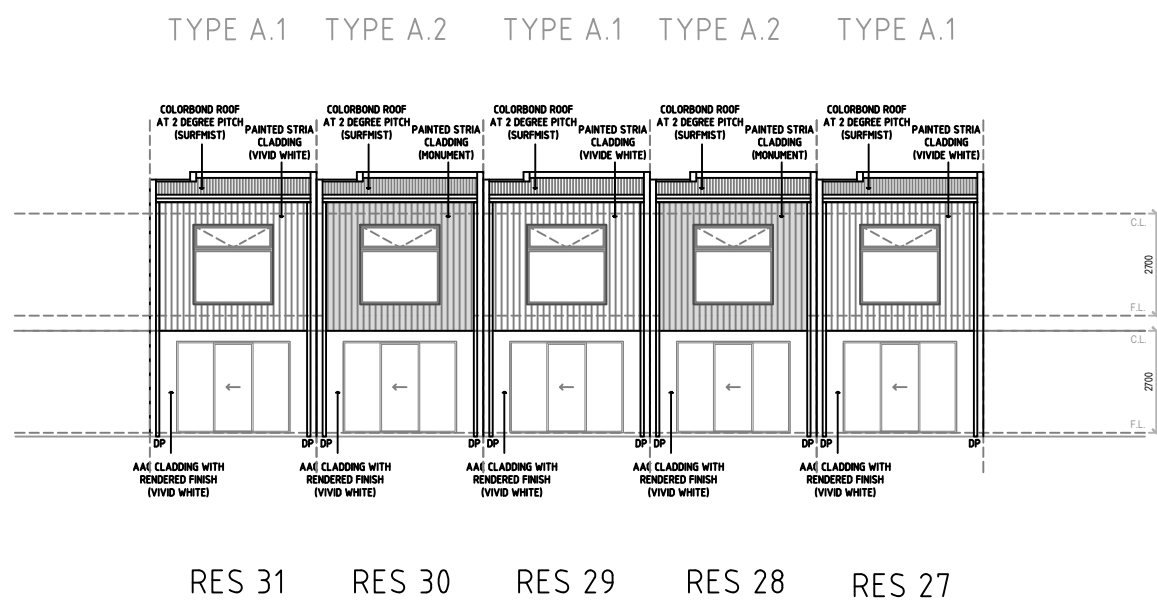
TYPICAL SIDE BOUNDARY ELEVATION



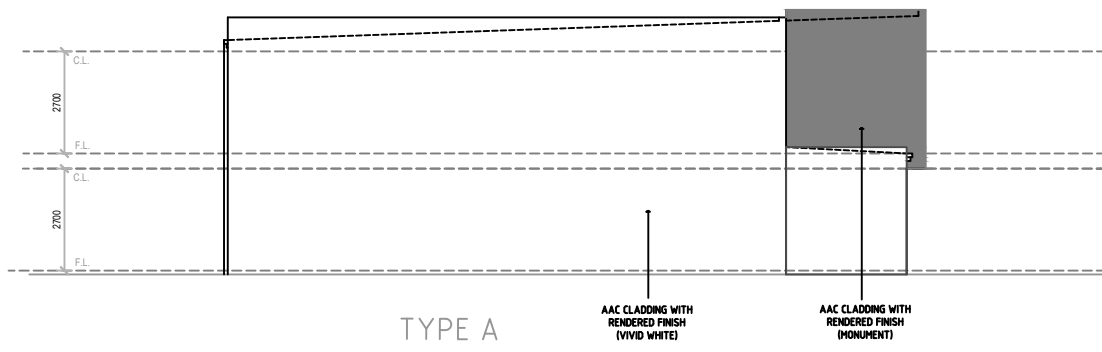
FRONT ELEVATION – RES 32-40



REAR ELEVATION – RES 32-40



REAR ELEVATION – RES 27-31



TYPICAL SIDE BOUNDARY ELEVATION

AMENDMENTS:		CONTRACTORS NOTE CONTRACTORS ARE TO VERIFY ALL DIMENSIONS ON-SITE BEFORE COMMENCING ANY WORK. FIGURED DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS, AND ANY DISCREPANCY SHALL BE REPORTED TO M2 CUSTOM HOMES PTY LTD IMMEDIATELY.	PROJECT PROPOSED NEW DWELLING 2-10 SURREY FARM DRIVE, GOLDEN GROVE DRAWING ELEVATIONS DATE SEPT 2026	SCALE 1:200	DRWG. WD.04
(1) CONCEPT	01/09/26				
(2) PLANNING	07/09/26				

SITE DRAINAGE NOTES & LEGEND

- BUILDER IS TO CONFIRM THERE IS ADEQUATE FALL TO STORMWATER PRIOR TO COMMENCING EARTHWORKS
- BUILDER IS TO CONFIRM THERE IS ADEQUATE FALL TO SEWER PRIOR TO COMMENCING EARTHWORKS (NOT CHECKED BY AJAX ENGINEERING)
- PROVIDE 1.8m HIGH COLORBOND FENCE (OR AS SPECIFIED BY ARCHITECT) ALONG ALL BOUNDARIES EXCLUDING FRONT BOUNDARY. FENCE TO BE ABOVE RETAINING WALLS IN LOCATIONS OF EXISTING/PROPOSED RETAINING WALLS. ALTERNATIVELY, EXISTING FENCE TO BE RETAINED AND UTILISED IF IN GOOD CONDITION.
- IMPORTANT NOTE:
ANY ENGINEERING OR DESIGN DISCREPANCY ON SITE SHOULD BE REPORTED BACK TO ENGINEER PRIOR TO COMMENCEMENT OF WORK
- UNUSED CROSSOVER SECTION TO BE REMOVED AND REINSTATED WITH KERB & GUTTER IN ACCORDANCE WITH COUNCIL'S STANDARDS
- FOR ALL EXTERNAL WALL SYSTEMS, PROVIDE APPROPRIATE MOISTURE PROTECTION AND MAINTAIN MINIMUM CLEARANCES BETWEEN WALL ELEMENTS AND FINISHED SURFACE LEVELS IN ACCORDANCE WITH NCC 2022 AND MANUFACTURER REQUIREMENTS.
THE DAMP PROOF COURSE FOR MASONRY AND AAC WALLS SHALL BE A MINIMUM OF 75 mm ABOVE PAVED SURFACES AND 150 mm ABOVE UNPAVED GROUND.
- FOR NEW RETAINING WALLS WITHIN EASEMENTS, RETAINING WALL PIERS SHALL BE POSITIONED TO ALIGN WITH EACH SIDE OF THE EASEMENT BOUNDARIES, ENSURING MAXIMUM CLEARANCE FROM THE SERVICE PIPES LOCATED WITHIN THE EASEMENT
- ALL STAIRCASES, STEPS AND RAMPS TO BE IN ACCORDANCE WITH BCA STANDARDS & REQUIREMENTS
- PROVIDE ACCESSIBLE STEP FREE PATH FROM FRONT PROPERTY UP TO FRONT DOOR, OR STEP FREE ACCESS FROM GARAGE/ CARPORT INTO MAIN DWELLING IN ACCORDANCE WITH NCC, PART H8 - LIVABLE HOUSING DESIGN
- FOR EXTERNAL STEP FREE ENTRANCE, WEATHERPROOFING TO BE PROVIDED USING AT LEAST ONE OPTION AS OUTLINED IN LIVABLE HOUSING DESIGN STANDARD UNDER SECTION 2.4. TERMITE & DAMP PROTECTION AS PER SECTION 2.2 AND AS3660.1.
- THE DESIGN HEIGHT OF TIER RETAINING WALLS MAY DIFFER FROM THE ACTUAL HEIGHT. REFER RETAINING WALL DETAIL FOR THE DESIGN HEIGHT CALCULATION
- PROPOSED CROSSOVER TO BE IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND SPECIFICATIONS.
- PROPOSED CROSSOVER TO HAVE MAXIMUM 2.5% FALL ACROSS FOOTPATH. EXISTING FOOTPATH TO BE REGRADED AND TRANSITIONED INTO NEW CROSSOVER LEVELS AT MAX. 1:14 LONGITUDINAL FALL AND 1:40 CROSSFALL AS NECESSARY. BUILDER/ CONTRACTOR TO CONTACT ENGINEER IF UNABLE TO ACHIEVE.

NOTES

1. ENGINEERING DRAWINGS SHALL NOT BE USED FOR DIMENSIONAL PURPOSES, CONTACT ENGINEER IF ANY DISCREPANCIES FROM ARCHITECTURAL DRAWINGS
2. BOUNDARY INFORMATION IS INDICATIVE ONLY, MUST BE CONFIRMED ON SITE BY QUALIFIED CONSULTANTS PRIOR TO COMMENCING CONSTRUCTION
3. REFER TO FOOTING CONSTRUCTION REPORT FOR PIPE LAGGING REQUIREMENTS. REFER TO FOOTING DESIGN ENGINEER FOR ADVICE IF NO FOOTING CONSTRUCTION REPORT.
4. FLEXIBLE CONNECTIONS FOR SEWER AND STORMWATER PIPES ARE REQUIRED FOR THIS SITE
5. SUITABLE VERTICAL EXPANSION JOINT IS TO BE PROVIDED TO DOWNPIPES AT PAVING LEVEL.
6. PATH LEVEL AT FLOOD GULLY TO BE A MINIMUM OF 165mm BELOW FINISHED FLOOR LEVEL
7. GRADE PAVING TOWARDS STORMWATER PIT AT MIN. 1.0%
8. DURING CONSTRUCTION WATER RUN-OFF SHALL BE COLLECTED AND CHANNELED AWAY FROM THE BUILDING.
9. PROVIDE MIN. 150mm COVER TO ALL STORMWATER PIPES, OR MIN. 300mm IF SUBJECT TO VEHICULAR LOADING. PROVIDE CONCRETE ENCASEMENT IF UNABLE TO ACHIEVE MIN. COVER.
10. U.N.O LEVELS SHOWN BASED ON ENGINEERING SURVEY TO BE CONFIRMED BY BUILDER. THE BOUNDARY DATA SHOWN IS FOR INDICATIVE PURPOSES ONLY
11. PROVIDE TRAFFICABLE LID TO STORMWATER PIT WITHIN DRIVEWAY
12. THE HEIGHT AND LOCATION OF THE RETAINING WALL SHALL BE CONFIRMED BY THE CONTRACTOR ON SITE.
13. OWNER/BUILDER TO CONFIRM SURVEY LEVELS MATCH ACTUAL SITE CONDITION.
14. OWNER/ BUILDER TO ENSURE THAT ADJOINING STRUCTURES INCLUDING RETAINING WALLS WILL NOT BE COMPROMISED BY ANY CONSTRUCTION WORK ON PROPOSED SITE.
15. REFER TO AJAX FOOTING DETAILS FOR REQUIREMENTS OF ALL TRENCH EXCAVATIONS NEXT TO FOOTINGS.
16. ALL WORKS TO BE COMPLETED IN STRICT ACCORDANCE WITH AS/NZS3500.3-2018 AND RULES, REQUIREMENTS & REGULATIONS OF ALL AUTHORITIES THAT HAVE JURISDICTION OVER ANY ASPECTS OF THE WORK.
17. ALL TREES WITHIN THE SITE BOUNDARIES ARE TO BE REMOVED U.N.O AND THE VOIDS BACKFILLED WITH COMPACTED SOIL OF THE SAME MOISTURE CONTENT AS THE REST OF THE SITE
18. GUTTERS BETWEEN DWELLINGS TO BE SIZED AS BOX GUTTERS
19. BUILDER/ OWNER TO CONFIRM DOWNPIPES LOCATIONS WITH ARCHITECT/ BUILDING DESIGNER PRIOR TO CONSTRUCTION.
20. ENSURE THAT TOP OF RAINWATER TANK IS MINIMUM 400mm BELOW LOWEST ROOF GUTTER INVERT LEVEL.
21. REQUIREMENT FOR BALUSTRADES TO BE IN ACCORDANCE WITH NCC 2022 HOUSING PROVISIONS AND AS/NZS 1170.1.
22. RETAINING WALL REQUIRED IF NEIGHBOURS FOOTING DOES NOT EXTEND BELOW PROPOSED GROUND LEVEL, RETAINING WALL MUST BE DESIGNED TO SUPPORT LOAD FROM EXISTING HOUSE.

LEGEND

- CONCRETE PAVING
- PERMEABLE PAVING
- ASPHALT PAVING
- BRICK PAVING
- GRATED SUMP 350x350 U.N.O.
- JUNCTION BOX 350x350 U.N.O.
- GRATED INLET PIT 90 DIA. MIN.
- DOWNPIPE (SIZE AS PER ARCHITECT)
- DOWNPIPE WITH SPREADERS
- BOX GUTTER SUMP WITH OVERFLOW (SIZE AS NOTED)
- RAINHEAD WITH DOWNPIPE (SIZE AS NOTED)
- STORMWATER PIPE 90 DIA. UPVC (U.N.O.) MIN 1:200 FALL
- STORMWATER PIPE 100 DIA. UPVC (U.N.O.) MIN 1:200 FALL
- STORMWATER PIPE 150 DIA. UPVC (U.N.O.) MIN 1:200 FALL
- STORMWATER PIPE 225 DIA. UPVC (U.N.O.) MIN 1:200 FALL
- STORMWATER PIPE 300 DIA. UPVC (U.N.O.) MIN 1:200 FALL
- SEALED STORMWATER PIPE 90 DIA. UPVC (TO RWT)
- SEALED STORMWATER PIPE 150 DIA. UPVC (TO RWT)
- SEALED STORMWATER PIPE 90 DIA. UPVC (FROM RWT)
- SHALLOW DEPRESSION (MIN. 1:200 FALL)
- PUMPING MAIN (SIZE AS PER MANUFACTURER'S SPECS.)
- Ø100 AGRICULTURAL DRAINAGE PIPE (MIN. 1:200 FALL)
- 200mm WIDE TRENCH GRATE
- 100mm HIGH CONCRETE KERB
- 100mm HIGH CONCRETE KERB & GUTTER
- CONCRETE SLEEPER RETAINING WALL (U.N.O.)

THESE DRAWINGS MUST BE PRINTED IN COLOUR

NO EVIDENCE OF FLOOD INUNDATION. FINISHED FLOOR LEVEL HAS BEEN SET MIN. 300mm ABOVE HIGHEST TOP OF KERB.



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95 Currie St
Adelaide SA 5000

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CLIENT:



NAME:
M2 CUSTOM HOMES

EMAIL:
info@m2homes.com.au

PROJECT:

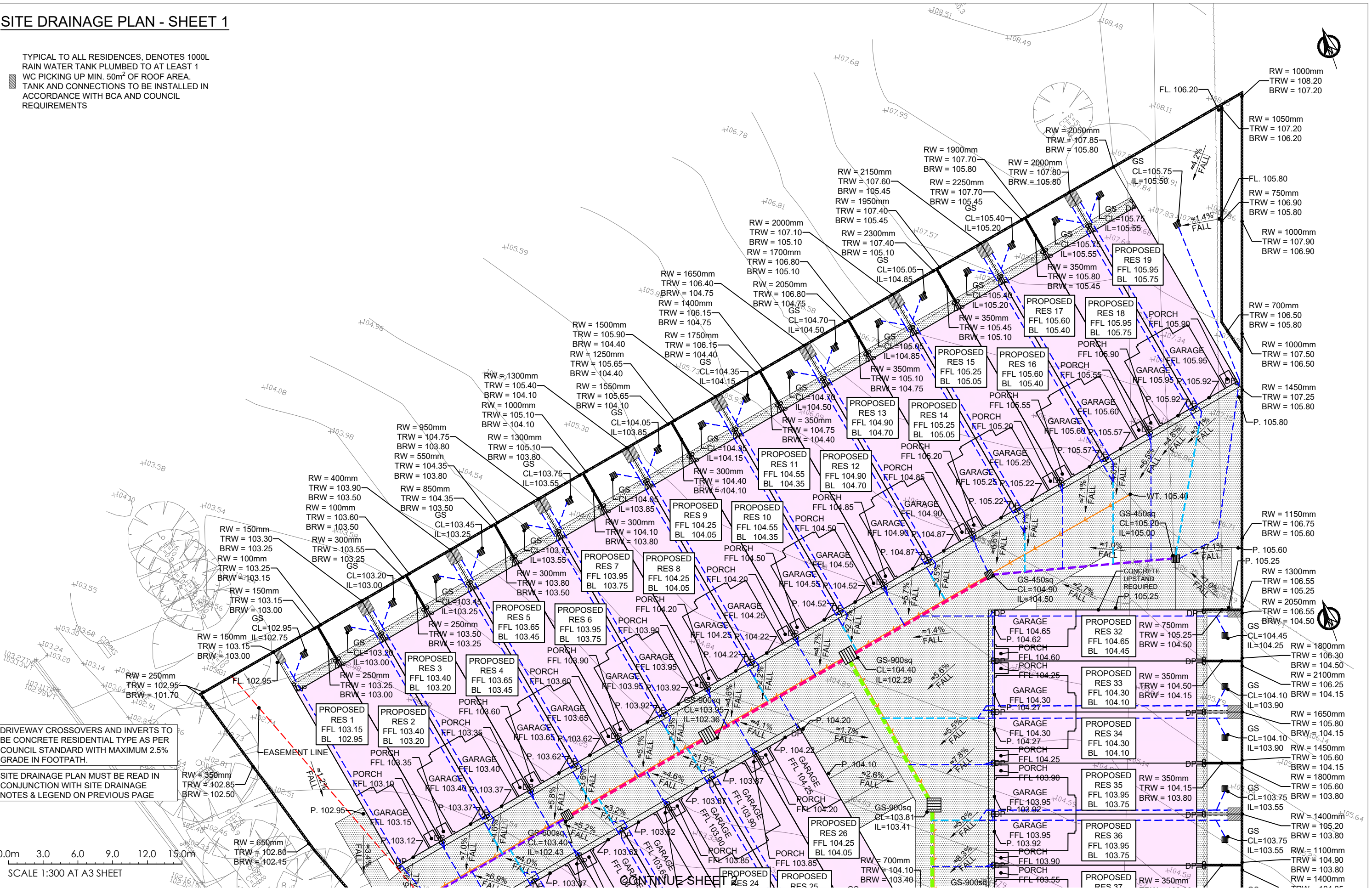
JOB NUMBER
AJX 050.027

ADDRESS
2-10 Surrey Farm Drive, Golden Grove SA

STATUS	DATE	DES	CHK	ISSUE
ISSUE FOR APPROVAL	09/09/26	DB	AL	A

SITE DRAINAGE PLAN - SHEET 1

TYPICAL TO ALL RESIDENCES, DENOTES 1000L RAIN WATER TANK PLUMBED TO AT LEAST 1 WC PICKING UP MIN. 50m² OF ROOF AREA. TANK AND CONNECTIONS TO BE INSTALLED IN ACCORDANCE WITH BCA AND COUNCIL REQUIREMENTS



DRIVEWAY CROSSOVERS AND INVERTS TO BE CONCRETE RESIDENTIAL TYPE AS PER COUNCIL STANDARD WITH MAXIMUM 2.5% GRADE IN FOOTPATH.

SITE DRAINAGE PLAN MUST BE READ IN CONJUNCTION WITH SITE DRAINAGE NOTES & LEGEND ON PREVIOUS PAGE

0.0m 3.0 6.0 9.0 12.0 15.0m

SCALE 1:300 AT A3 SHEET



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SITE DRAINAGE PLAN - SHEET 2

The plan shows a development area with numerous proposed residential lots, each labeled with its floor level (FFL), roof level (RW), and base level (BRW). Stormwater infrastructure includes various sized rainwater tanks (e.g., 1000L, 1200x1200 precast pit), storm filters, and detention storage systems. The plan also indicates areas for street trees to be removed or relocated, easement lines, and driveway crossovers/inverts. A scale bar at the bottom right shows distances from 0.0m to 15.0m.

LEGEND:

- TYPICAL TO ALL RESIDENCES, DENOTES 1000L RAIN WATER TANK PLUMBED TO AT LEAST 1 WC PICKING UP MIN. 50m² OF ROOF AREA. TANK AND CONNECTIONS TO BE INSTALLED IN ACCORDANCE WITH BCA AND COUNCIL REQUIREMENTS
- DENOTES OCEAN PROTECT 3 X TALL(690) PSORB STORMFILTERS, INSTALLED WITHIN A 1200X1200 PRECAST PIT, WITH MINIMUM WATER QUALITY TARGETED FOR REDUCTION (%) OF POLLUTANTS AS PER BELOW:
GROSS POLLUTANT = 90%
TOTAL SUSPENDED SOLIDS (TSS) = 80%
TOTAL PHOSPHORUS (TP) = 60%
TOTAL NITROGEN (TN) = 45%
- SCHEDULE OR MAINTENANCE FREQUENCY OF THE OCEAN PROTECT STORMWATER TREATMENT SYSTEMS TO BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S OPERATIONS & MAINTENANCE MANUAL.
- ALL GRATED SUMPS WITHIN DRIVEWAY (10 UNIT) TO BE FITTED WITH OCEAN PROTECT OCEANGUARDS WITH 200MM MESH BAGS (OG-200)
- DRIVEWAY CROSSOVERS AND INVERTS TO BE CONCRETE RESIDENTIAL TYPE AS PER COUNCIL STANDARD WITH MAXIMUM 2.5% GRADE IN FOOTPATH.
- SITE DRAINAGE PLAN MUST BE READ IN CONJUNCTION WITH SITE DRAINAGE NOTES & LEGEND ON PREVIOUS PAGE
- DENOTES AUSDRAIN ENVIROMODULE 2 EXTRA DUTY MODULAR UNDERGROUND TANK SYSTEM WITH TOTAL STORAGE VOLUME OF 114,660L (TOTAL 1092 UNITS - 3 TIERS), OR SIMILAR NOMINATED/APPROVED UNDERGROUND DETENTION STORAGE SYSTEM. AUSDRAIN ENVIROMODULES TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. IL = 100.55
- PROVIDE Ø64mm ORIFICE PLATE AT OUTLET OF MODULE TO LIMIT STORMWATER DISCHARGE TO 11.66L/s.
- CONNECT NEW STORMWATER TO EXISTING SIDE ENTRY PIT AT 100.35 AND MADE GOOD. BUILDER/CONTACTOR TO CONFIRM INVERT OF EXISTING SIDE ENTRY PIT PRIOR TO WORK COMMENCEMENT TO ENSURE DESIGN INTENT IS ACHIEVABLE.

SCALE: 1:300 AT A3 SHEET

BEFORE YOU DIG
www.youdig.com.au

SITE DRAINAGE PLAN MUST BE READ IN
CONJUNCTION WITH SITE DRAINAGE
NOTES & LEGEND ON PREVIOUS PAGE



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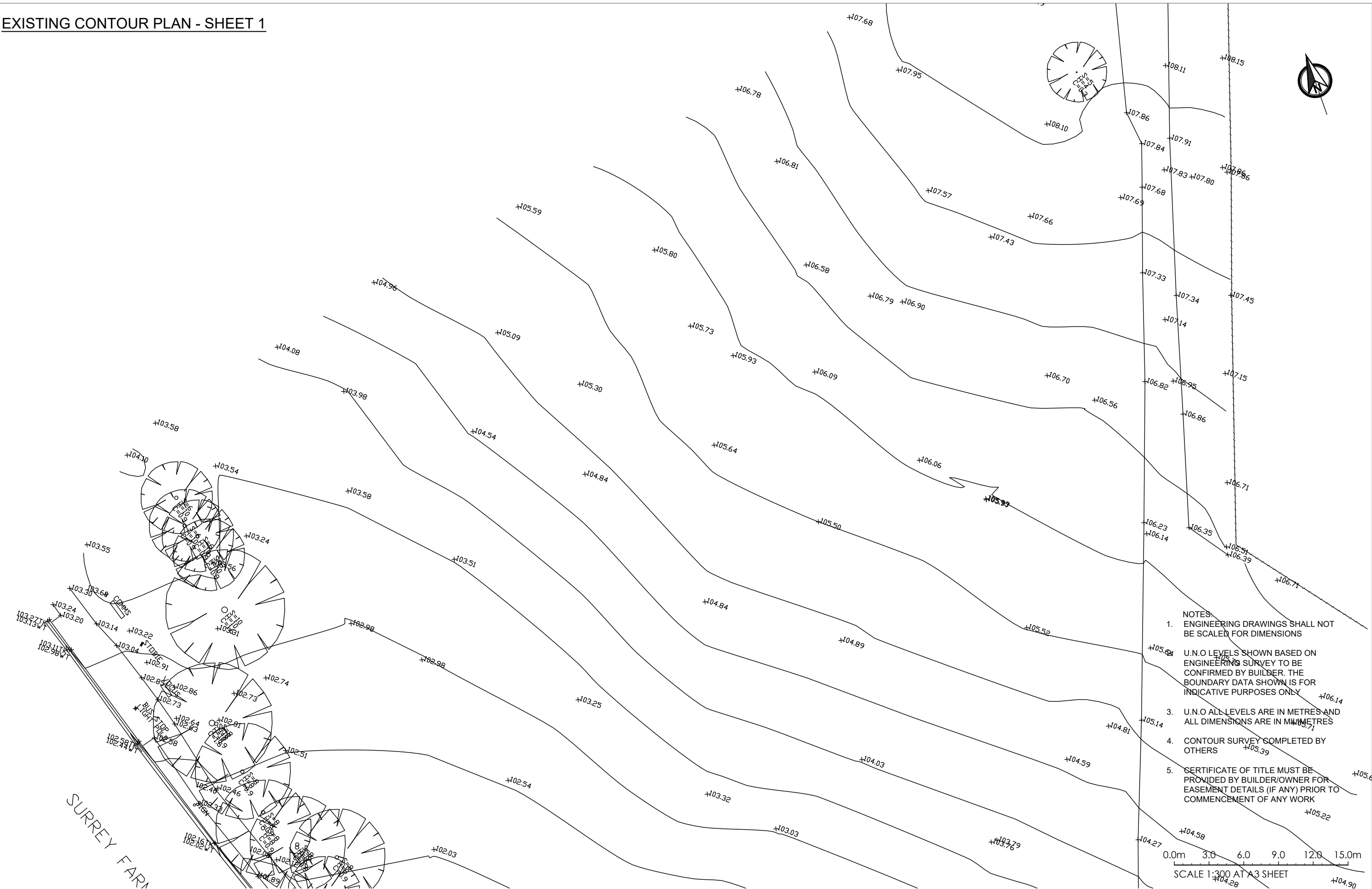
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STATUS	DATE	DES	CHK	ISSUE
ISSUE FOR APPROVAL	09/09/26	DB	AL	A



0.0m 3.0 6.0 9.0 12.0 15.0m
SCALE 1:300 AT A3 SHEET

EXISTING CONTOUR PLAN - SHEET 1



- NOTES:
1. ENGINEERING DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS
 2. U.N.O LEVELS SHOWN BASED ON ENGINEERING SURVEY TO BE CONFIRMED BY BUILDER. THE BOUNDARY DATA SHOWN IS FOR INDICATIVE PURPOSES ONLY
 3. U.N.O ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN METRES
 4. CONTOUR SURVEY COMPLETED BY OTHERS
 5. CERTIFICATE OF TITLE MUST BE PROVIDED BY BUILDER/OWNER FOR EASEMENT DETAILS (IF ANY) PRIOR TO COMMENCEMENT OF ANY WORK
- 0.0m 3.0 6.0 9.0 12.0 15.0m
SCALE 1:300 AT A3 SHEET



AJAX ENGINEERING
CIVIL & STRUCTURAL

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STATUS	DATE	DES	CHK	ISSUE
ISSUE FOR APPROVAL	09/09/26	DB	AL	A

EXISTING CONTOUR PLAN - SHEET 2

SURREY FARM DRIVE

NOTES:

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3. U.N.O ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILLIMETRES
4. CONTOUR SURVEY COMPLETED BY OTHERS
5. CERTIFICATE OF TITLE MUST BE PROVIDED BY BUILDER/OWNER FOR EASEMENT DETAILS (IF ANY) PRIOR TO COMMENCEMENT OF ANY WORK

0.0m 3.0 6.0 9.0 12.0 15.0m
SCALE 1:300 AT A3 SHEET

- 0.0m 3.0 6.0 9.0 12.0 15.0m
SCALE 1:300 AT A3 SHEET



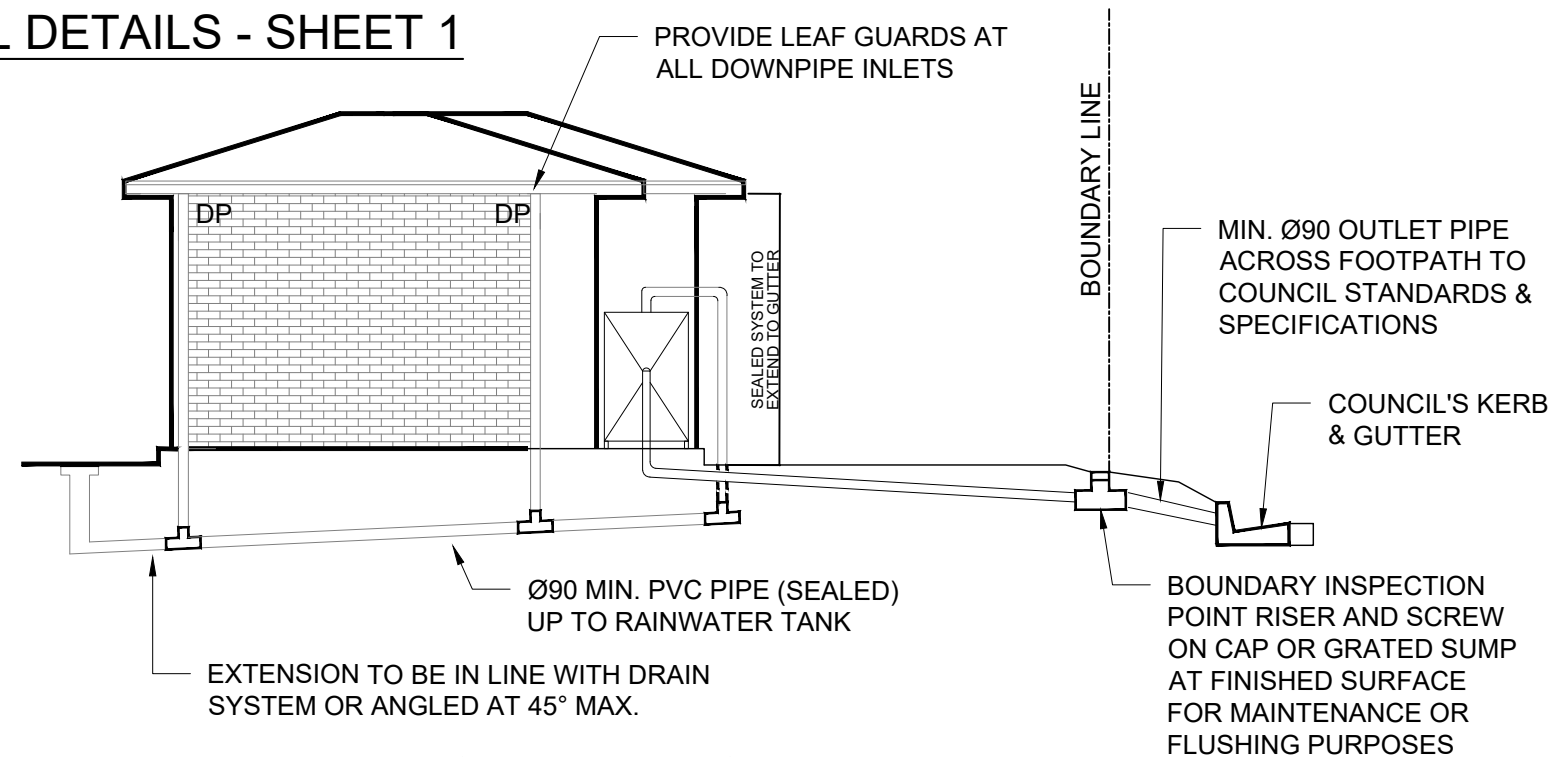
M2
CUSTOM
HOMES

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STATUS	DATE	DES	CHK	ISSUE
ISSUE FOR APPROVAL	09/09/26	DB	AL	A

CIVIL DETAILS - SHEET 1

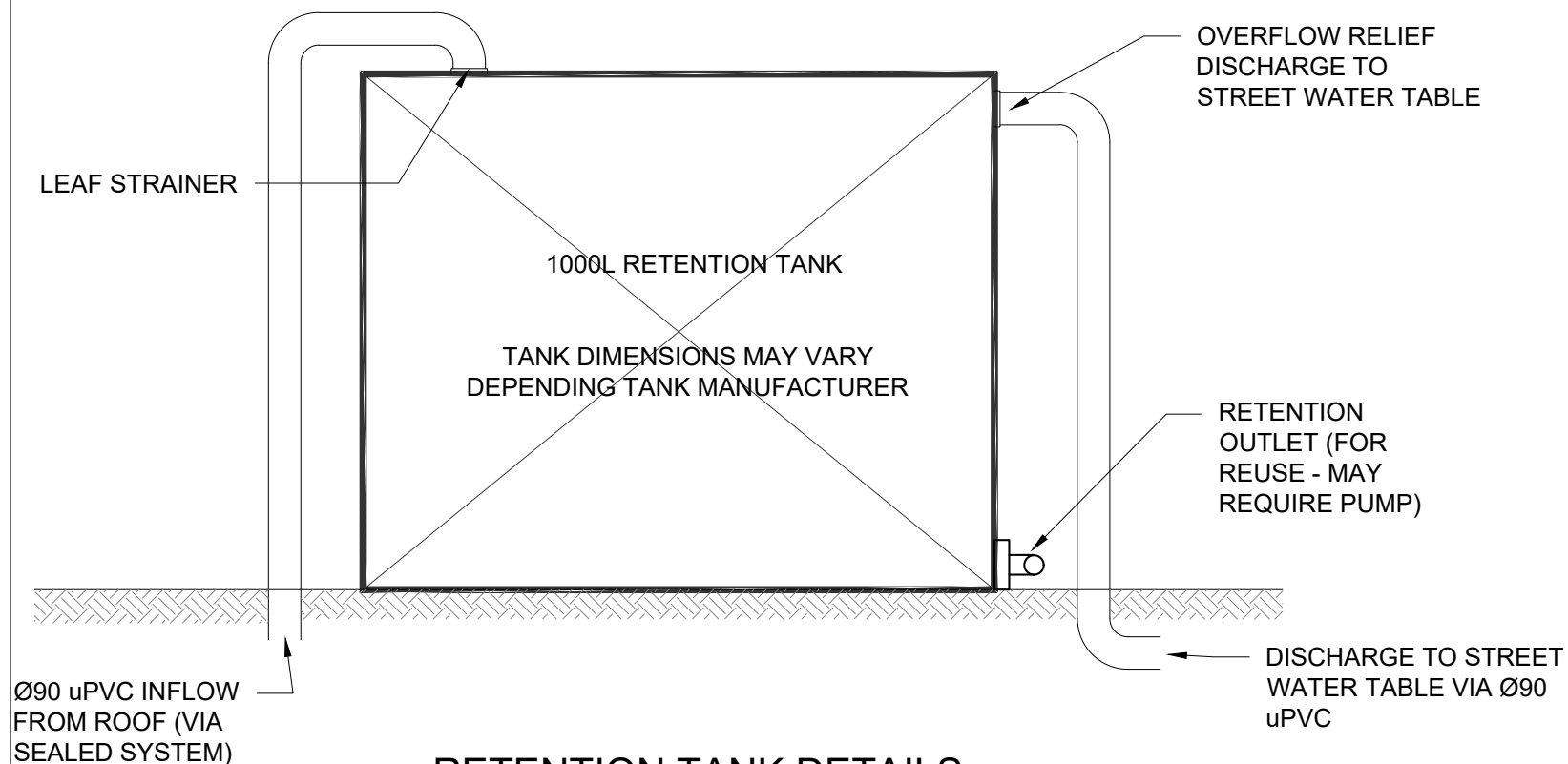


RAINWATER TANK TO THE KERB OUTLET DETAIL

N.T.S.

NOTES:

1. NO SURFACE INLETS (SUMPS OR GRATED INLET PITS) PERMITTED IN A SEALED SYSTEM.
2. CHARGED RAINWATER HARVESTING SYSTEM SHALL COMPLY WITH AS/NZS 3500.3. PROVIDE SEALED INSPECTION OPENINGS AND A FLUSH POINT AT THE LOWEST POINT AS REQUIRED BY AS/NZS 3500.3. TEST SITE STORMWATER DRAINS IN ACCORDANCE WITH AS/NZS 3500.3.



RETENTION TANK DETAILS

N.T.S.



Level 1, Suite 103
95 Currie St
Adelaide SA 5000

T: 0406 304 865
E: info@ajaxeng.com.au

CLIENT:



NAME:
M2 CUSTOM HOMES

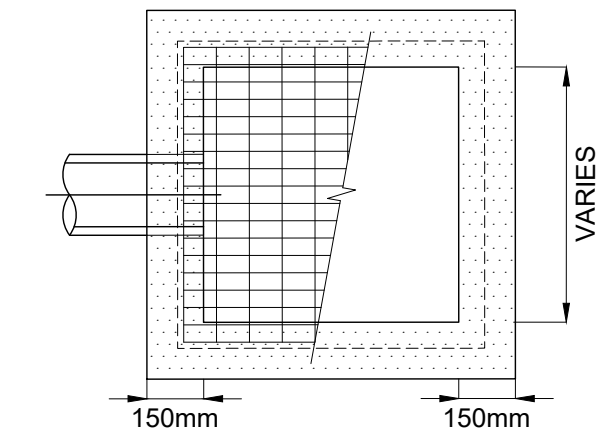
EMAIL:
info@m2homes.com.au

PROJECT:

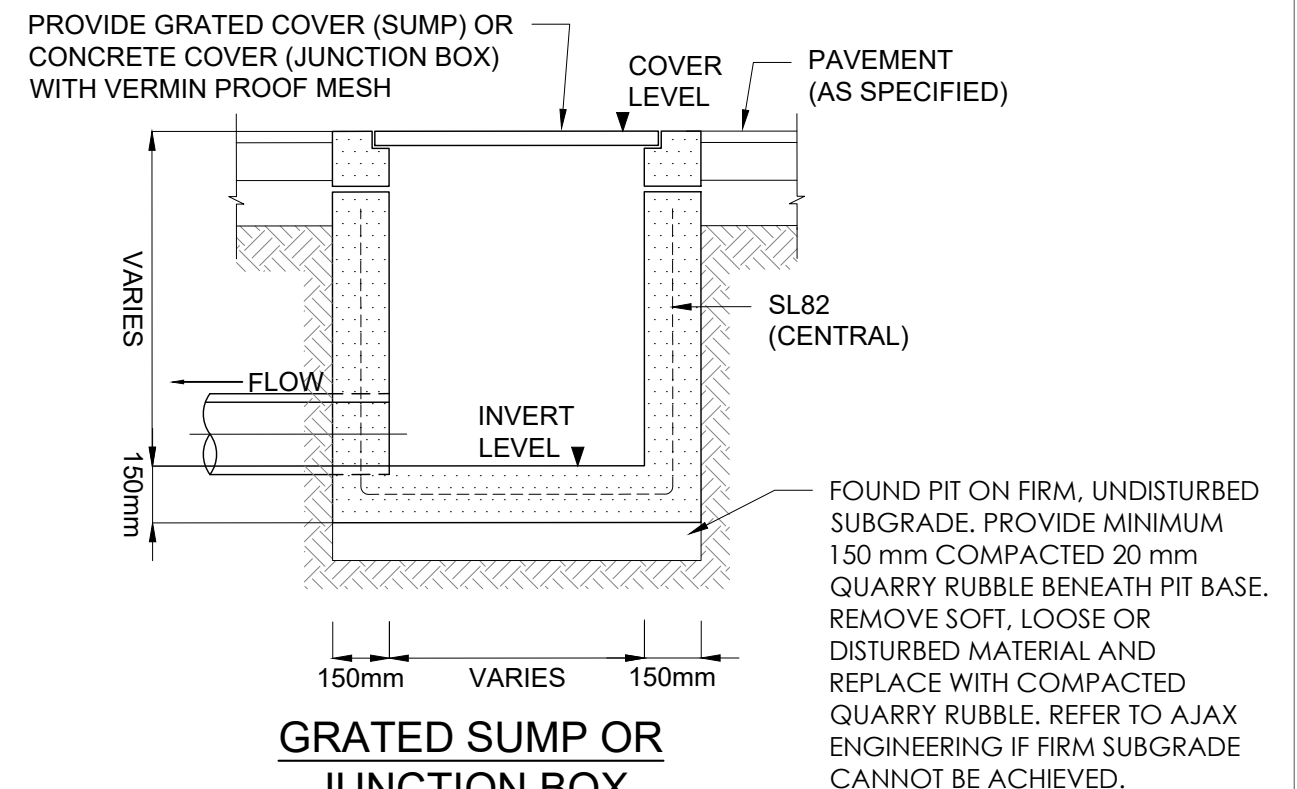
JOB NUMBER
AJX 050.027

ADDRESS

2-10 Surrey Farm Drive, Golden Grove SA



GRATED SUMP OR
JUNCTION BOX PLAN VIEW

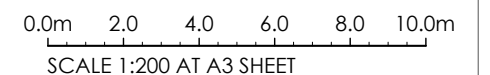


GRATED SUMP OR JUNCTION BOX

N.T.S.

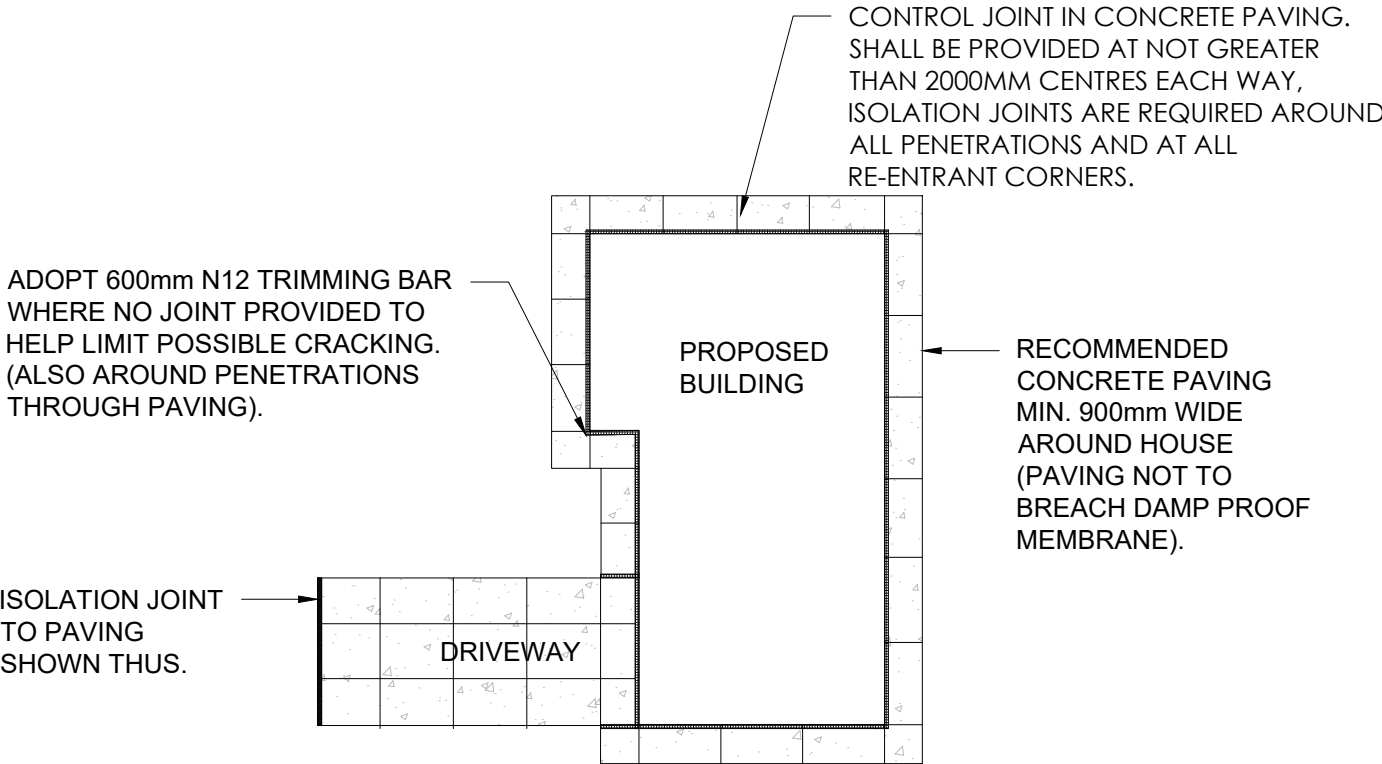
NOTES:

1. COVER LEVEL OF ALL STORMWATER SUMPS WITHIN PROPOSED SITE MUST BE MIN. 100mm HIGHER THAN STORMWATER OUTLET LEVEL AT KERB TO PREVENT UPWELLING FROM SUMPS.
2. DETAIL APPLICABLE TO PITS UP TO 600 × 600 mm CLEAR INTERNAL SIZE AND 1000 mm DEEP, NOT SUBJECT TO VEHICLE LOADING OR GROUNDWATER. LARGER, DEEPER OR TRAFFICABLE PITS REQUIRE SEPARATE DESIGN. COVER/GRATE TO AS 3996.
3. STORMWATER PITS AND ASSOCIATED DRAINAGE SHALL BE INSTALLED IN ACCORDANCE WITH AS/NZS 3500.3.A



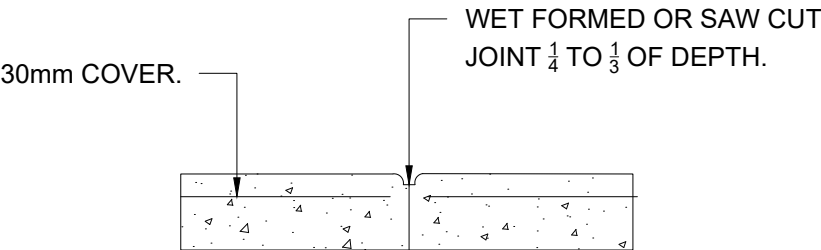
STATUS	DATE	DES	CHK	ISSUE
ISSUE FOR APPROVAL	09/09/26	DB	AL	A

CIVIL DETAILS - SHEET 2

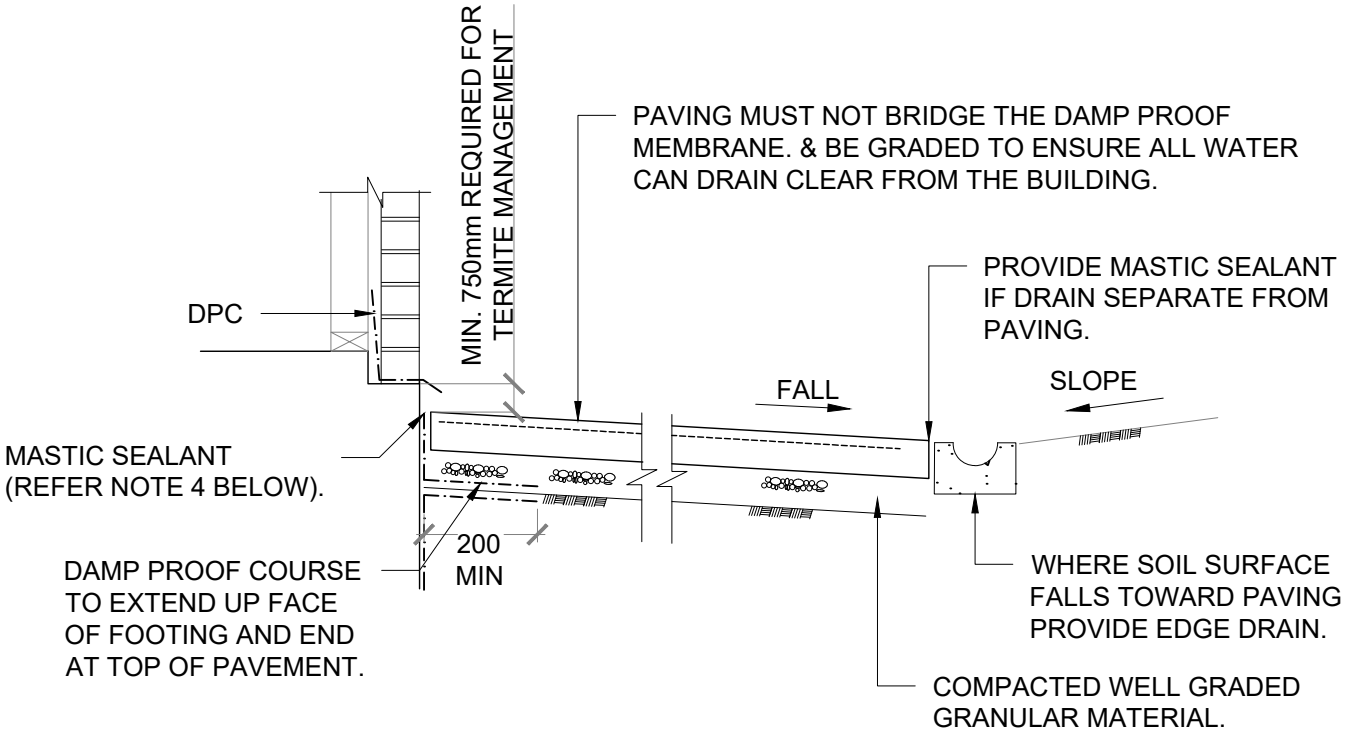


PERIMETER PAVING DETAIL

- NOTE:
MINIMUM FALL OF EXTERNAL FINISHED SURFACES AWAY FROM THE BUILDING OVER THE FIRST 1.0 m:
- REASONABLY IMPERMEABLE SURFACES, INCLUDING CONCRETE OR CLAY PAVING, IN A LOW RAINFALL INTENSITY AREA: 25 mm MINIMUM (1 IN 40).
 - ALL OTHER CASES: 50 mm MINIMUM (1 IN 20).
 - SURFACES MUST BE GRADED TO PREVENT PONDING ADJACENT TO THE BUILDING. WHERE A GREATER FALL IS SPECIFIED IN THE SITE CLASSIFICATION REPORT OR FOOTING DESIGN, THE GREATER FALL SHALL APPLY.

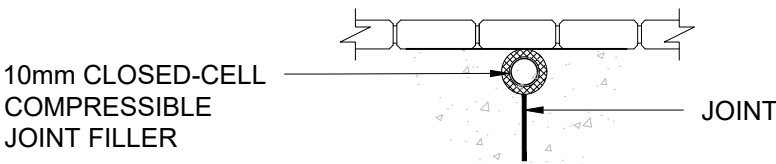


PAVING CONTROL JOINT DETAIL



EXTERNAL PAVING DETAIL

- NOTES:
1. LAP EXISTING DAMP PROOF MEMBRANE (MIN. 200mm LAP) WITH NEW DAMP PROOF COURSE, TERMINATE AT FINISHED PAVING LEVEL.
 2. PROVIDE MINIMUM 100 mm COMPACTED 20 mm NOMINAL CRUSHED ROCK BASE. TRIM AND COMPACT THE SUBGRADE AND BASE TO A FIRM, EVEN AND WELL-DRAINED SURFACE IN ACCORDANCE WITH AS 3727.1. REMOVE SOFT, LOOSE, ORGANIC OR OTHERWISE UNSUITABLE MATERIAL AND REPLACE WITH APPROVED COMPACTED GRANULAR FILL.
 3. PEDESTRIAN-ONLY PERIMETER PAVING SHALL BE MINIMUM 75mm THICK N20 CONCRETE. REINFORCEMENT IS OPTIONAL; HOWEVER, SL72 MESH IS RECOMMENDED FOR IMPROVED CRACK CONTROL AND TO LIMIT CRACK WIDTHS. REINFORCEMENT WILL NOT PREVENT ALL CRACKING. PAVING SUBJECT TO LIGHT-VEHICLE TRAFFIC SHALL BE MINIMUM 100 mm THICK N25 CONCRETE WITH SL72 MESH.
 4. IN CASE OF A SEPARATION GAP BETWEEN THE PAVEMENT AND FOOTING DUE TO SOIL MOVEMENT, APPLY FLEXIBLE MASTIC SEALANT, OR EXPANDING FOAM TYPE PURPOSE-MADE JOINT BACKING MATERIAL TO FILL THE GAP.



PIPE PENETRATION THROUGH CONCRETE PAVEMENT PLAN DETAIL

0.0m 2.0 4.0 6.0 8.0 10.0m
SCALE 1:200 AT A3 SHEET

STATUS	DATE	DES	CHK	ISSUE
ISSUE FOR APPROVAL	09/09/26	DB	AL	A

Frank Siow & Associates

Traffic and Parking Consultants

TO

Gabriella Marciano
M2 Custom Homes Pty Ltd
PO Box 3019
Norwood SA 5067

Date: 9 September 2026

Dear Ms. Marciano,

2-10 SURREY FARM DRIVE, GOLDEN GROVE PROPOSED RESIDENTIAL DEVELOPMENT (AFFORDABLE HOUSING) TRAFFIC AND PARKING ASSESSMENT

As requested, we have assessed the above proposal for 40 affordable residential dwellings on the subject site. The subject site is located at 2-10 Surrey Farm Drive, Golden Grove. The subject site is located within the City of Tea Tree Gully.

Surrey Farm Drive is a local road under the control, care and management of the City of Tea Tree Gully. It has one traffic lane in each direction and would provide direct access to the subject site. The latest DIT data shows that there have not been any reported crashes on the Surrey Farm Road frontage of the site or junction with Frontignac Court for the 5-year period 2020 to 2024 (inclusive).



Figure 1 – Site Location with vehicle access from Surrey Farm Drive



(08) 8364 1351



www.franksiow.com.au



PO Box 253 Kensington Park SA 5068

The subject site is located within the Community Facilities Zone of the Planning and Design Code. The Overlays relevant to the site are:

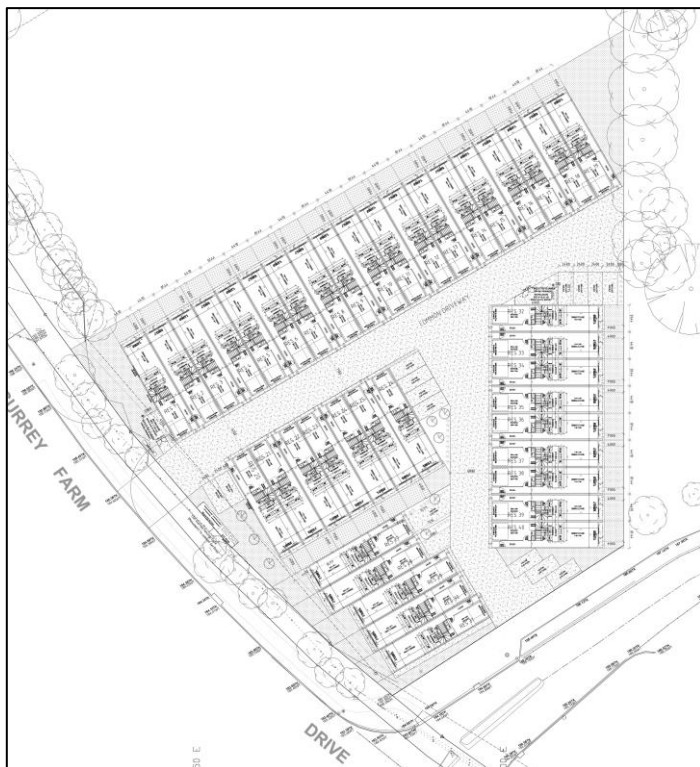
- Advertising Near Signalised Intersections
- Airport Building Heights (Regulated)
- Building Near Airfields
- Defence Aviation Area
- Hazards (Bushfire - Urban Interface)
- Hazards (Flooding - Evidence Required)
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

1.0 THE PROPOSAL

The proposal is for a total of 40 residential dwellings to be provided as affordable housing. Each dwelling would be provided with one internal garage space. A further 13 openly accessible visitor car parks would be provided across the site. In addition, Residence 27 would be provided with an additional car park in tandem with the garage car park.

- 40 affordable residential dwellings
- 40 internal garage spaces for residents
- 1 additional tandem car park for Residence 27
- 13 openly accessible visitor car parks

A common internal driveway would be provided for the development, with vehicle access from Surrey Farm Drive.



2-10 Surrey Farm Drive, Golden Grove
Proposed affordable residential development

Frank Siow & Associates

2.0 PARKING ASSESSMENT

The proposal is for 'affordable' residential dwellings. While the Affordable Housing Overlay does not specifically apply to the subject site, we believe the parking rates contained in this overlay are still relevant to the proposal.

The parking rate applicable for 'affordable housing' is 1 car park per dwelling. The affordable housing parking rate does not require separate provision of visitor parking (See below).

Movement and Car Parking	
PO 4.1	DTS/DPF 4.1
Sufficient car parking is provided to meet the needs of occupants of affordable housing.	Dwellings constituting affordable housing are provided with car parking in accordance with the following: (a) 0.3 carpark per dwelling within a building which incorporates dwellings located above ground level within either: (i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (ii) is within 400 metres of a bus interchange⁽¹⁾ (iii) is within 400 metres of an O-Bahn interchange⁽¹⁾ (iv) is within 400 metres of a passenger rail station⁽¹⁾ (v) is within 400 metres of a passenger tram station⁽¹⁾ (vi) is within 400 metres of the Adelaide Parklands. or (b) 1 carpark per dwelling for any other dwelling.

Based on the affordable housing parking rate, the minimum parking requirement for the proposal would be as follows:

40 affordable residential dwellings	40 spaces required
Visitor parking requirement	0 spaces required
TOTAL MINIMUM PARKING REQUIRED	40 spaces

The proposal provides 40 internal garage spaces, 13 openly accessible visitor car parks and one additional tandem space associated with Residence 27, being a total parking provision of 54 spaces.

Accordingly, the proposal would significantly exceed the minimum parking requirement (by 14 spaces).

3.0 PARKING LAYOUT

We have undertaken swept path analysis of access to the proposed car parks. Swept path diagrams showing the typical manoeuvres to the various spaces are included in APPENDIX 1. The proposed car parks would accommodate satisfactory vehicle access.

The common internal driveway would accommodate two-way vehicle traffic throughout the subject site. If all visitor car parks are occupied, a driver would be able to perform a simple 3-point turn to turn around and exit the area.

4.0 WASTE COLLECTION

We understand that waste collection is proposed to be undertaken on site. We have undertaken swept path analysis of access to the subject site by a typical 'rear-lift' truck (approximately 10.2m). The proposed roadway would allow for the waste truck to enter and exit the subject site in a forward direction by using the internal roadway to perform a standard 3-pt turn around manoeuvre. The turn-around manoeuvre of this vehicle is included in APPENDIX 2.

The waste collection would occur infrequently and would only be for a short period of time. We recommend that the collection time be restricted to outside of peak times (such as morning or evening periods) to minimise potential impact on residents. During collection, the waste collection vehicle should be able to position itself more to one side and allow vehicles to pass on the other side.

5.0 TRAFFIC IMPACT

We note that the NSW *Guide to Traffic Generating Developments*, which is commonly referenced by traffic engineers, refers to a peak hour trip generation rate of 0.5 to 0.65 trips per dwelling for medium density residential flat buildings. Based on this range, the proposed 40 dwellings would generate approximately 20 to 26 vehicles per hour during the peak. Such a low number of vehicle trips would have minimal impact on Surrey Farm Drive.

The latest available DIT data (2026) indicates two-way traffic flows of 605 vehicles in the AM peak and 469 vehicles in the evening peak on Surrey Farm Drive. The addition of 20 to 26 vehicles per hour by the proposed development would be less than the typical plus/minus 10% traffic variation experienced on local roads.

In summary, we do not have concerns about the traffic impact of the proposed development on Surrey Farm Drive or the adjacent road network.

6.0 CONCLUSIONS

The proposal is a residential development of 40 affordable dwellings. A total of 40 internal garage spaces, 13 openly accessible visitor car parks and one additional tandem car park associated with Residence 27 would be provided for the development.

We are of the opinion that adequate parking would be provided for the development.

The proposed parking layout would enable safe and convenient access to be provided to and from Surrey Farm Drive. Access to the parking spaces would also be satisfactory as shown in the swept path diagrams.

The proposed development would be a low traffic generator and the additional trips generated would have minimal impact on the adjacent roads.

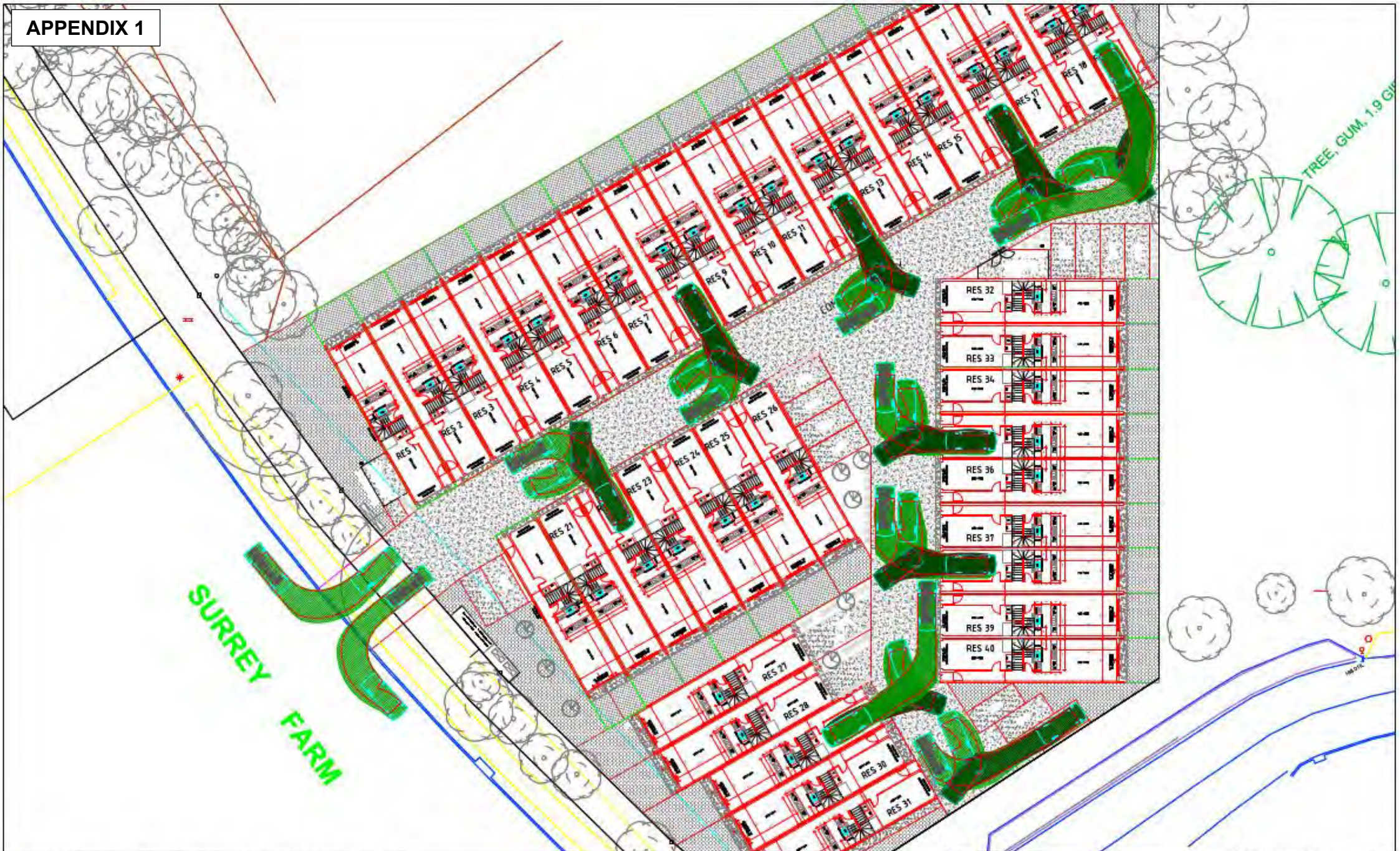
Refuse collection can also be accommodated on the subject site with appropriate manoeuvring areas accommodated by the internal road layout.

On the basis of the above assessment, we are of the opinion that the proposed development would be supportable from a traffic and parking perspective.

Yours sincerely,

Ming Siow

MING SIOW
Principal Consultant



DESIGN VEHICLE - B99 PASSENGER CAR (AS/NZS 2890.1-2004)
DESIGN VEHICLE - B85 PASSENGER CAR (AS/NZS 2890.1-2004)

Frank Siow &
Associates

VEHICLE MANOEUVRABILITY
2-10 SURREY FARM DRIVE
TYPICAL PASSENGER VEHICLE
MANOEUVRES

DESIGNED BY AS	PROJECT SF
DRAWN BY SPT	DWG NO. SF-260908
CHECKED BY CHUCKLES	
SCALE 1 OF 2	
NTS	
REV No.	



DESIGN VEHICLE - TYPICAL REAR LIFT WASTE TRUCK (~10.2M LENGTH)

Frank Siow &
Associates

VEHICLE MANOEUVRABILITY	DESIGNER:	PROJECT
	AS	
	DATE:	
	SEPT 2008	SF
	CHIEF ARCHT	
	NO. OF	DWG NO.
2 OF 2		
NTS	SF-260908	
REV No.		



AJAX ENGINEERING
CIVIL & STRUCTURAL

ABN: 59 618 739 245
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Adelaide SA, 5000

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DETENTION CALCULATIONS

Project Number: AJX 050.027

Date: 09/09/26

Client: M2 Custom Homes

Site Address: 2-10 Surrey Farm Drive, Golden Grove SA

Project Description: Proposed Warehouses

Contents

- **DETENTION CALCULATIONS**
- **ORIFICE CALCULATIONS**

TOTAL CATCHMENT

STORMWATER DETENTION CALCULATIONS

(MAJOR STORM EVENT)

Site Address : 2-10 Surrey Farm Drive, Golden Grove

Duration	AVERAGE RETURN INTERVAL (ARI - YEARS)						
	1	2	5	10	20	50	100
5	44.00	59.20	81.90	98.50	121.00	155.00	185.00
6	41.00	55.10	76.10	91.50	112.00	144.00	171.00
10	33.10	44.40	60.90	72.90	89.30	114.00	135.00
20	23.50	31.40	42.70	50.90	62.00	78.90	92.80
30	18.80	25.00	33.80	40.20	48.80	61.70	72.70
60	12.40	16.50	22.10	26.10	31.50	39.50	46.40
120	8.14	10.70	14.20	16.60	20.00	24.80	29.00
180	6.36	8.36	11.00	12.80	15.30	18.90	21.90
360	4.15	5.44	7.03	8.10	9.62	11.80	13.60
720	2.66	3.46	4.43	5.08	6.01	7.32	8.42
1440	1.62	2.11	2.69	3.09	3.65	4.44	5.11
2880	0.924	1.21	1.55	1.78	2.12	2.59	2.99
4320	0.652	0.852	1.10	1.26	1.50	1.84	2.12
Data Source : Australian Government - Bureau of Meteorology							

CATCHMENT AREA DETAILS

Pre-development

Sub-catchments	C	Area (m²)
Roof area	0.90	0
Paved area	0.75	0
Grassed/ Landscaped area	0.15	5632
Permeable Paving area	0.40	0
Total Area		5632

$F_y = 0.95$
(Frequency Factor)

$C(w) = 0.14$
(weighted)

Post-development catchment

Sub-catchments	C	Area (m²)	Undetained Area (%)
Roof area	0.90	3086	0.0%
Paved area	0.75	1421	2.6%
Grassed/ Landscaped area	0.15	1125	13.8%
Permeable Paving area	0.40	0	0.0%
Total Area		5632	

$F_y = 1$
(Frequency Factor)

$C(w) = 0.71$
(weighted)

SUMMARY TABLE

Return Period (Pre)	Storm Duration	Return Period (Post)	Storm Duration	Pre-dev flow (L/s)	Undetain (L/s)	Post-dev. Flow (L/s)	Allowable Outflow (L/s)	Min. Required Detention (kL)	Total Controlled Flow (L/s)
5	10	100	10	13.58	1.91	150.45	11.66	60.0	13.58
5	10	100	20	13.58	1.31	103.42	11.66	79.9	12.98
5	10	100	30	13.58	1.03	81.02	11.66	101.0	12.69
5	10	100	60	13.58	0.66	51.71	11.66	105.1	12.32
5	10	100	120	13.58	0.41	32.32	11.66	109.3	12.08
5	10	100	180	13.58	0.31	24.41	11.66	110.9	11.97
5	10	100	360	13.58	0.19	15.16	11.66	53.0	11.86
5	10	100	720	13.58	0.12	9.38	11.66	0.0	11.78
5	10	100	720	13.58	0.12	9.38	11.66	0.0	11.78

TOTAL CATCHMENT

STORMWATER DETENTION CALCULATIONS

(MAJOR STORM EVENT)

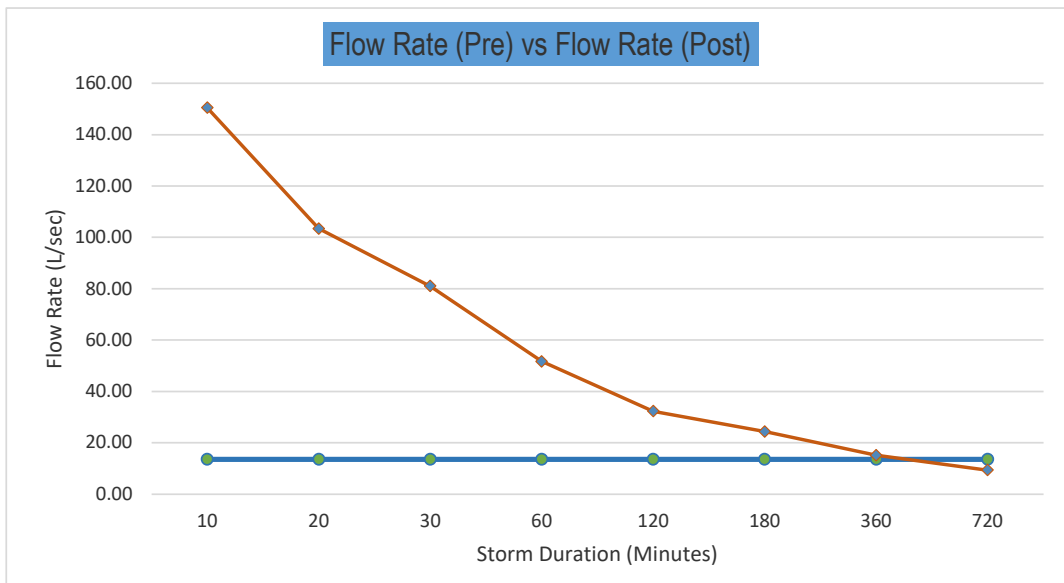


FIGURE 2.1 CATCHMENT FLOWS

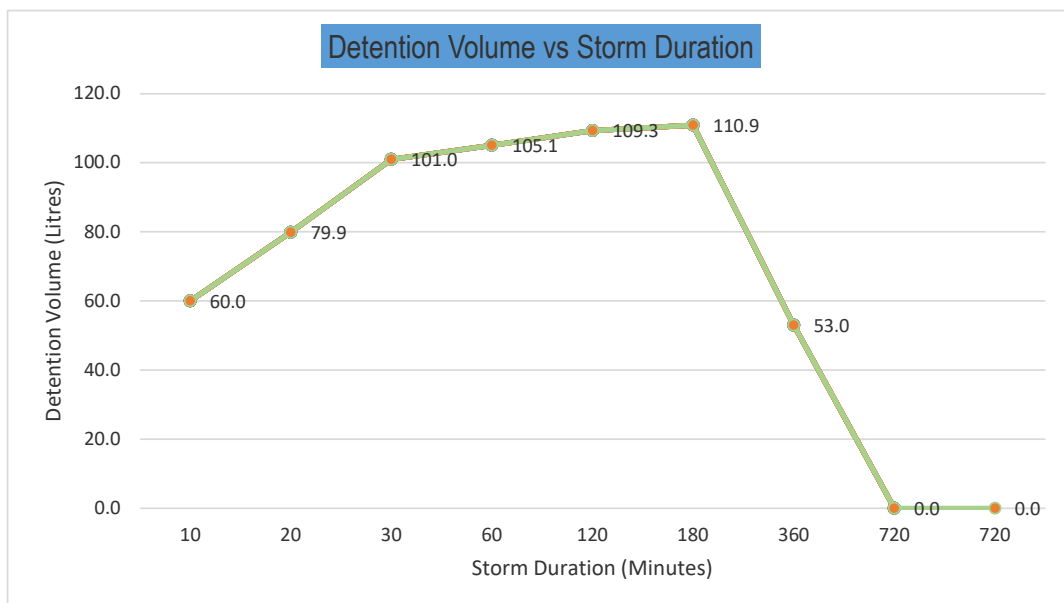


FIGURE 2.2 DETENTION VOLUMES

TOTAL CATCHMENT
STORMWATER DETENTION CALCULATIONS
(MAJOR STORM EVENT)

Pre	1 in	5	yr ARI	10	minutes	I =	60.90	mm/hr
Post	1 in	100	yr ARI	10	minutes	I =	135.00	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA / 3600 =	13.58	L/s	Total Site Discharge (Pre)
------------------	-------	-----	----------------------------

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =	Roof area	0.00	L/s
	Paved area	1.04	L/s
	Grassed/ Landscaped area	0.87	L/s
	Permeable Paving area	0.00	L/s
		1.91	L/s

Flow into Detention (Post):

Roof area	104.15	L/s
Paved area	38.93	L/s
Grassed/ Landscaped area	5.45	L/s
Permeable Paving area	0.00	L/s
	148.53	L/s

Allowable discharge from detention:	11.66	L/s
-------------------------------------	-------	-----

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC	Proposed	Allowable	Therefore, Determine Amount of Detention
(Min.)	Flow (L/s)	Flow (L/s)	
0	0	0.00	
5	148.53	11.66	
5	148.53	11.66	
10	0.00	11.66	

Intersection & Graph Formulas:

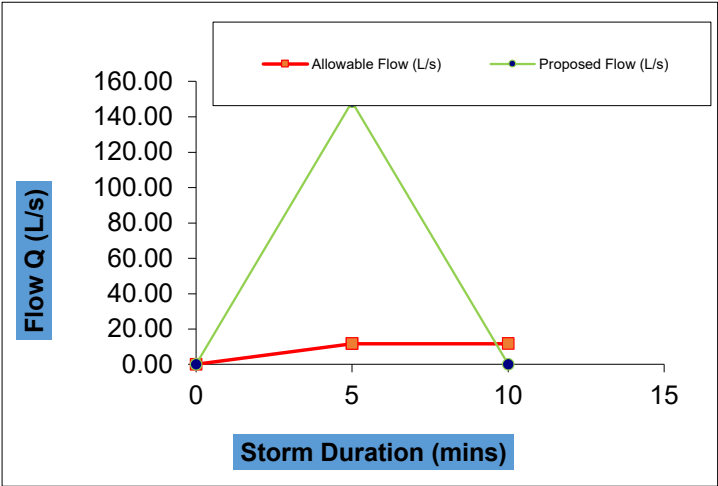
Q rate = 30.09 L/sec per min. increase & decrease

Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 = 0.39 minutes and
Int. TC2 = 14.61

Volume of Water To Be Detained:

Volume =	60000	Litres
=	60.00	m ³



TOTAL CATCHMENT
STORMWATER DETENTION CALCULATIONS
(MAJOR STORM EVENT)

Pre	1 in	5	yr ARI	10	minutes	=	60.90	mm/hr
Post	1 in	100	yr ARI	20	minutes	=	92.80	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA / 3600 =	13.58	L/s	Total Site Discharge (Pre)
------------------	-------	-----	----------------------------

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =	Roof area	0.00	L/s
	Paved area	0.71	L/s
	Grassed/ Landscaped area	0.60	L/s
	Permeable Paving area	0.00	L/s
		1.31	L/s

Flow into Detention (Post):

Roof area	71.60	L/s
Paved area	26.76	L/s
Grassed/ Landscaped area	3.75	L/s
Permeable Paving area	0.00	L/s
	102.10	L/s

Allowable discharge from detention:	11.66	L/s
-------------------------------------	-------	-----

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC	Proposed	Allowable	
(Min.)	Flow	Flow	
	(L/s)	(L/s)	
0	0	0.00	
5	102.10	11.66	
10	102.10	11.66	
15	0.00	11.66	

Therefore,
Determine Amount of Detention

Intersection & Graph Formulas:

Q rate = 20.68 L/sec per min. increase & decrease

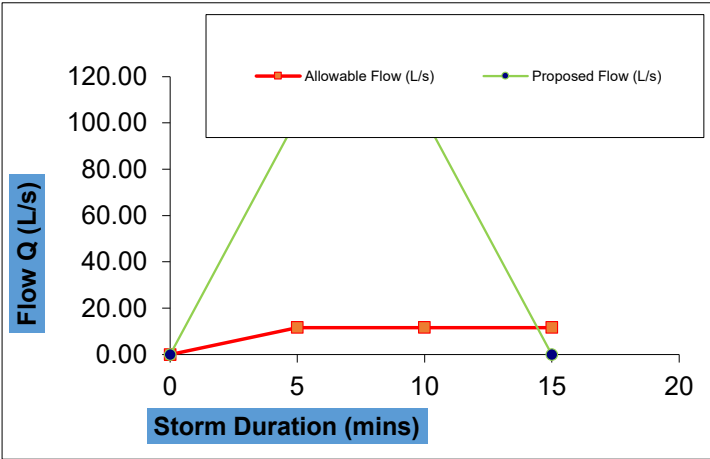
Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 = 0.56 minutes and

Int. TC2 = 24.44

Volume of Water To Be Detained:

Volume =	79865	Litres
=	79.87	m ³



TOTAL CATCHMENT**STORMWATER DETENTION CALCULATIONS****(MAJOR STORM EVENT)**

Pre	1 in	5	yr ARI	10	minutes	I =	60.90	mm/hr
Post	1 in	100	yr ARI	30	minutes	I =	72.70	mm/hr

Flow before the Proposed Development (Pre):

$$Q = CIA / 3600 =$$

13.58 L/s**Total Site Discharge (Pre)****Undetained Flow from Proposed Development (Post):**

$$Q = CIA / 3600 =$$

Roof area **0.00** L/sPaved area **0.56** L/sGrassed/ Landscaped area **0.47** L/sPermeable Paving area **0.00** L/s**1.03** L/s**Flow into Detention (Post):**Roof area **56.09** L/sPaved area **20.96** L/sGrassed/ Landscaped area **2.94** L/sPermeable Paving area **0.00** L/s**79.99** L/s**Allowable discharge from detention:****11.66** L/s**Estimated time of concentration for post development, TC =** **5** minutes**Graph Duration vs Flow:**

TC	Proposed	Allowable
(Min.)	Flow	Flow
(L/s)	(L/s)	(L/s)
0	0	0.00
5	79.99	11.66
20	79.99	11.66
25	0.00	11.66

**Therefore,
Determine Amount of Detention****Intersection & Graph Formulas:**

$$Q \text{ rate} = 16.20 \text{ L/sec per min. increase \& decrease}$$

Therefore the two graph intersection points (where outflow matches allowable) are:

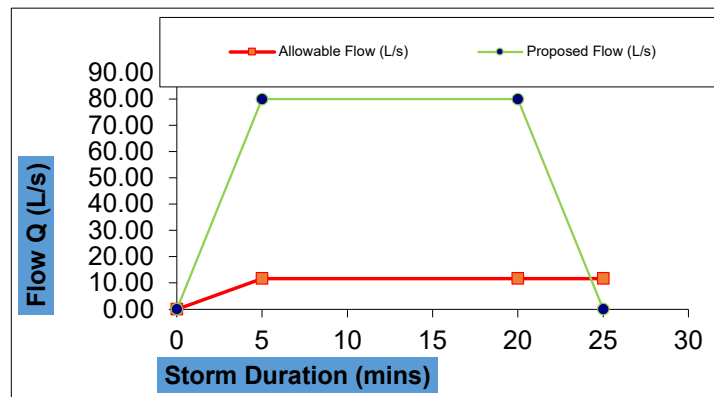
Int. TC1 = 0.72 minutes and

Int. TC2 = 34.28

Volume of Water To Be Detained:

$$\text{Volume} = 101010 \text{ Litres}$$

$$= 101.01 \text{ m}^3$$



TOTAL CATCHMENT
STORMWATER DETENTION CALCULATIONS
(MAJOR STORM EVENT)

Pre	1 in	5	yr ARI	10	minutes	=	60.90	mm/hr
Post	1 in	100	yr ARI	60	minutes	=	46.40	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA / 3600 =	13.58	L/s	Total Site Discharge (Pre)
------------------	-------	-----	----------------------------

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =	Roof area	0.00	L/s
	Paved area	0.36	L/s
	Grassed/ Landscaped area	0.30	L/s
	Permeable Paving area	0.00	L/s
		0.66	L/s

Flow into Detention (Post):

Roof area	35.80	L/s
Paved area	13.38	L/s
Grassed/ Landscaped area	1.87	L/s
Permeable Paving area	0.00	L/s
	51.05	L/s

Allowable discharge from detention:	11.66	L/s
-------------------------------------	-------	-----

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC	Proposed	Allowable	Therefore,
(Min.)	Flow	Flow	Determine Amount of Detention
(L/s)	(L/s)	(L/s)	
0	0	0.00	
5	51.05	11.66	
30	51.05	11.66	
35	0.00	11.66	

Intersection & Graph Formulas:

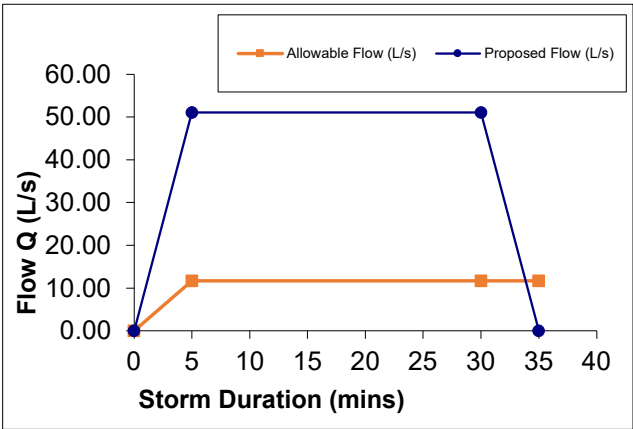
Q rate = 10.87 L/sec per min. increase & decrease

Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 = 1.07 minutes and
Int. TC2 = 63.93

Volume of Water To Be Detained:

Volume =	105078	Litres
=	105.08	m ³



TOTAL CATCHMENT

STORMWATER DETENTION CALCULATIONS

(MAJOR STORM EVENT)

Pre	1 in	5	yr ARI	10	minutes	=	60.90	mm/hr
Post	1 in	100	yr ARI	120	minutes	=	29.00	mm/hr

Flow before the Proposed Development (Pre):
 Q = CIA / 3600 =

13.58	L/s	Total Site Discharge (Pre)
-------	-----	----------------------------

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =	Roof area	0.00	L/s
	Paved area	0.22	L/s
	Grassed/ Landscaped area	0.19	L/s
	Permeable Paving area	0.00	L/s
		0.41	L/s

Flow into Detention (Post):

	Roof area	22.37	L/s
	Paved area	8.36	L/s
	Grassed/ Landscaped area	1.17	L/s
	Permeable Paving area	0.00	L/s
		31.91	L/s

Allowable discharge from detention:	11.66	L/s
-------------------------------------	-------	-----

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC	Proposed	Allowable	Therefore, Determine Amount of Detention
(Min.)	Flow (L/s)	Flow (L/s)	
0	0	0.00	
5	31.91	11.66	
60	31.91	11.66	
65	0.00	11.66	

Intersection & Graph Formulas:

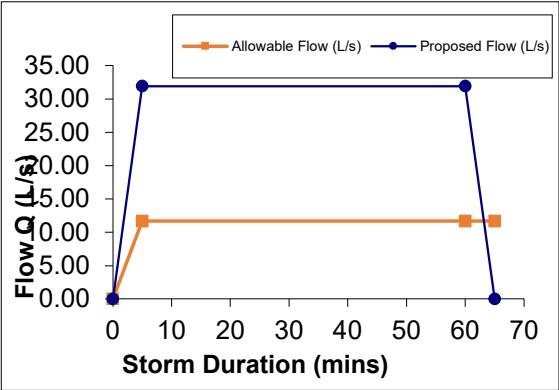
Q rate = 6.79 L/sec per min. increase & decrease

Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 = 0.00 minutes and
 Int. TC2 = 125.00

Volume of Water To Be Detained:

Volume =	109312	Litres
=	109.31	m ³



TOTAL CATCHMENT
STORMWATER DETENTION CALCULATIONS
(MAJOR STORM EVENT)

Pre	1 in	5	yr ARI	10	minutes	=	60.90	mm/hr
Post	1 in	100	yr ARI	180	minutes	=	21.90	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA/ 3600 =	13.58	L/s	Total Site Discharge (Pre)
-----------------	-------	-----	----------------------------

Undetained Flow from Proposed Development (Post):

Q = CIA/ 3600 =	Roof area	0.00	L/s
	Paved area	0.17	L/s
	Grassed/ Landscaped area	0.14	L/s
	Permeable Paving area	0.00	L/s
		0.31	L/s

Flow into Proposed Detention (Post):

Roof area	16.90	L/s
Paved area	6.31	L/s
Grassed/ Landscaped area	0.88	L/s
Permeable Paving area	0.00	L/s
	24.10	L/s

Allowable discharge from detention:	11.66	L/s
-------------------------------------	-------	-----

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC	Proposed	Allowable	Therefore, Determine Amount of Detention
(Min.)	Flow (L/s)	Flow (L/s)	
0	0	0.00	
5	24.10	11.66	
120	24.10	11.66	
125	0.00	11.66	

Intersection & Graph Formulas:

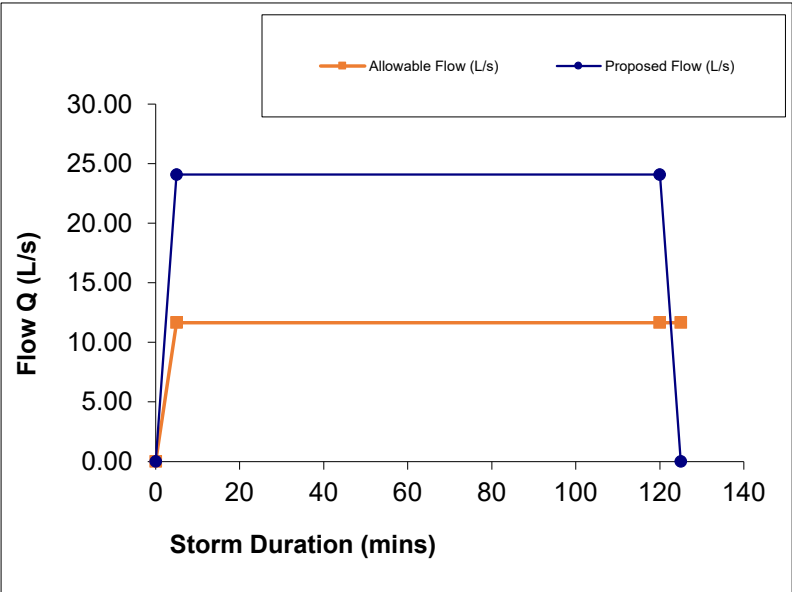
Q rate = 5.13 L/sec per min. increase & decrease

Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 = 2.65 minutes and
Int. TC2 = 182.35

Volume of Water To Be Detained:

Volume =	110894	Litres
=	110.89	m ³



TOTAL CATCHMENT
STORMWATER DETENTION CALCULATIONS
(MAJOR STORM EVENT)

Pre	1 in	5	yr ARI	10	minutes	I =	60.90	mm/hr
Post	1 in	100	yr ARI	360	minutes	I =	13.60	mm/hr

Flow before the Proposed Development (Pre):

Q = CIA / 3600 = 13.58 L/s Total Site Discharge (Pre)

Undetained Flow from Proposed Development (Post):

Q = CIA / 3600 =	Roof area	0.00	L/s
	Paved area	0.10	L/s
	Grassed/ Landscaped area	0.09	L/s
	Permeable Paving area	0.00	L/s
		0.19	L/s

Flow into Proposed Detention (Post):

Roof area	10.49	L/s
Paved area	3.92	L/s
Grassed/ Landscaped area	0.55	L/s
Permeable Paving area	0.00	L/s
	14.96	L/s

Allowable discharge from detention: 11.66 L/s

Estimated time of concentration for post development, TC = 5 minutes

Graph Duration vs Flow:

TC	Proposed	Allowable
(Min.)	Flow	Flow
(L/s)	(L/s)	(L/s)
0	0	0.00
5	14.96	11.66
180	14.96	11.66
185	0.00	11.66

Therefore,
Determine Amount of Detention

Intersection & Graph Formulas:

Q rate = 3.19 L/sec per min. increase & decrease

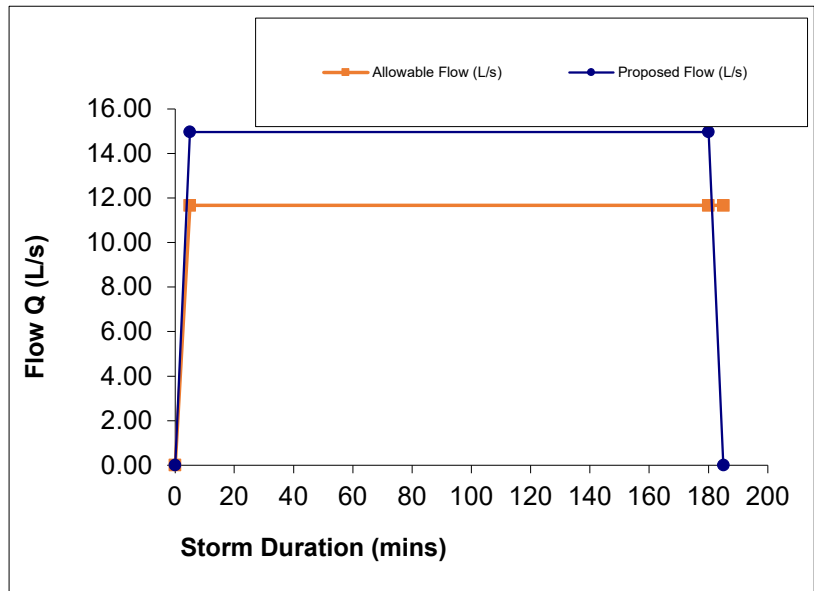
Therefore the two graph intersection points (where outflow matches allowable) are:

Int. TC1 = 4.26 minutes and

Int. TC2 = 360.74

Volume of Water To Be Detained:

Volume = 53025 Litres
= 53.02 m³



UNDERGROUND ORIFICE SIZING & EMPTY TIME-SURFACE WATER

Note:

Orifice flow rate reduces with decrease in head height. Total empty time base on change in head height for each quarter of tank.

Storage Volume:	110900.0 L
Allowable outflow from storage:	11.66 L/SEC
Allowable empty time:	12 hrs
Maximum outlet velocity:	0.10 m/s

ORIFICE SPECIFICATIONS:

Outlet Coefficient	Cd	0.6	
Orifice diameter	Dia.	64	mm Diameter
Orifice area	$A = \pi \cdot (\text{Dia.}/2)^2$	0.003217	
Head	H	1.85	m (above mid-height of outlet)
Blockage factor	B	1.00	(between 0.10 and 1.00)

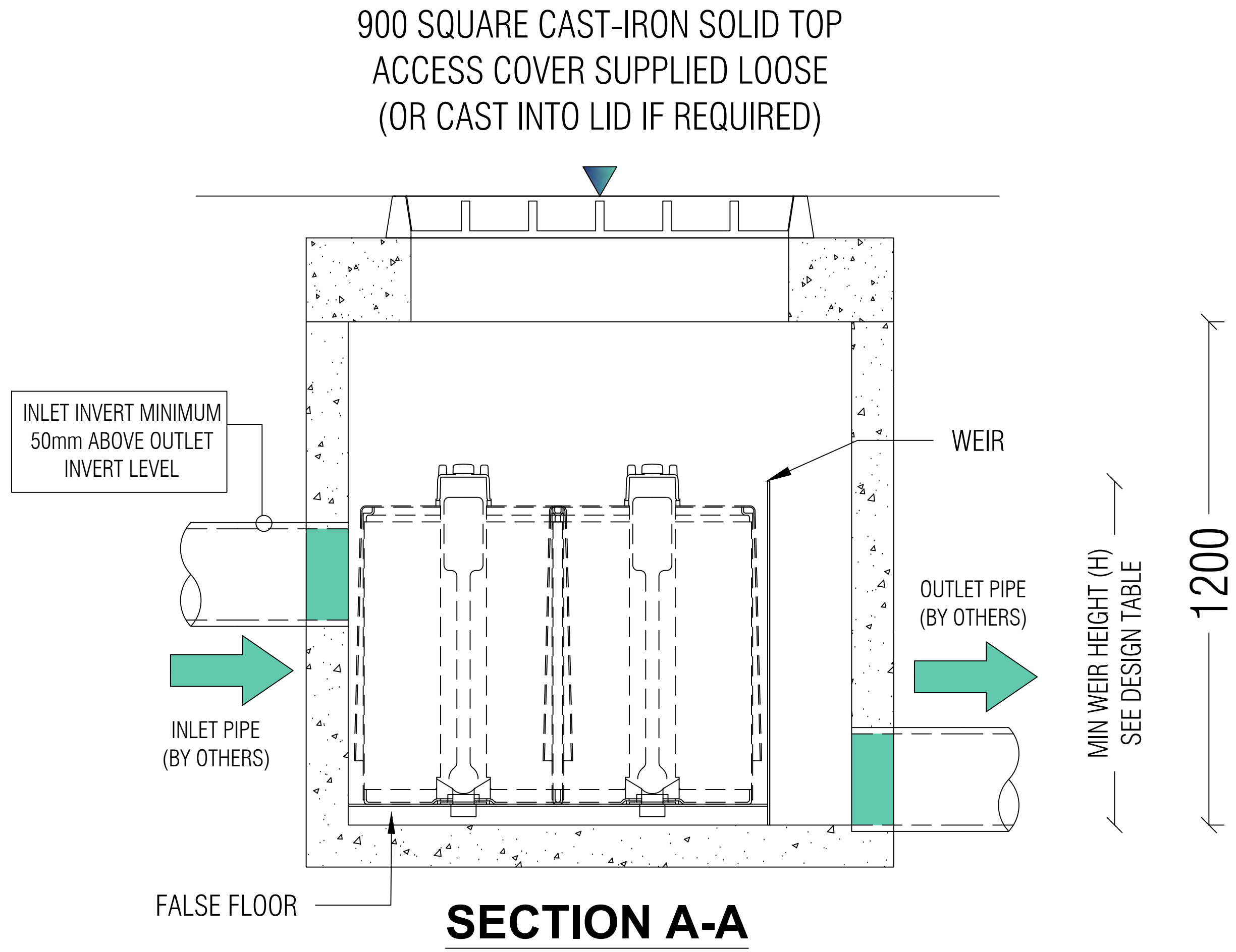
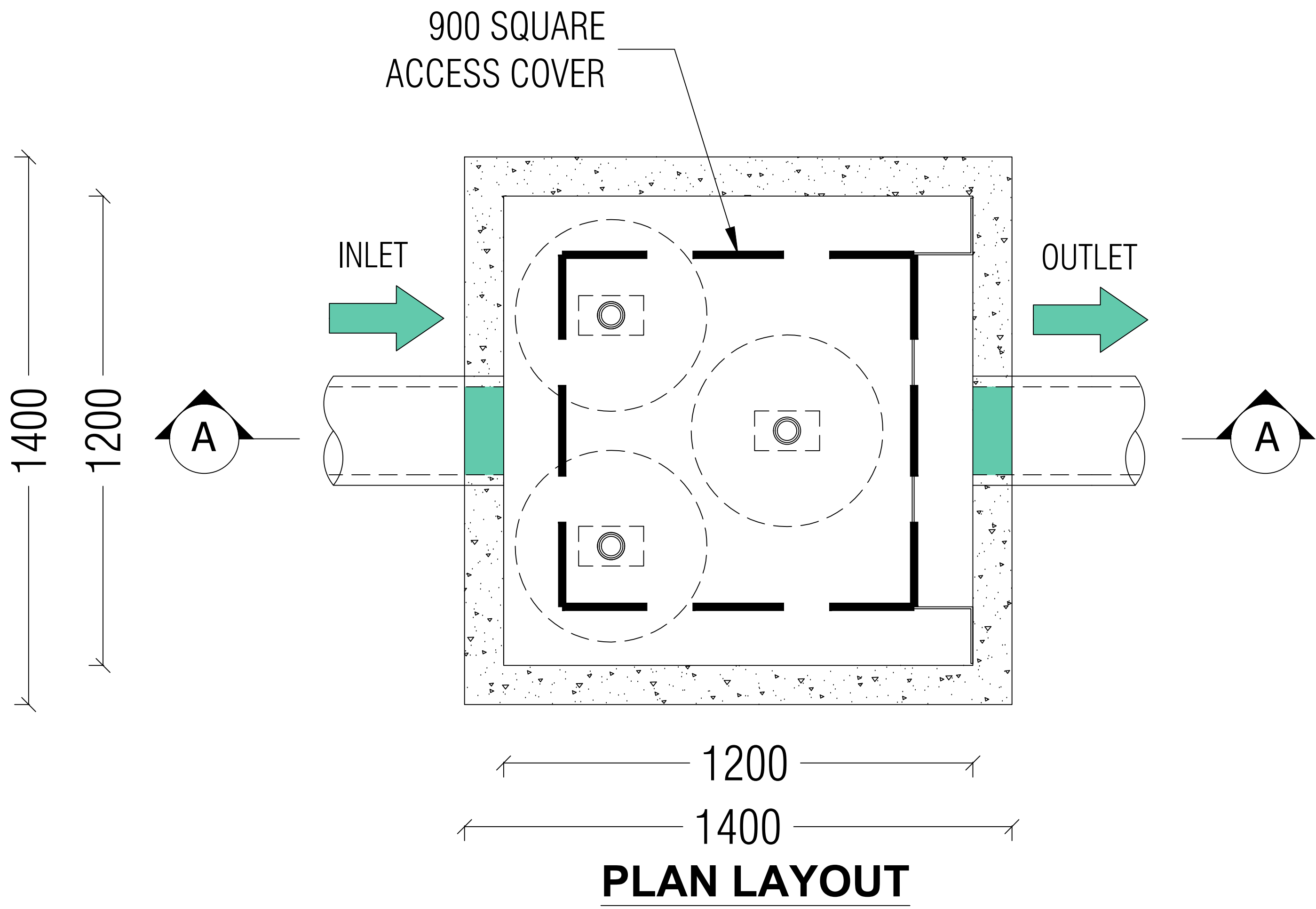
ORIFICE FLOW:

4 of 4	$Q_o = C_d \cdot A \cdot \text{SQRT}(2 \cdot g \cdot H) \cdot B$ => Time to empty is	=	11.6 L/SEC 40 Minutes
3 of 4	$Q_o = C_d \cdot A \cdot \text{SQRT}(2 \cdot g \cdot H) \cdot B$ => Time to empty is	=	10.1 L/SEC 46 Minutes
2 of 4	$Q_o = C_d \cdot A \cdot \text{SQRT}(2 \cdot g \cdot H) \cdot B$ => Time to empty is	=	8.2 L/SEC 56 Minutes
1 of 4	$Q_o = C_d \cdot A \cdot \text{SQRT}(2 \cdot g \cdot H) \cdot B$ => Time to empty is	=	5.8 L/SEC 79 Minutes

where, g = Gravity (9.81 m/sec^2)
& H reduces by 1/4 for each time step

=> Total time to empty storage is 221 Minutes or 4 Hours

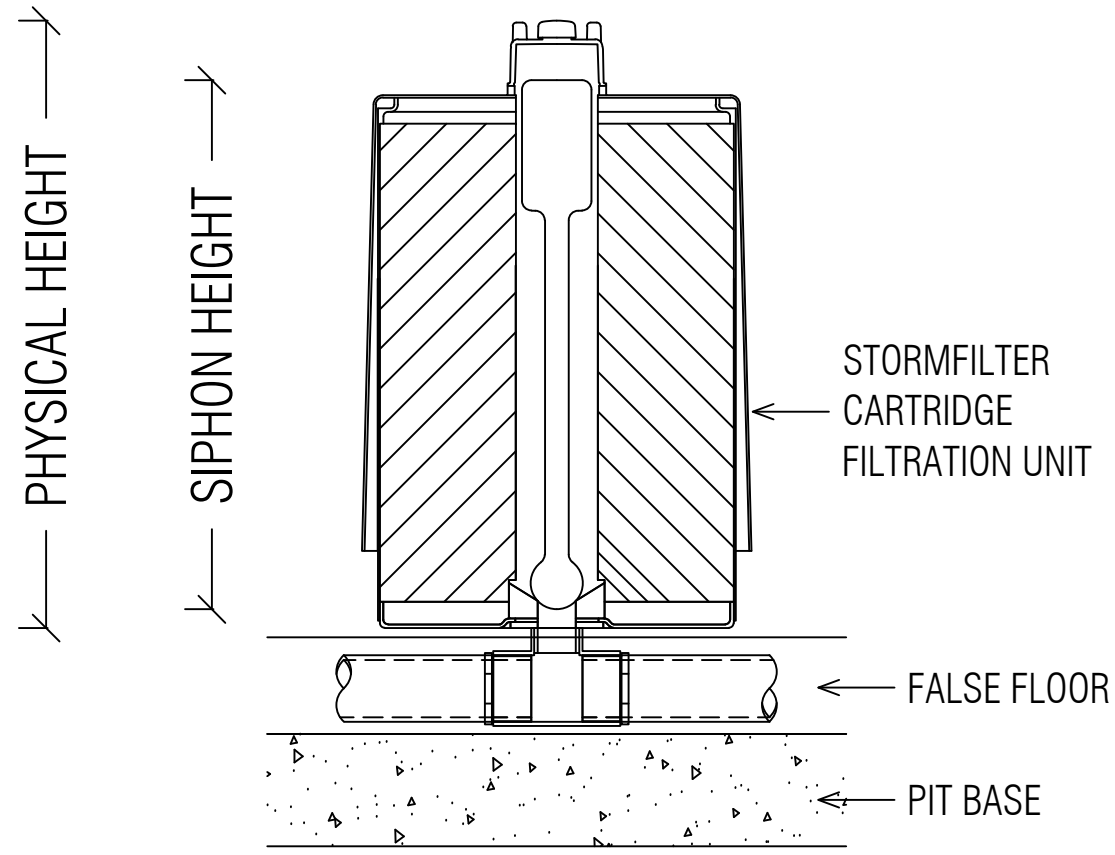
=> Orifice size is OK
=> Empty time is OK



STORMFILTER DESIGN TABLE

- STORMFILTER TREATMENT CAPACITY VARIES BY NUMBER OF FILTER CARTRIDGES INSTALLED.
- THE STANDARD CONFIGURATION IS SHOWN. ACTUAL CONFIGURATION OF THE SPECIFIED STRUCTURE(S) PER CERTIFYING ENGINEER WILL BE SHOWN ON SUBMITTAL DRAWING(S).
- FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF-CLEANING. RADIAL MEDIA DEPTH SHALL BE 178mm.

CARTRIDGE NAME / SIPHON HEIGHT (mm)	690	460	310
CARTRIDGE PHYSICAL HEIGHT (mm)	840	600	600
MINIMUM WEIR HEIGHT [H] (mm)	870	640	490
CARTRIDGE FLOW RATE FOR ZPG MEDIA (L/s)	1.60	1.10	0.70
CARTRIDGE FLOW RATE FOR PSORB MEDIA (L/s)	0.90	0.46	0.39
CARTRIDGE FLOW RATE FOR PSORB (SQIDEP) MEDIA (L/s)	1.26	0.86	0.60



SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	[]
NUMBER OF CARTRIDGES REQ'D	[]
SIPHON HEIGHT (310 / 460 / 690)	[]
MEDIA TYPE (ZPG / PSORB / PSORB (SQIDEP))	[]
WATER QUALITY FLOW RATE (L/S)	[]
HYDRAULIC CAPACITY (L/S)	[]

PIPE DATA:	I.L.	MATERIAL	DIAMETER
INLET PIPE #1	[]	[]	[]
INLET PIPE #2	[]	[]	[]
INLET PIPE #3	[]	[]	[]
OUTLET PIPE	[]	[]	[]

PRECAST PIT WEIGHT	TBA
LID WEIGHT	TBA

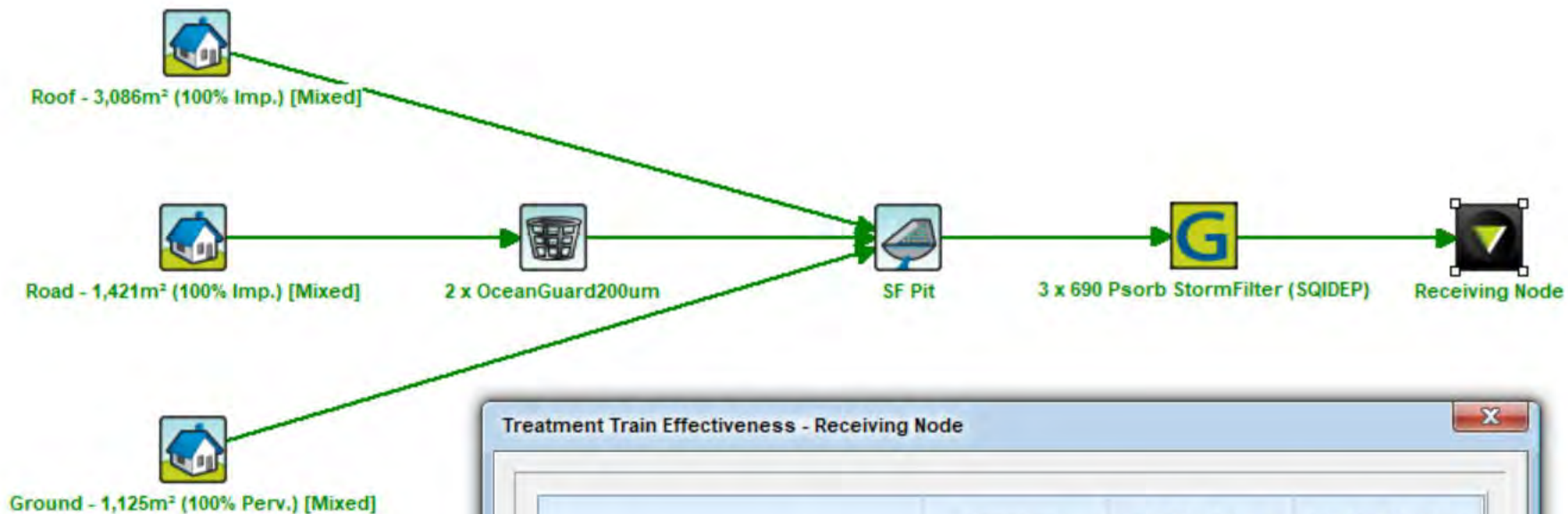
GENERAL NOTES

1. PRECAST STRUCTURE SUPPLIED WITH CORE HOLES TO SUIT OUTER DIAMETER OF NOMINATED PIPE SIZE / MATERIAL.
2. PRECAST STRUCTURE SHALL MEET W80 WHEEL LOAD RATING ASSUMING A MAXIMUM EARTH COVER OF 2.0m AND A GROUND WATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. CERTIFYING ENGINEER TO CONFIRM ACTUAL GROUNDWATER ELEVATION. PRECAST STRUCTURE SHALL BE IN ACCORDANCE WITH AS3600.
3. IF THE PEAK FLOW RATE, AS DETERMINED BY THE SITE CERTIFYING ENGINEER, EXCEEDS THE PEAK HYDRAULIC CAPACITY OF THE SYSTEM, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.
4. ALL WATER QUALITY TREATMENT DEVICES REQUIRE PERIODIC MAINTENANCE. REFER TO OPERATION AND MAINTENANCE MANUAL FOR GUIDELINES AND ACCESS REQUIREMENTS.
5. SITE SPECIFIC PRODUCTION DRAWING WILL BE PROVIDED ON PLACEMENT OF ORDER.
6. DRAWING NOT TO SCALE.

INSTALLATION NOTES

1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY CERTIFYING ENGINEER.
2. CONTRACTOR TO PROVIDE ALL EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE (LIFTING DETAIL PROVIDED SEPARATELY).
3. CONTRACTOR TO APPLY SEALANT TO ALL JOINTS AND TO PROVIDE, INSTALL AND GROUT INLET AND OUTLET PIPES.

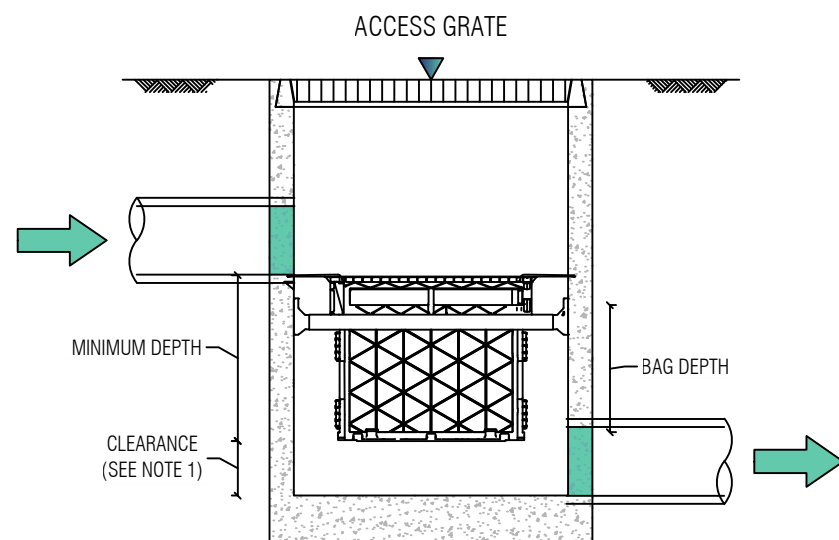




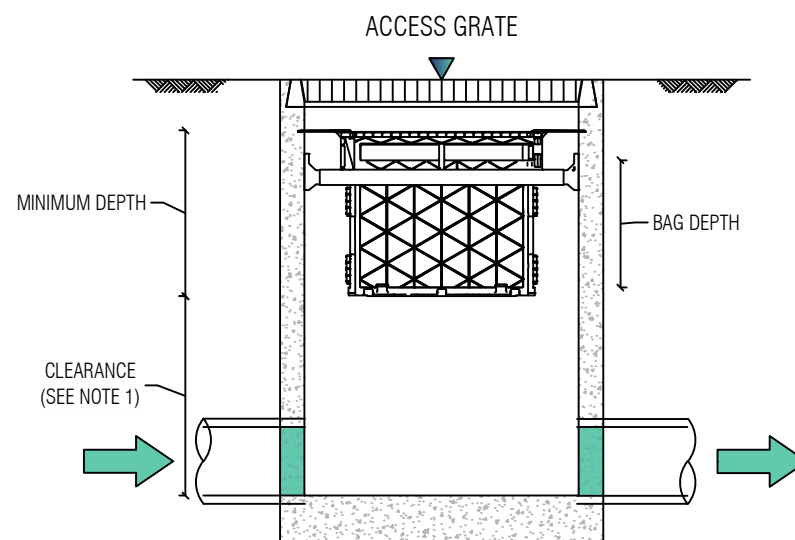
Treatment Train Effectiveness - Receiving Node

	Sources	Residual Load	% Reduction
Flow (ML/yr)	2.33	2.33	0
Total Suspended Solids (kg/yr)	295	36.4	87.7
Total Phosphorus (kg/yr)	0.667	0.248	62.8
Total Nitrogen (kg/yr)	5.38	2.82	47.6
Gross Pollutants (kg/yr)	86.3	0	100

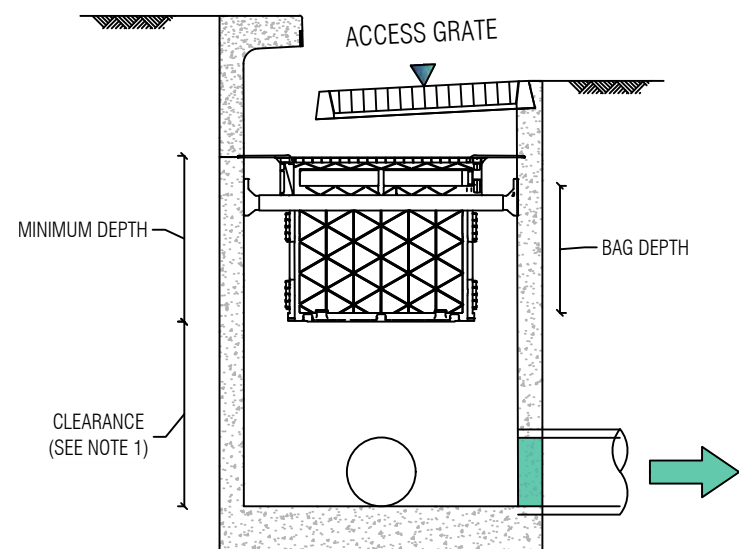




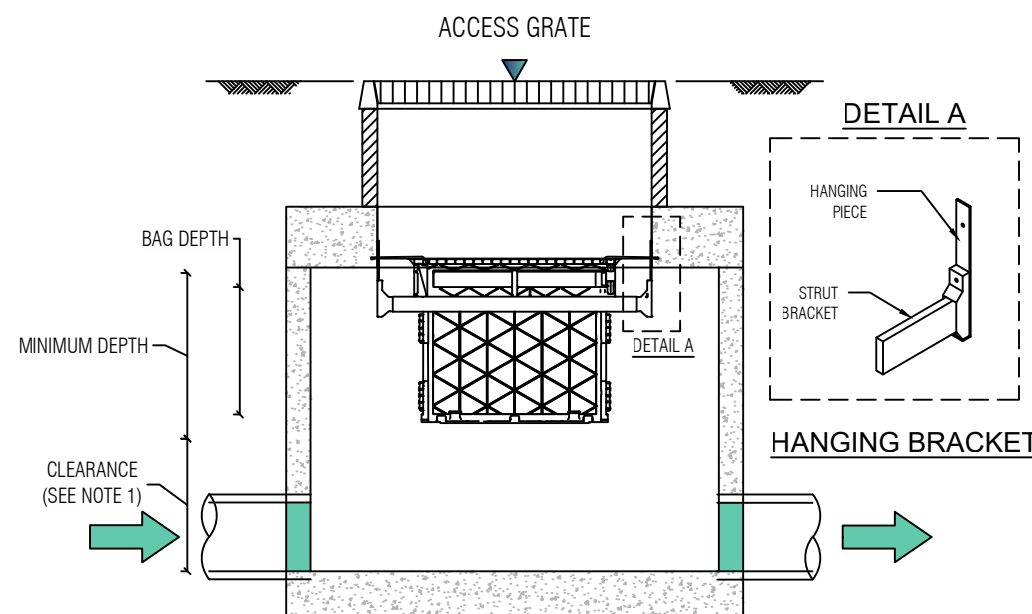
PIPE FLOW CONFIGURATION



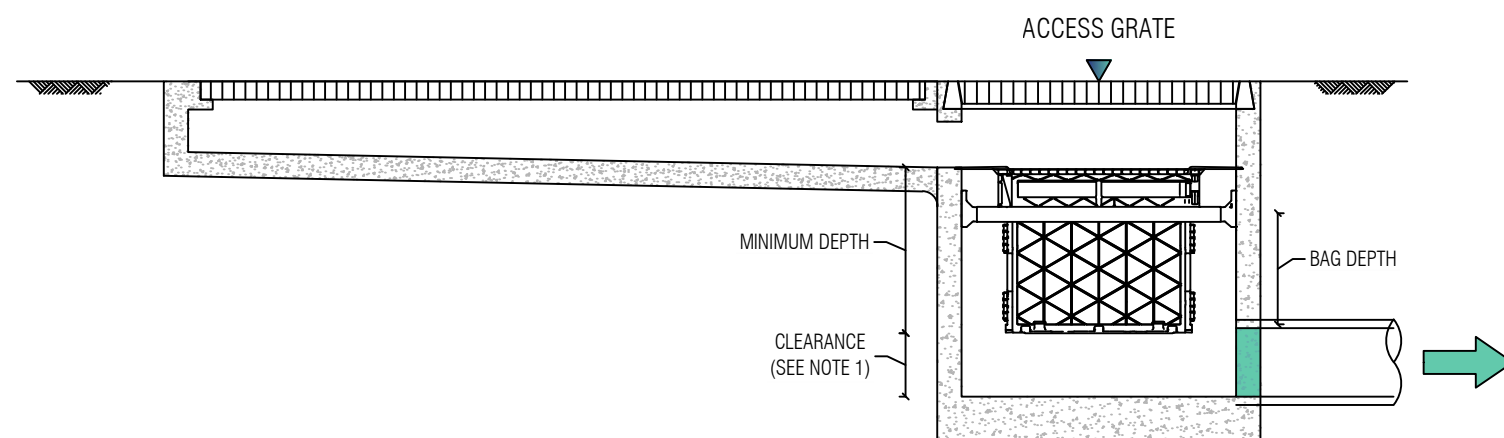
SURFACE FLOW CONFIGURATION



SURFACE FLOW CONFIGURATION



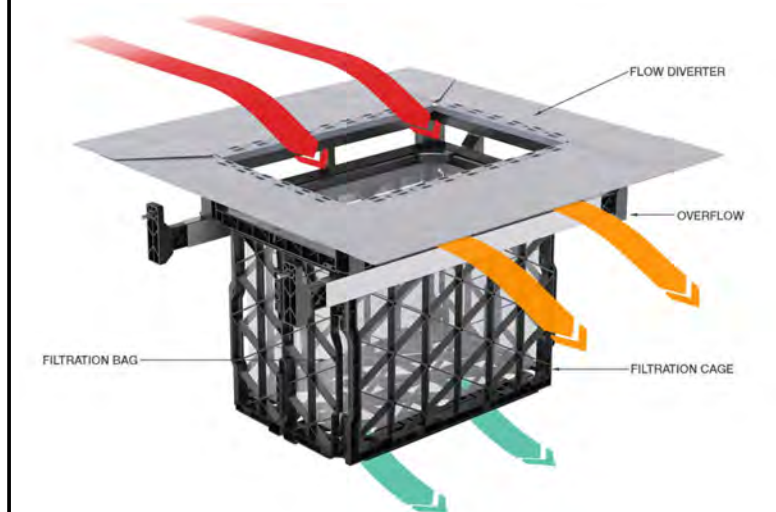
SURFACE FLOW CONFIGURATION



GRATED STRIP DRAIN CONFIGURATION

OCEANGUARD

PRODUCT ID	MAX. PIT DIMENSIONS (mm × mm)	MINIMUM DEPTH (mm)	BAG DEPTH (mm)
OG4	450 × 450	350	200
OG6-S	600 × 600	350	200
OG6-D	600 × 600	475	300
OG9-S	600 × 900	400	300
OG9-S	900 × 900	400	300
OG9-D	900 × 900	600	500
OG12-S	1200 × 1200	420	300
OG12-D	1200 × 1200	600	500



GENERAL NOTES

- CLEARANCE FOR ANY PIT WITHOUT AN INLET PIPE (ONLY USED FOR SURFACE FLOW) CAN BE AS LOW AS 50mm. FOR OTHER PITS, THE RECOMMENDED CLEARANCE SHOULD BE GREATER OR EQUAL TO THE PIPE OBVERT SO AS NOT TO INHIBIT HYDRAULIC CAPACITY.
- OCEAN PROTECT PROVIDES TWO FILTRATION BAG TYPES:
 - 200 MICRON BAGS FOR HIGHER WATER QUALITY FILTERING
 - COARSE BAG FOR TARGETING GROSS POLLUTANTS.
- DRAWINGS NOT TO SCALE.



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OCEAN PROTECT
OCEANGUARD
TYPICAL ARRANGEMENTS
SPECIFICATION DRAWING



2-10 Surrey Farm Drive, Golden Grove

**Residential
Waste Management Plan**

Date: 7 September 2026

Prepared for:

M2 Architects

Colby Phillips Advisory Pty Ltd

Suite 117, 147 Pirie Street
Adelaide, SA 5000

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Rev.	Date	Description	Doc No./Name	Originator	Approved
0	07Sep26	For lodgement	WMS	JPH	JPH

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1 INTRODUCTION

This document presents a waste management strategy for the proposed residential subdivision at 2-10 Surrey Farm Drive, Golden Grove (the “Development”). The Development would comprise of 40 Community-Titled properties with associated road reserves.

The waste management strategy demonstrates how waste could effectively and sustainably be managed by accessing private residential waste collection services. It explains how the Development could achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guidelines) (Zero Waste SA, 2014) and the South Australia Planning and Design Code. The waste strategy document should be read in conjunction with other planning approval documentation for the Development.

2 DEVELOPMENT DESCRIPTION

The Development is at Surrey Farm Drive, Golden Grove, in the City of Tea Tree Gully (Council) – see Figure 2-1 (page 4) which shows an overview of the site.

The site is currently a single parcel of land of approximately 5,000 m². The site has frontage onto Surrey Farm Drive with a single approx. 8m crossover to access the site. All dwellings are accessed from a network of internal roads.

It is proposed that the land will be subdivided into:

- 40 x Community Title residential allotments, each to have a townhouse with 3 bedrooms.
- Internal roads for vehicle access to all allotments, with ownership to be retained in the Community Title

Roads will be constructed to be able to carry trucks, including waste trucks up to 24 tonnes.

The Waste Management Strategy has been developed to demonstrate that each allotment could be adequately serviced for waste collection.

Table 2.1 provides the proposed make up of dwellings. The table includes the recommended Waste Resource Generation Rate (WRGR) classification based on the State Guideline (Zero Waste SA, 2014).

For the purpose of the waste management system only, the site is divided into two parts to balance disposal distances and to manage volumes of waste in each bin storage area.

Table 2.1 Summary of land uses for the Development, their WRGR Description(s) and relevant Development Metric(s).

Land Use	Land Use Type		Dev. Metric(s)	
Residential	Res 1 to 7	Medium Density Residential Dwelling	13	Dwellings
	Res 20 to 25		39	Bedrooms
Residential (East)	Res 8 to 19	Medium Density Residential Dwelling	27	Dwellings
	Res 26 to 40		81	Bedrooms

2.1 Waste & Recycling Volumes

Table 2.2 estimates expected waste and recycling volumes for the Development (in Litres/week).

Table 2.2 Estimated waste & recycling volumes (Litres/week) at the Development.

Waste/Recycling Service	Residential Res 1-7 / 20-25 L/week	Residential Res 8-19 / 26-40 L/week
General Waste	1,235	2,565
Dry Comingled Recycling	1,040	2,160
Food/Garden Organics	260	540
TOTAL	2,535	5,265



Figure 2-1 : Site overview

3 WASTE MANAGEMENT STRATEGY

It is proposed that the development is set up with shared bin storage areas (i.e. residents dispose to the same set of waste bins in a communal enclosure). The western residences (Res 1-7 and 20-25) will dispose to a bin enclosure located at the western boundary of the site near the site entrance, and the remainder residences (Res 8-19 and 26-40) will dispose to a bin enclosure located centrally in the site.

Waste would be stored in a combination of skip bins, collected by a Private waste contractor using Rear Lift collection trucks from within the site. The waste system has been arranged such that a future Council rear-lift (non-standard) service could collect waste, should this service become available in future.

Figure 3-1 (page 6) shows where the recommended shared bin storage would be located at the site, the relevant disposal pathways, and how waste collection would occur.

Table 3.1 gives a schedule of recommended bin storages for Routine Services (based on estimated waste volumes in Table 2.2) and includes for each service:

- *Type of bins;*
- *Collection frequency (expected or proposed); and*
- *Service provider.*

Table 3.1 Waste storage and bin schedule for Routine Services, including collection frequency and collection service provider.

Users	Waste Storage	Routine Service	Estimated Waste/Recycling Volumes (L/wk)	Provider	Collection Frequency (Events/wk)	Bins		
						Size (L)	No.	Type
Residence 1-7 and 20-25	Western Boundary	General Waste	1,235	Private Rear Lift (within site)	1	660	2	Skip
		Dry Comingled Recycling	1,040		1	1100	1	Skip
		Food/Garden Organics	260*		1	660	1	Skip
Residence 8-19 and 26-40	Central	General Waste	2,565	Private Rear Lift (within site)	1	1100 660	2 1	Skip Skip
		Dry Comingled Recycling	2,160		1	1,100	2	Skip
		Food/Garden Organics	540		1	660	1	Skip

* Organics skip bin also used for seasonal landscaping waste (prunings)

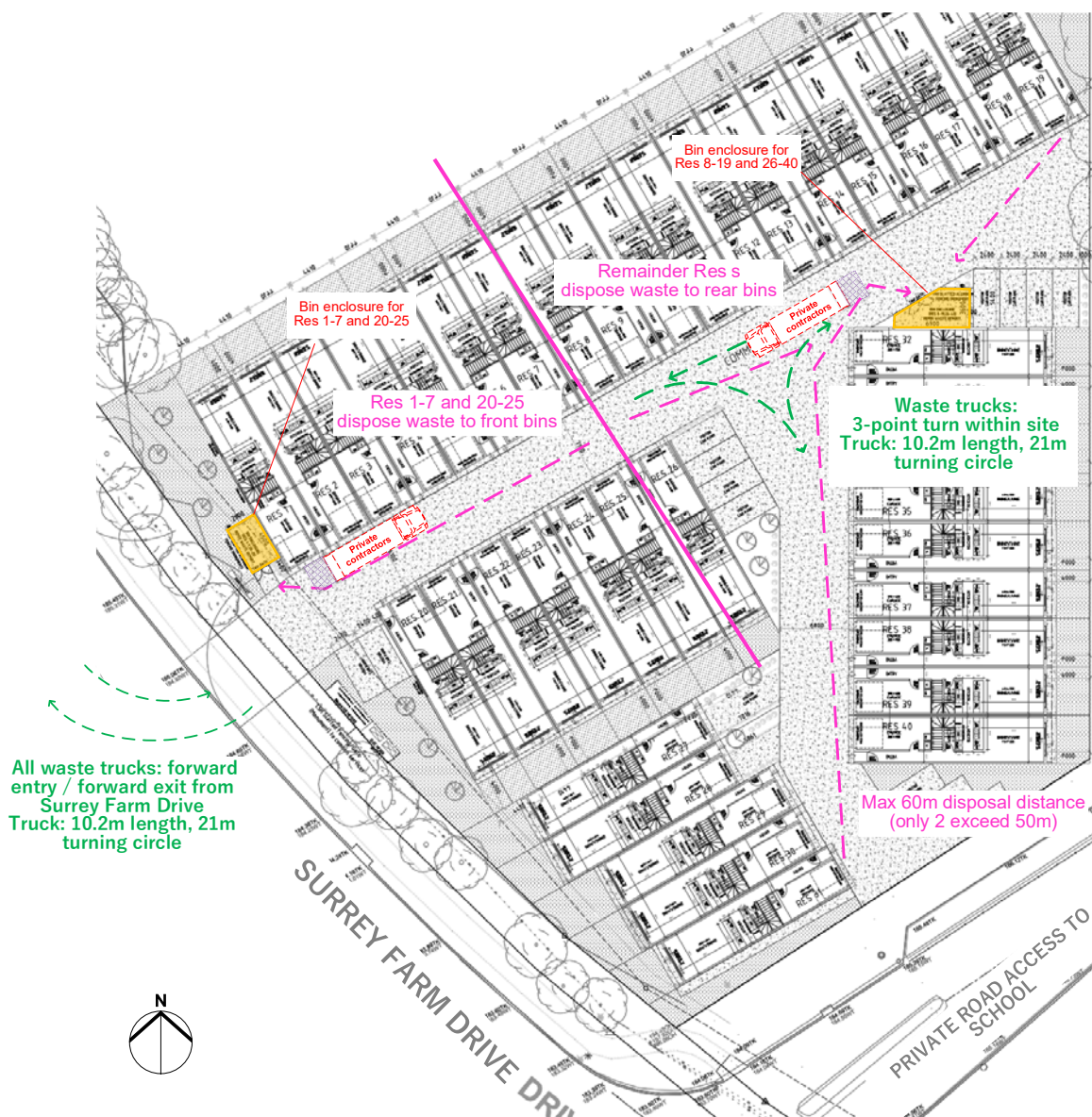


Figure 3-1: Site subdivision and major waste truck movements

3.1 Local Storage

Residents would be provided kitchen bins suitable for the proposed 3-bin waste system. These will include:

- General waste bin – at least 15L in size (bag lined)*
- Co-mingled recycling waste bin - at least 15L in size*
- Food organics bin – Kitchen food waste caddy or dedicated tub in bin drawer, ca. 6L in size*

See Figure 3-2 for examples. Bins may be carried to the local disposal point by residents (see Section 3.2).

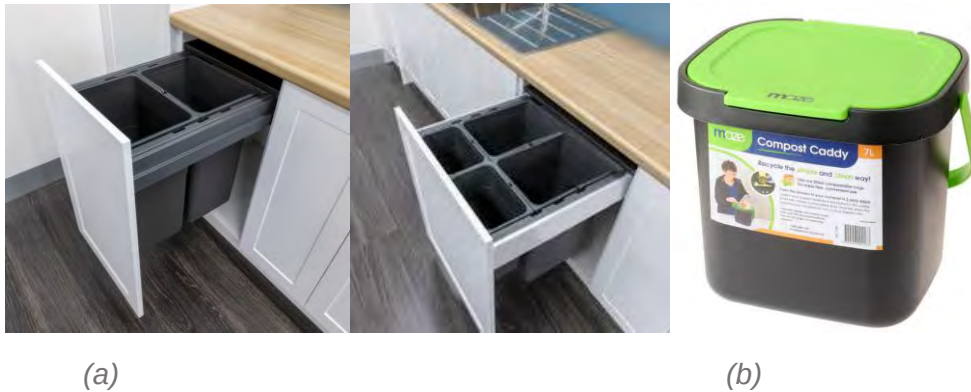


Figure 3-2– Examples of suitable waste and recycling kitchen bins: (a) General waste / recycling in pull-out drawer (www.hafele.com.au); and (b): Bench-top food waste kitchen caddy with handles (www.mazeproducts.com.au)

3.2 Local Disposal (Including Transfer Pathways)

Residents would carry their waste to their designated bin storage enclosure. Disposal paths are shown in Figure 3-1.

38 of the residences have disposal path distances between 5m and 50m. Two of the residences have disposal path distances between 50m and 60m.

3.3 Waste Storage

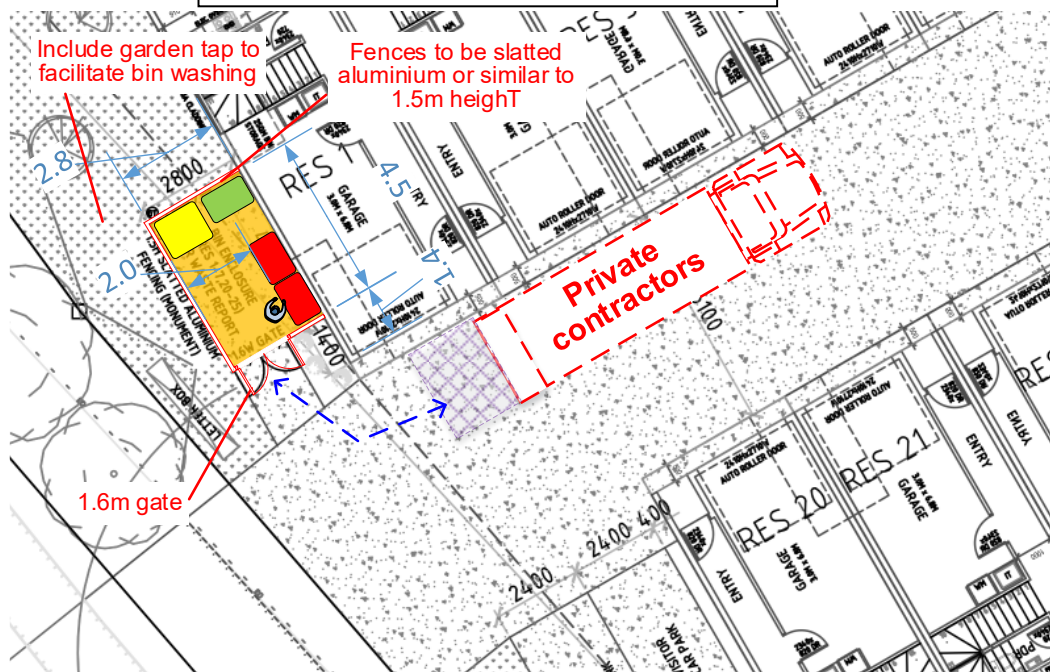
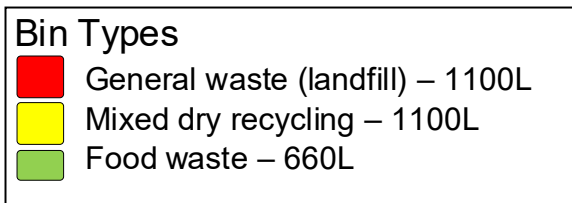
Waste Storage at the development utilises shared skip bins for all the dwellings in two enclosed areas. The storage areas have been located to:

- Balance disposal distances for all residences, minimising the number of residents with disposal distances greater than 50m
- Ensure safe and simple movements for waste vehicles entering and exiting the site
- Comply with other requirements of the Planning & Design Code.

Bin storage areas are shown in Figure 3-3 (page 8).

The waste storage areas should have grades $\leq 1:40$, appropriate hard /even surfaces, and wide enough to accommodate the types of bins being transferred.

The bin enclosures are to be open air (no roof) with slatted aluminium or similar screening to 1.5m height. The screen will obscure bins from communal areas, while allowing passive surveillance of the bin areas.



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3.4 Presentation and Collection

- Bins will be collected weekly by Private contractor with a rear-lift truck collection service.
- If Council provides this service in future, then the service may be switched. This would be subject to Council / Council Contractor review and agreement, and the Body Corporate signing a standard damage waiver.
- The contractor waste trucks would enter the site in a forward direction from Surrey Farm Drive.
- The contractor would collect bins from the bin storage enclosures, wheel them to the rear of the truck, empty the bins, then return them to storage.
- Collections are expected to take between 3 to 5 minutes per service, for each storage enclosure.
- Trucks would exit the site in a forward direction to Surrey Farm Drive
- The truck would be moved to collect bins from each enclosure, as shown in Figure 3-1.
- The internal roads are to be suitably designed to carry a 10m waste collection vehicle weighing up to 24 tonnes.

3.5 Hard Waste

City of Tea Tree Gully offers two Hard Waste collections per household per year. It is proposed that Hard Waste would be presented by residents at the front of dwellings. Waste is typically collected by a Rear Lift vehicle, and this could stop alongside the waste. Hard Waste vehicles typically operate with more than one person, allowing the truck to be spotted while reversing into the ends of cul de sacs.

3.6 Implementation

Residents should be informed via Community By Laws, tenancy agreement (where applicable) and site induction of their obligation to:

- use the waste system responsibly and in consideration of other residents.
- separate recyclable materials and food waste and dispose to the correct bins
- use the shared bins in the bin room and that they will not be entitled to their own set of Council kerbside wheelie bins.

Clear pictorial signs are recommended in the bin room to educate residents what wastes and recyclables can be placed in each bin.

4 PLANNING & DESIGN CODE OBJECTIVES

The applicable policies relating to Waste are provided in the following table. The third column states how these policies have been addressed in the proposed design.

The applicable General Development Policies relating to Waste are provided in the following table. The third column states how these policies have been addressed in the proposed design.

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.	DTS/DPF 1.5 None are applicable	Response: Bin enclosures will be built with slatted aluminium or similar material. Enclosures will be within the site and obscured from the public realm by landscaping and building structures.
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable	Response: Bin volume is provided according to the SA Better Practice Guide recommendations and calculations as provided in Table 3.1. Bins are to be stored in dedicated shared enclosures. Collection systems are provided for source-separated landfill, recycling, and food waste. Bin washing is to be outsourced to a specialist contractor. A garden tap and power supply are to be located near each bin enclosure to support contractors.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space, and dwellings	DTS/DPF 11.2 None are applicable	Response: Bins are to be stored in fenced enclosures. Bins will not be visible from the public domain, open space, or dwellings.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable	Response: The bin storage enclosures will be passively ventilated. Enclosure fences will be slatted aluminium or similar to 1.5m height to ensure adequate passive ventilation and more than 3m from any habitable room window
PO 11.4	DTS/DPF 11.4 None are applicable	Response:

Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.		It is proposed that waste would be collected by a Private non-standard rear lift collection service. The site is set up to allow trucks to enter the site in a forward direction from Surrey Farm Drive and exit the site in a forward direction.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: a) Located away, or screened, from public view, and b) Conveniently located in proximity to dwellings and the waste collection point	DTS/DPF 35.3 None are applicable	Response: A 3-bin system is proposed with shared bins stored within dedicated bin storage enclosures. The enclosures are located within reasonable walking distance of all dwellings (5m to 60m). Bins are stored within 15m of the collection point within the site.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings	DTS/DPF 35.3 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window	Response: Bins are to be stored in dedicated shared enclosures more than 3m from any habitable window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.4 None are applicable	Response: Bins are to be collected from within the site, with forward entry / forward exit from Surrey Farm Drive.