



NOTICE

of

COUNCIL ASSESSMENT PANEL MEETING

Pursuant to the provisions of Section 82 of the Planning, Development and Infrastructure Act 2016

TO BE HELD IN

**COUNCIL CHAMBERS
PLAYFORD CIVIC CENTRE
10 PLAYFORD BOULEVARD, ELIZABETH**

MEMBERS MAY PARTICIPATE BY ELECTRONIC MEANS

ON

THURSDAY, 21 AUGUST 2025 AT 6:00 PM

THIS MEETING WILL ALSO BE VIEWABLE AT
<https://www.youtube.com/user/CityOfPlayford>

**MATT DINEEN
SENIOR MANAGER DEVELOPMENT SERVICES**

Issue Date: Thursday, 14 August 2025

MEMBERSHIP

MR GEOFF PARSONS – PRESIDING MEMBER

Mr Aaron Curtis

Ms Cherie Gill (Deputy)

Mr Paul Mickan

Ms Misty Norris

Ms Tanya Smiljanic (Deputy)

Mr Adam Squires

**City of Playford
Council Assessment Panel Meeting**

AGENDA
THURSDAY, 21 AUGUST 2025 AT 6:00 PM

ACKNOWLEDGEMENT OF COUNTRY

We would like to acknowledge that this land we meet on today is the traditional land of the Kaurna people, and that we respect their spiritual relationship with their country. The City of Playford would also like to pay respects to Elders past, present and emerging.

1 ATTENDANCE RECORD

1.1 Present

1.2 Apologies

Ms Misty Norris

1.3 Not Present

2 CONFIRMATION OF MINUTES

RECOMMENDATION

The Minutes of the Council Assessment Panel Meeting held 17 July 2025 be confirmed as a true and accurate record of proceedings.

3 APPLICATIONS WITHDRAWN

4 DECLARATIONS OF INTEREST

5 APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

Nil

6 APPLICATIONS FOR CONSIDERATION – NO PERSONS TO BE HEARD

6.1 Review of an Assessment Managers Decision - 25003199 - 12 Concord Way
Andrews Farm - Construction of a Carport (Attachments)6

Representors: Nil

Applicant: Richard Hoad and Lindsay Hoad

- 6.2 DA 25022483: Lot 8 Prince Charles St Elizabeth SA 5112 - Variation to Application 23034253 – Changes to internal floor plan, minor alterations and increase in overall building height by 1.65 metres (Attachments)246

Representors: None
Applicant: Pelligra C/- Future Urban

7 APPLICATIONS FOR CONSIDERATION - CATEGORY 1

Nil

8 OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS

Nil

9 OTHER BUSINESS

9.1 STAFF REPORTS

Matters to be considered by the Council Assessment Panel Only

Matters delegated to the Council Assessment Panel

- 9.1.1 Council Assessment Panel Policy - Policy for Assessment Panel Review of Decision of Assessment Manager (Attachment).....306

10 CONFIDENTIAL MATTERS

Nil

11 POLICY DISCUSSION FORUM

Nil

12 CLOSURE

APPLICATIONS FOR CONSIDERATION

**APPLICATIONS FOR
CONSIDERATION – NO PERSONS
TO BE HEARD**

6.1 REVIEW OF AN ASSESSMENT MANAGERS DECISION - 25003199 - 12 CONCORD WAY ANDREWS FARM - CONSTRUCTION OF A CARPORT

Author: Hasitha Bandara

Proposal: Construction of a Carport

Development Number: 25003199

Date of Lodgement: 7 February 2025

Owner: Mr Richard Hoad, Mrs Lindy Hoad

Applicant: Mr Richard Hoad, Mrs Lindy Hoad

Location: 12 Concord Way, Andrews Farm SA 5114

Zone: Master Planned Neighbourhood

Classification: Code Assessed - Performance Assessed

Public Notification Category: N/A

Representation Received: No

Request for Additional Information Made? No

Recommendation:

Resolution options are provided below

To affirm the decision of the Assessment Manager
 To set aside a decision of the Assessment Manager
 To defer consideration

Attachments:

- 1 [Application documents](#)
- 2 [Applicant's Written Submission in Support of Application - 28 March 2025](#)
- 3 [Application Snapshot](#)
- 4 [Relevant Planning & Design Code Policies](#)
- 5 [Planning Assessment Checklist](#)
- 6 [Decision Notification Form](#)
- 7 [Correspondence with the Applicant](#)
- 8 [Applicant's Written Submission](#)
- 9 [Appealing Assessment Manager's Decision](#)
- 9 [Medical Practitioner's Support Letter](#)

1. Introduction

This report has been prepared for the Council Assessment Panel (the Panel) to facilitate the review of a decision made by the Assessment Manager. The review pertains to Development Application 25003199, which was refused by the Assessment Manager (delegate).

Section 202(1)(b)(i)(A) of the *Planning, Development and Infrastructure Act 2016* (the Act) provides an applicant with the right to apply to the Council Assessment Panel for a review of the Assessment Manager's decision relating to a prescribed matter.

A prescribed matter is defined as follows:

Prescribed matter, in relation to an application for a development authorisation, means:

- (a) any assessment, request, decision, direction or act of a relevant authority under this Act that is relevant to any aspect of the determination of the application; or
- (b) a decision to refuse to grant the authorisation; or
- (c) the imposition of conditions in relation to the authorisation; or
- (d) subject to any exclusion prescribed by the regulations, any other assessment, request, decision, direction or act of a relevant authority under this Act in relation to the authorisation.

The Panel should be aware that the State Government made changes to the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations) on 25 May 2023. An amendment to Part 17 of the Regulations was introduced which states:

(2) An applicant to an assessment panel for a review of a prescribed matter must be given an opportunity to provide the assessment panel with the applicant's submissions in relation to the review (and, if the assessment panel determines to hold a hearing, must be given written notice of the date of the hearing and an opportunity to appear and make submissions at the hearing in person).

The Council has received advice regarding the above amendment to the Regulations, confirming that the Applicant should be provided with the right to make written and verbal submissions. Accordingly, the Applicant's written submission has been provided.

It is noted that the Panel does not have a specific operating procedure or policy for handling a request to review an Assessment Manager's decision. It is acknowledged there is no requirement that a Council Assessment Panel needs to have adopted a policy prior to undertaking a review pursuant to Section 203 of the Act. However, to ensure the Applicant is afforded procedural fairness (that is, a genuine opportunity to be heard and appropriately considered by the Panel) Council planning staff have reviewed and undertaken the handling of the request for a review of the Assessment Manager's decision in line with the template provided by the Local Government Association of South Australia.

2. The Subject Land

The subject land is identified as Allotment 267 in Deposited Plan D81696, contained within Certificate of Title Volume 6040 Folio 31. It is known as 12 Concord Way, Andrews Farm, South Australia, 5114. The land comprises a single, rectangular shaped parcel with a total area of approximately 389.53m² and a frontage of 12.9 metres to Concord Way. See figure below for subject land.



The subject land currently accommodates a single storey detached dwelling, inclusive of a double carport integrated within the built form and a flat roof verandah on the northern side of the existing dwelling. The topography of the site is relatively flat and there are no significant or regulated trees located on the land or within abutting properties.

The subject land is located entirely within the Master Planned Neighbourhood Zone, as defined by the Planning and Design Code (the Code).

3. The Locality

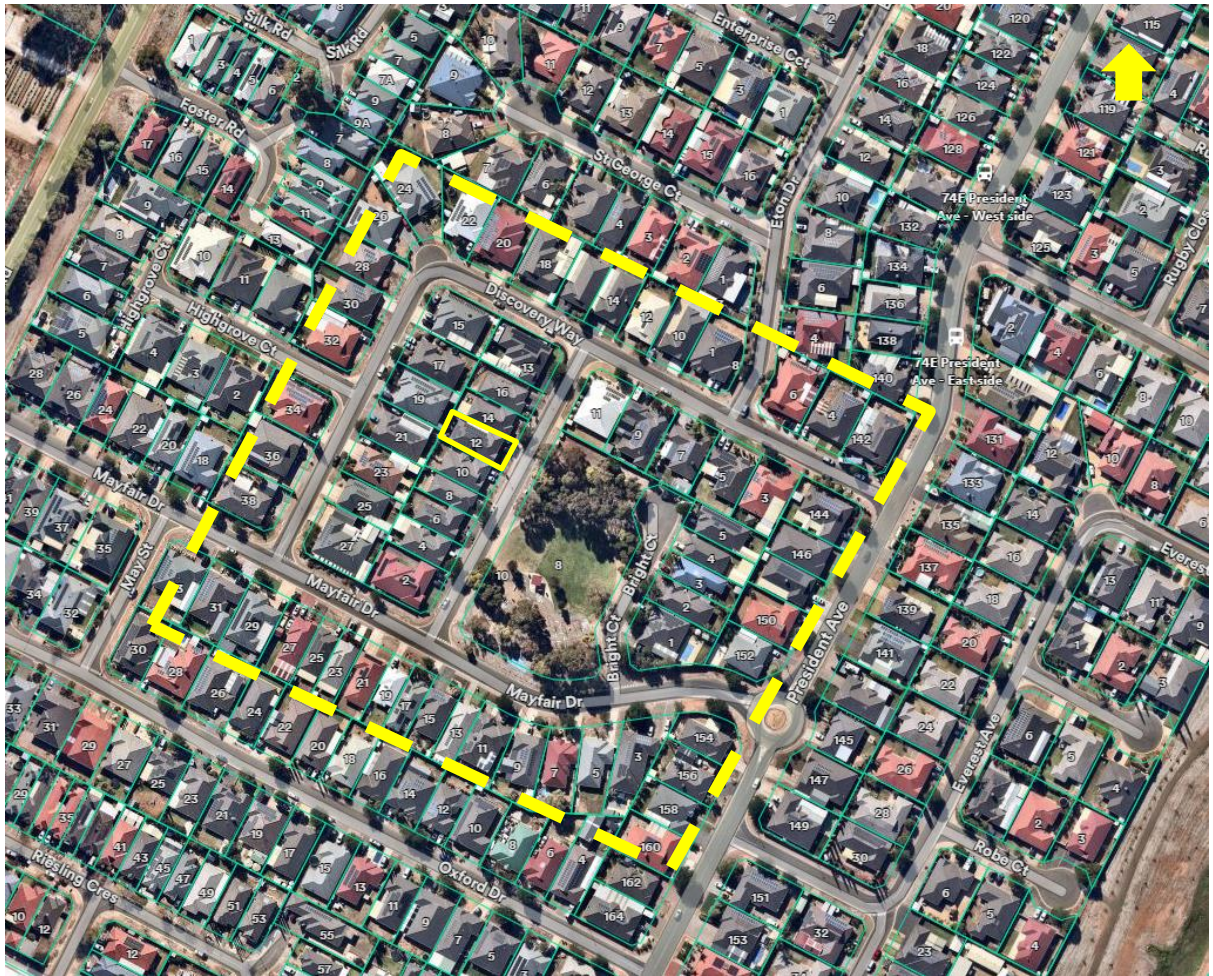
The locality is characterised predominantly by low-density residential development, consistent with the intended outcomes of the Master Planned Neighbourhood Zone (the Zone).

The surrounding locality comprises predominantly of contemporary single storey detached dwellings situated on allotments generally ranging between 350m² to 600m². The built form within the locality typically maintains consistent front setbacks, with dwellings sited behind landscaped front yards and vehicle access generally provided with integrated garages, ancillary structures including carports and verandahs, are predominantly sited behind or in line with the primary façade of the dwellings, preserving a coherent and visually consistent streetscape character. Please find below the identified locality plan in section 3.1.

Concord Way, Andrews Farm itself is a local residential street with a low to moderate volume of traffic, primarily serving access to residential properties. The road reserve is of a conventional suburban width, with kerbing, footpaths, and street trees contributing to an established suburban character. There are no non-residential land uses evident within the immediate locality. Notably, the site directly fronts an open space reserve, providing a high level of visual and recreational amenity for the site and surrounding allotments. This reserve forms an integral component of the local streetscape and the broader area includes an open space reserve and community facilities located within walkable distance, aligning with the planning objectives for the Master Planned Neighbourhood Zone.

Overall, the locality presents as a well-established residential environment with a cohesive suburban character and a consistent spatial arrangement of dwellings and ancillary structures, reinforcing a high level of residential amenity and visual consistency.

3.1 Locality Plan



3.2 Zoning

The subject land is located entirely within the Master Planned Neighbourhood Zone as identified in the Code.

The following Overlays and Technical and Numerical Variations (TNVs) also apply:

Overlays

- Affordable Housing
- Building Near Airfields
- Defence Aviation Area All structures over 15 metres
- Prescribed Wells Area
- Regulated and Significant Tree.

Technical Numeric Variations (TNVs)

- Concept Plan Concept Plan 18 - Playford North

- Concept Plan Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints.

3.3 Zoning Map



4. The Proposal

The application to which the review relates to is Development Application 25003199 (Attachment 1, 2, 3, 4, 5 and 6). This application sought Planning Consent for the construction of a carport associated with the existing detached dwelling at 12 Concord Way, Andrews Farm, located within the Master Planned Neighbourhood Zone.

The proposed carport is to be sited wholly forward of the established building line of the dwelling, with a minimum setback of approximately 200mm from the primary street boundary. The structure is a roofed, open-sided structure supported by vertical posts, with no solid walls, and has a total floor area of approximately 29.58m² and an overall height of 2.7 metres. The carport will also project forward of adjacent dwellings, which generally maintain a consistent building line along Concord Way, Andrews Farm. This introduces a visually prominent element within the front setback that is not reflective of the prevailing pattern of development in the locality.

The carport is intended to provide a weather protected parking space within the front yard of the site. The Applicant has previously advised that the existing double carport originally approved as part of the dwelling is currently being utilised for the storage of household furniture and miscellaneous items and is not used for parking vehicles. As a result, vehicles are routinely parked within the front yard area for convenience. Additionally, the applicant has cited accessibility considerations for their health-related needs as the rationale for seeking approval for the carport's location.

The Development Application was assessed as Performance Assessed under the provisions of the Code and was considered to not meet the requirements of Performance Outcome 17.1 and warranted refusal.

As a result, the Planning Consent for Development Application 25003199 was refused under the delegation of the Assessment Manager on 5 May 2025 (Decision Notification Form – Attachment 6).

In its review, the Panel may:

- Affirm the Assessment Manager’s decision on the Prescribed Matter;
- Vary the Assessment Manager’s decision on the Prescribed Matter; or
- Set aside the Assessment Manager’s Decision on the Prescribed Matter and substitute its own decision.

In addition, the Panel may defer its decision.

Draft resolutions for each option have been included at the resolution options within this report.

5. Procedural Matters

5.1 Classification

The proposed development involves the construction of a carport, which is to be located entirely forward of the existing building line and set back only 200mm from the primary street boundary.

Under the Master Planned Neighbourhood Zone, carports are identified as a class of development in:

- Table 1 – Accepted Development Classification
- Table 2 – Deemed-to-Satisfy Development Classification
- Table 3 – Applicable Policies for Performance Assessed Development.

Given this, there was potential for the application to be assessed as Accepted, Deemed-to-Satisfy, or Performance Assessed depending on whether it met the specific criteria of each pathway.

Accepted Development Assessment

Development classified as Accepted Development does not require planning consent, only building consent, provided all relevant criteria are met.

In this case, the application does not satisfy the following criterion under Table 1 – Accepted Development Classification:

(4) Primary street setback – a minimum of 5.5 metres from the primary street boundary and no closer than the building line of the dwelling to which it is ancillary.

Given the proposed 200mm setback, the development does not meet the accepted development criteria and cannot proceed under this classification.

Deemed-to-Satisfy Assessment

To be assessed as Deemed-to-Satisfy, a development must comply with all relevant Deemed-to-Satisfy (DTS) provisions.

For this application, the relevant provision is DTS 17.1, which states:

Ancillary buildings and structures:

(c) are not be constructed, added to, or altered so that any part is situated:

(i) in front of any part of the building line of the dwelling to which it is ancillary; or

(ii) within 900mm of a boundary adjoining a secondary street (if the site has frontage on two or more roads).

As the carport is located forward of the building line and only 200mm from the primary street boundary, it fails to satisfy DTS/DPF 17.1(c) and cannot be considered Deemed-To-Satisfy Classification.

Performance Assessed Development

As the proposal does not meet the quantitative criteria in either Table 1 or Table 2, the application was required to be assessed as a Performance Assessed Development and against the policies outlined in Table 3 of the Master Planned Neighbourhood Zone.

5.2 Public Notification

All classes of performance assessed development require public notification unless, pursuant to Section 107(6) of the Act, the class of development is excluded from notification by the Code in Table 5 - Procedural Matters (PM) - Notification of the relevant Zone.

Table 5 of the Master Planned Neighbourhood Zone includes references to land uses that are exempt from public notification. In this instance, 'Carport' is clearly listed as a form of development that is exempt, thus not requiring any form of public notification.

5.3 Internal Referrals

Building and Compliance Team

The Applicant has included a list of comparable structures located forward of the building line (Attachment 2) submitted as part of their justification for the proposed development. These examples were also provided to the Council's Manager of Building and Compliance for review and further investigation. The following response was received from the Manager of Building and Compliance regarding the Applicant's submission:

"Noting that such structures are typically not supported, and that it is possible that some of the referenced structures may have been constructed without the requisite approvals, the Planning team flagged this with the Building and Compliance team.

In response to that referral, the Building Compliance team reviewed the concerns raised and the evidence provided. The reference to other like structures does not constitute a formal complaint about any of the individual structures. For a complaint to be investigated, it must include elements such as the nature of the complaint, an affected person, an alleged breach of the law and some form of evidence to support that claim or claims of a situation significant enough to warrant further investigation if evidence cannot be provided.

Whilst the referenced document did contain images of properties with structures forward of the building line, it did not contain allegations that they were unapproved, unsafe or other evidence to warrant investigation of each individual circumstance.

However, as a matter of good practice and due diligence, the Building and Compliance team conducted a high-level investigation to ascertain if the referral contained any significant and actionable breaches of the PDI Act. That review revealed that in many cases, the referenced structures were either lawfully built, not akin to the subject proposal (i.e. not forward of the building line), or where they may have been built without the requisite approvals the building work took place more than 12 months ago. In line with the limitations of the legislation and Council's Enforcement Policy, the Building and Compliance team will not undertake any further investigation into these structures without a formal and specific complaint.

While it is acknowledged that some carports forward of dwellings in the surrounding area may not have been approved, Council's Building and Compliance team is bound by both legislative constraints and resourcing limitations, which require a targeted, risk-based approach to enforcement. Proactive investigation of all potential non-compliances across the Council area is neither practical nor feasible. Instead, Council prioritises matters that pose significant risks or contravene key planning principles, and any issues formally raised with Council are assessed on a case-by-case basis in line with its Enforcement Policy."

6. Review of Assessment Manager's Decision

Applicant's position

The Applicant has provided detailed correspondence (Attachment 2) setting out arguments in support of Development Application 25003199. This information was provided following an initial review of the application and the relevant officer outlining non-support for the proposal prior to a decision being issued. The key points raised by the Applicant are summarised below:

- A general disagreement with the decision to refuse the carport situated forward of the existing dwelling's building line
- The Applicant cites physical accessibility constraints, stating they are currently unable to fully open their vehicle's doors within the existing carport, thereby limiting their ability to utilise mobility aids
- The Applicant has also provided a letter of support from a Medical Practitioner for this application and their mobility requirements (Attachment 9)
- The refusal, in the Applicant's view, places weight on quantitative planning metrics rather than adopting a performance-based consideration of site-specific needs
- Approval is sought on the basis of health, safety, and accessibility grounds, with specific reference to:
 - The necessity for full door clearance to facilitate safe entry and exit from the vehicle using walkers or other aids
 - The lack of functional space between the rear of the parked vehicle and the internal garage brick pillar, which inhibits passage for mobility equipment.

In addition to the above, the Applicant has submitted the following justification for the proposal:

“While we acknowledge the proposed carport does not meet the Deemed-to-Satisfy criteria for building location, the Planning and Design Code clearly allows for performance-based consideration. In line with recent ERD Court decisions such as Pergolas of Distinction v City of Charles Sturt [2024], and in light of the open design, neutral impact on streetscape, and genuine accessibility need, we respectfully submit that the proposal satisfies the intent of the General Neighbourhood Zone and warrants approval on its merits.”

Furthermore, the Applicant has included examples to support their position. These include:

- A list of 18 existing carports located within approximately 2kms of the subject site
- Reference to 186 properties within the City of Playford area with carports located forward of the building line
- Photographic and locational documentation of front fencing within the locality with solid panels ranging from 1.8 metres to 2.2 metres in height
- A list of 38 properties believed to have carports constructed after 1 March 2021.

Overview of Assessment Manager’s Decision

To assist the Panel in their consideration of this matter, the below sets out the rationale for the refusal decision of the Assessment Manager (delegate) in detail.

The key issue associated with this proposal primarily relates to the siting and design of the proposed carport and its variance from the relevant planning policy, particularly in the context of streetscape impact.

While the proposed application was considered to be at variance with the relevant planning policy, it is noted that the application itself was not considered to be seriously at variance with the Code. This consideration has been made on the basis that the proposal is for a residential ancillary structure in a residential type zone.

The following policy within the Master Planned Neighbourhood Zone was the key policy identified as central to the assessment:

Master Planned Neighbourhood Zone PO 17.1

Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.

And for reference the associated Designated Performance Feature (DPF)

Master Planned Neighbourhood Zone DTS/DPF 17.1

Ancillary buildings and structures:

- (a) are ancillary to a dwelling erected on the same site*
- (b) have a floor area not exceeding 60m²*

(c) are not constructed, added to or altered so that any part is situated:

- i) in front of any part of the building line of the dwelling to which it is ancillary or*
- ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)*

(d) in the case of a garage or carport, the garage or carport:

- i) is set back at least 5.5m from the boundary of the primary street*
- ii) when facing a primary street or secondary street, has a total door / opening not exceeding:*
 - (1) for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser*
 - (2) for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width*

(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:

- i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and*
- ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent*

(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary

(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure

(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)

(i) have a roof height where no part of the roof is more than 5m above the natural ground level

(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour

In undertaking this assessment, it was evident that the proposal does not satisfy key quantitative and qualitative policy provisions relating to the siting and design of residential ancillary structures.

Specifically, the proposal fails to meet the following DTS/DPF:

- DTS/DPF 17.1(c)(i)
Ancillary buildings and structures:
(c) are not constructed, added to or altered so that any part is situated:

(i) in front of any part of the building line of the dwelling to which it is ancillary.

- DTS/DPF 17.1(d)(i)

Ancillary buildings and structures:

(d) in the case of a garage or carport:

(i) is set back at least 5.5 metres from the boundary of the primary street.

The proposed carport is located entirely forward of the building line and is set back only 200mm from the primary street boundary, falling well short of the DPF 5.5 metre setback measurement.

These quantitative measures are designed to preserve the spatial pattern of the streetscape and ensure that ancillary structures remain subordinate to the principal dwelling.

It is acknowledged that the corresponding DPF provisions is one method of achieving the corresponding PO 17.1. In the absence of such compliance, a performance assessment must be made on the merits of the proposal. In this case, no such satisfactory planning rationale is evident and accordingly it has been considered that the proposal does not achieve the objectives sought by PO 17.1.

The carport is proposed in a highly visible location forward of the established building line and within the primary street setback. This location results in a structure that is inappropriate with the prevailing character of the streetscape, lacks contextual justification, and is inconsistent with the established pattern of development along Concord Way.

A review of surrounding development along Concord Way, Andrews Farm confirms that no approved comparable examples of carports sited forward of the building line exist, and as such, contextual support for the variation is absent. The introduction of this structure in such a prominent position is therefore considered inconsistent with PO 17.1 and detrimental to the established streetscape.

Figures below show the Existing streetscape along Concord Way



While the Applicant has identified personal circumstances as a reason for seeking the carport, it is noted that the subject site contains a double carport approved for the purpose of on-site vehicle parking. While the Applicant's personal circumstances are acknowledged, the Code does not provide discretion for variations based on internal household usage preferences/requirements.

The underutilisation of approved parking infrastructure does not justify a significant departure from the Master Planning Neighbourhood Zone provision nor override the core planning objectives for site layout, residential amenity, and streetscape presentation.

The Assessment Manager's decision to refuse was ultimately based on the following provision with the Code:

Master Planned Neighbourhood Zone PO 17.1

"Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties."

7. Conclusion

This report outlines the rationale for the decision of the Assessment Manager (delegate). The attachments provide all of the other relevant information and details for this review.

The Panel must determine whether to affirm the decision of the Assessment Manager, vary it, set it aside and substitute its own decision or defer consideration of the matter for more information.

Relevant options for the consideration of the Panel are outlined below.

8. Resolution Options

Resolution to affirm the decision of the Assessment Manager

The Panel resolves to affirm the decision of the Assessment Manager that Development Application 25003199 is not seriously at variance with the Code, that it does not warrant Planning Consent for the following reason:

It is considered that the proposal is not consistent with the requirements of PO 17.1, which seeks:

"Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties."

The proposal would be in a highly visible location forward of the established building line and within the primary street setback. This location results in a structure that is inappropriate with the prevailing character of the streetscape, lacks contextual justification, and is inconsistent with the established pattern of development along Concord Way, Andrews Farm.

Resolution to vary a decision of the Assessment Manager

The Panel resolves to vary the decision of the Assessment Manager in relation to Development Application 25003199 by including the following reasons for refusal:

- [insert additional / alternative reasons]

Resolution to set aside a decision of the Assessment Manager

The Panel resolves to set aside the decision of the Assessment Manager to refuse Planning Consent to Development Application 25003199 and substitute the follow decision:

- Development Application 25003199 is not seriously at variance with the Code and Planning Consent is granted to the application subject to the following conditions and notes:

Conditions

- The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application except where varied by any condition(s) listed below.

Resolution to defer review hearing

The Panel resolves to defer its decision in relation to its review of the decision of the Assessment Manager to refuse Planning Consent to Development Application until

- The next ordinary meeting of the Panel
- The next ordinary meeting of the Panel after [insert additional information which has been requested by the Panel] is provided

Richard & Lindy Hoad
12 Concord Way
Andrews Farm.

Reason for construction:

Apart from adding to the beauty of our property, there are practical reasons as well.

My wife and myself are retired pensioners. We lived in Elizabeth Vale for 31 years where we had a fairly large property. Due to our ages, it started to become too large to manage, and so decided to downsize to a smaller property here at Andrews Farm.

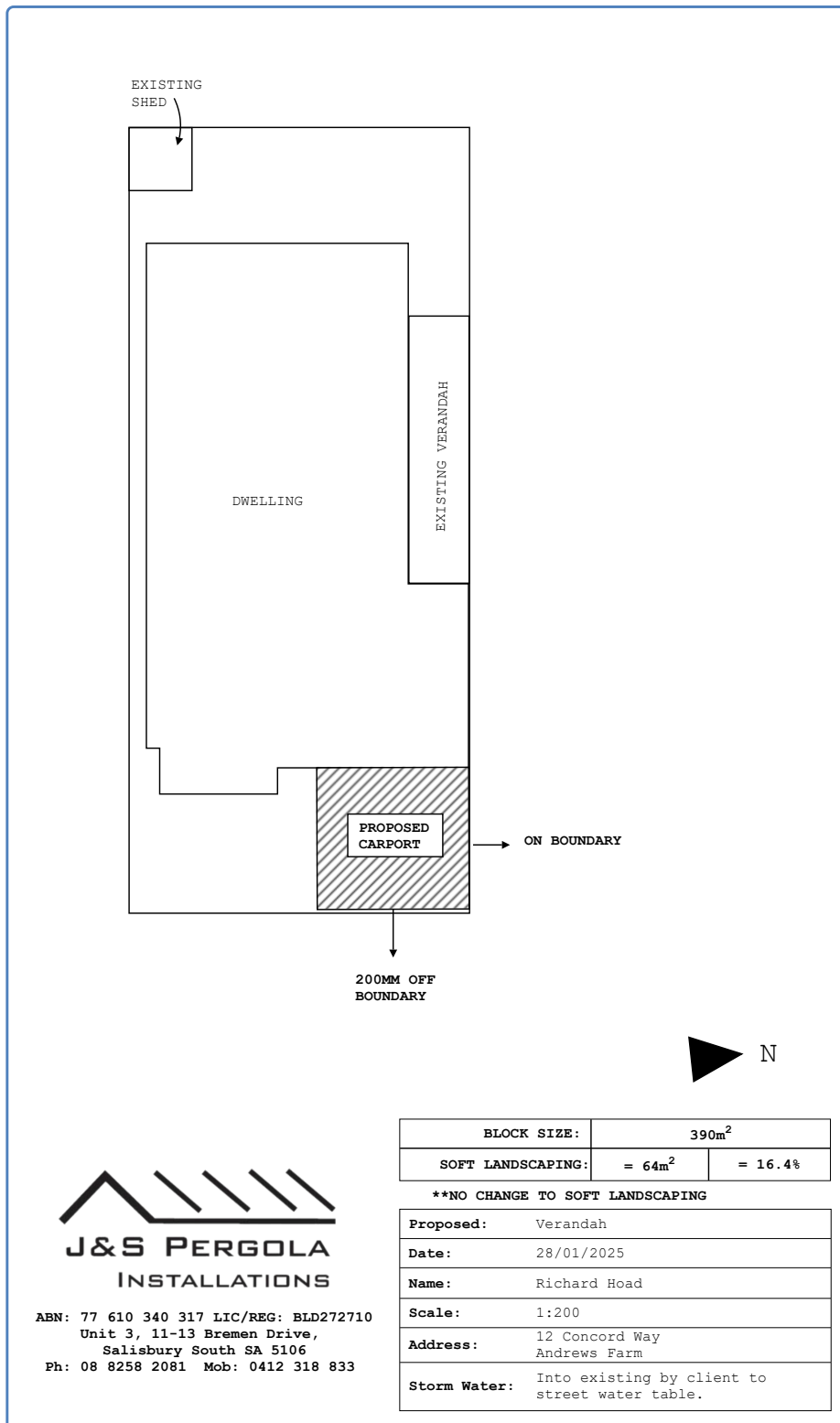
Our new established house, has turned out to be much smaller than expected. (when we tried to re-locate a five bedroom house with 31 years of furniture/ junk / odds & ends etc.) Our garage is totally full and will probably take us a few years to sort out.

During our initial move in, we were parking one of our vehicles inside. We soon discovered that the garage was not large enough for easy access in and out of the car. The garage is not wide enough to open the doors fully, to allow a person with a disability to freely move in or out of the car. My wife suffers from chronic fibromyalgia. Most of the time when she has a bad flare she up requires a mobility aid to move around or getting in and out of the car.

There is not enough access in the garage to allow this, or enough room to exit and enter the garage between the car and garage door frames when using a mobility aid.

In addition to my wife's health, I also have health problems of my own. I have a damaged hip and back which requires constant medication and physiotherapy. Once again, there is not enough room for me to open the door wide enough, so that I can easily depart or enter the vehicle, without causing extreme pain. As a result, we have to park in the driveway to allow the flexibility of easy and safe access to the car. Having to park in our driveway for ease of access then creates another problem when the weather is wet or even hot.

We have no protection from the weather. Having carport will allow easy access in all weather conditions. It will also allow the loading of her mobility aids and probably mine too, as I feel it will not be long before I will require such aids, other than my walking stick which I currently use.

















Product Register Search (CT 6040/31)
Date/Time 29/01/2025 09:18AM
Customer Reference
Order ID 20250129001129



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



Certificate of Title - Volume 6040 Folio 31

Parent Title(s) CT 6011/6
Creating Dealing(s) RTC 11219983
Title Issued 12/08/2009 Edition 6 Edition Issued 17/10/2024

Estate Type

FEE SIMPLE

Registered Proprietor

LINDY ANN HOAD
RICHARD EDWARD HOAD
OF 12 CONCORD WAY ANDREWS FARM SA 5114
AS JOINT TENANTS

Description of Land

ALLOTMENT 267 DEPOSITED PLAN 81696
IN THE AREA NAMED ANDREWS FARM
HUNDRED OF MUNNO PARA

Easements

NIL

Schedule of Dealings

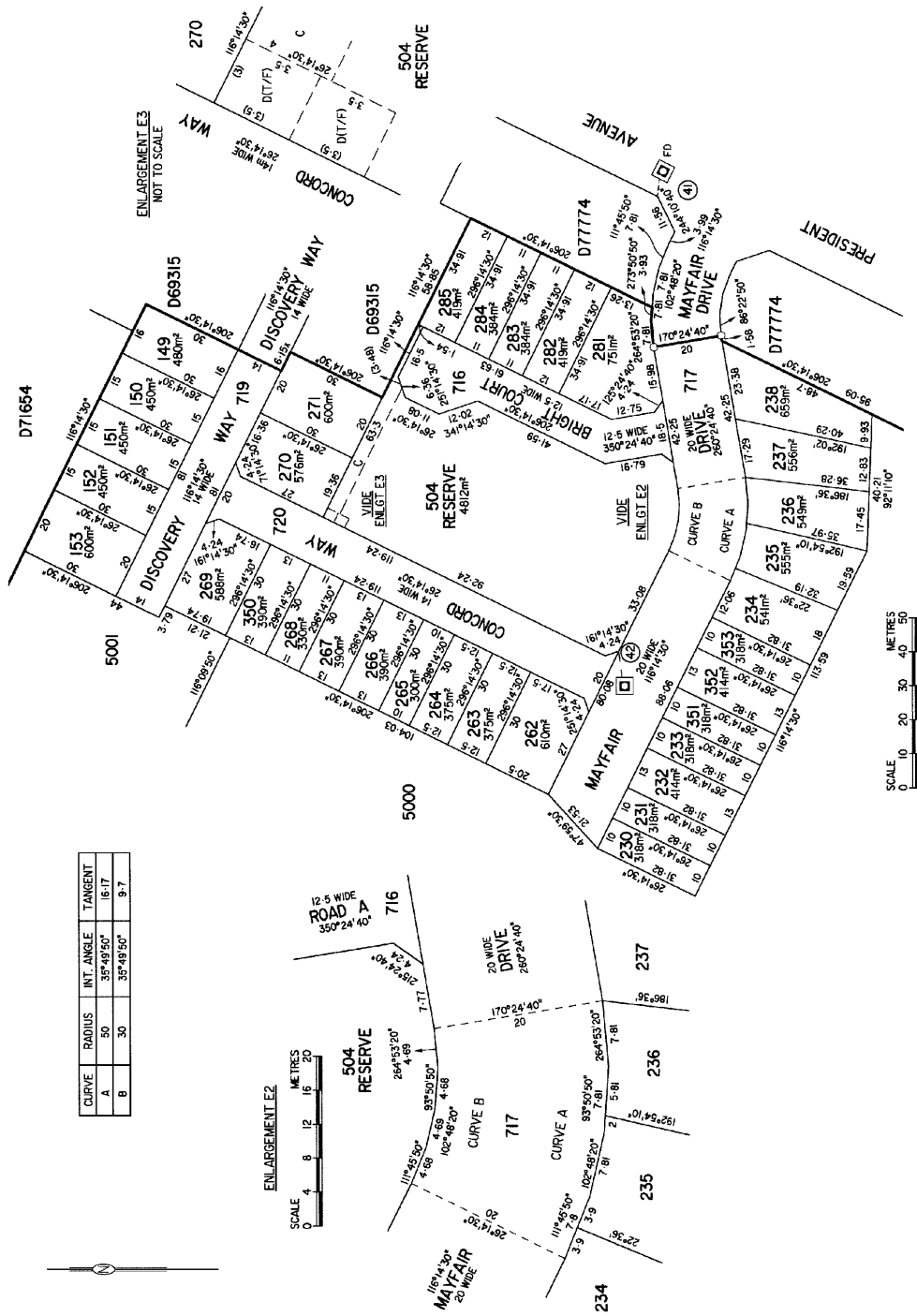
Dealing Number	Description
14380296	MORTGAGE TO HOMESTART FINANCE

Notations

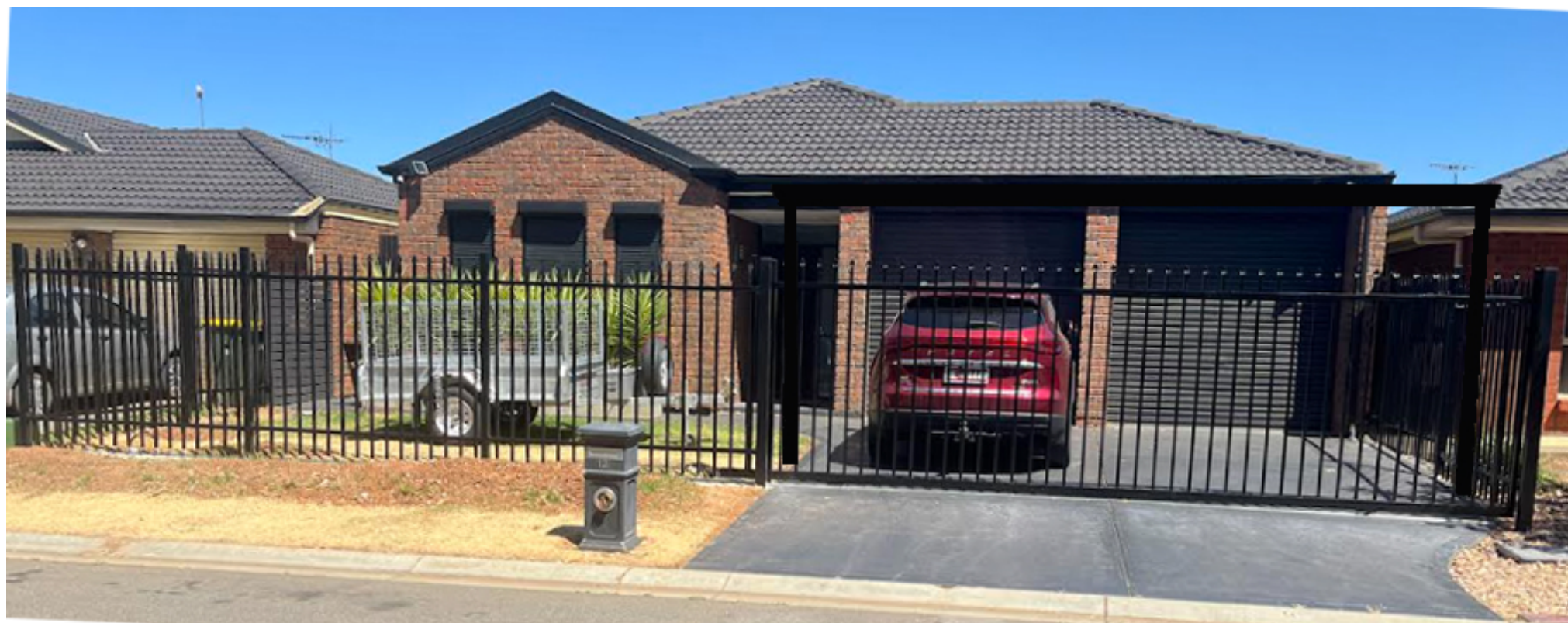
Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Product Register Search (CT 6040/31)
Date/Time 29/01/2025 09:18AM
Customer Reference
Order ID 20250129001129



SURVEY INFORMATION IS DERIVED FROM DEPOSITED PLAN 81696





PLEASE CHECK THAT ALL ORDER DETAILS ARE CORRECT.
YOUR ORDER IS NOW BEING PROCESSED BASED ON THE FOLLOWING DETAILS.

JOB DETAILS		CUSTOMER DETAILS	
JOB REFERENCE:	HOAD	CLIENT NAME:	Richard Hoad
DESIGN NUMBER:	O1055770	PHONE NUMBER:	0433 189 666
SALES PERSON:	MR Ben Round	ACCOUNT CODE:	J&SPERGO



DELIVERY DETAILS
DELIVERY INSTRUCTIONS: 12 Concord Way
Andrews Farm
5114
ADDITIONAL INSTRUCTIONS:

Unit
Design Type Flat Attached Type 4A

Site Details
WindSpeed N1

Components
140 Column Wraps No
Back Channel Details Standard Back Channel
Beam Type 150 Outback Beam
Bolted Columns No
Column Size 65x65x2.5 SHS
Downpipe Type Downpipe 75mm PVC
Fixing Of Back Channel Attached To Fascia
Gutter Type Outback Edge 160 Gutter

Colours
Column Colour Deep Space ™
Downpipe Colour Gun Metal Grey
External Beam Colour Deep Space ™
Gutter Colour Ebony
Internal Beam Colour Deep Space ™
Roof Colour Gun Metal Grey, Alpine

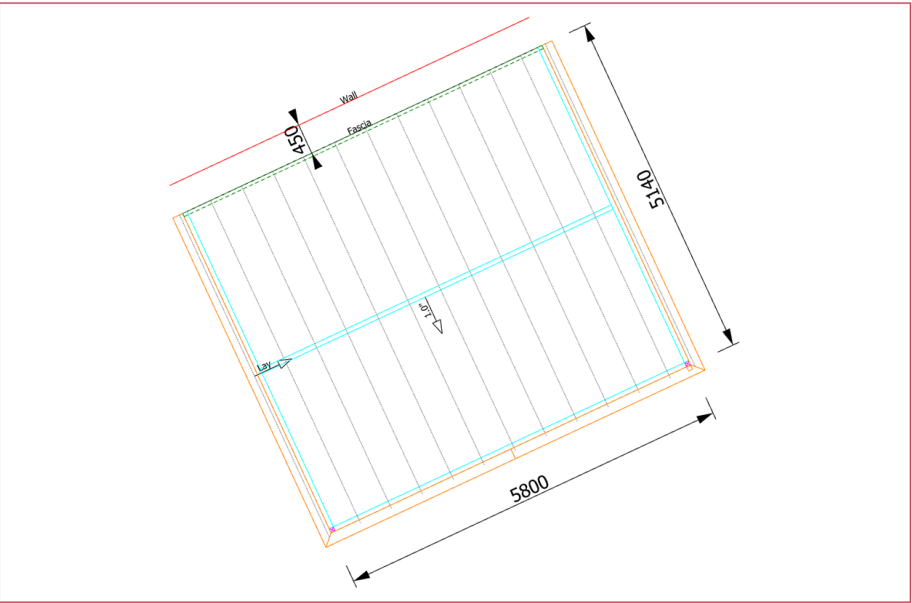
Dimensions
Deck Overhang 0
Height Rear 2770mm
Length 5800mm
Width 5140mm

Engineering
Column Spacing 6458mm

Roof Details
Deck Type Outback Deck
Number of Rooflites 0

Footing Details
Footing Type On Concrete Internal Footing

Reinforcement Components
Universal Fascia Strengthening Bracket To Suit Steel Fascia 4



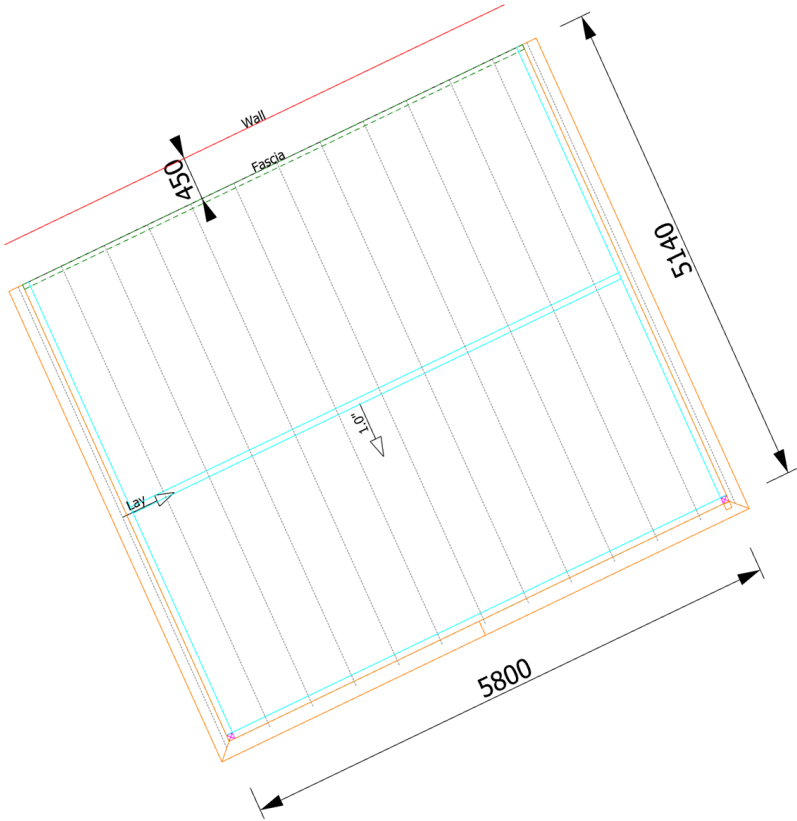
CUSTOMER SIGNATURE: DATE: 17/01/2025




Site Plan

Job Reference HOAD
Sales Person MR Ben Round
Client Name Richard Hoad

Design Number O1055770
Date 17/01/2025
Site Address 12 Concord Way
 Andrews Farm



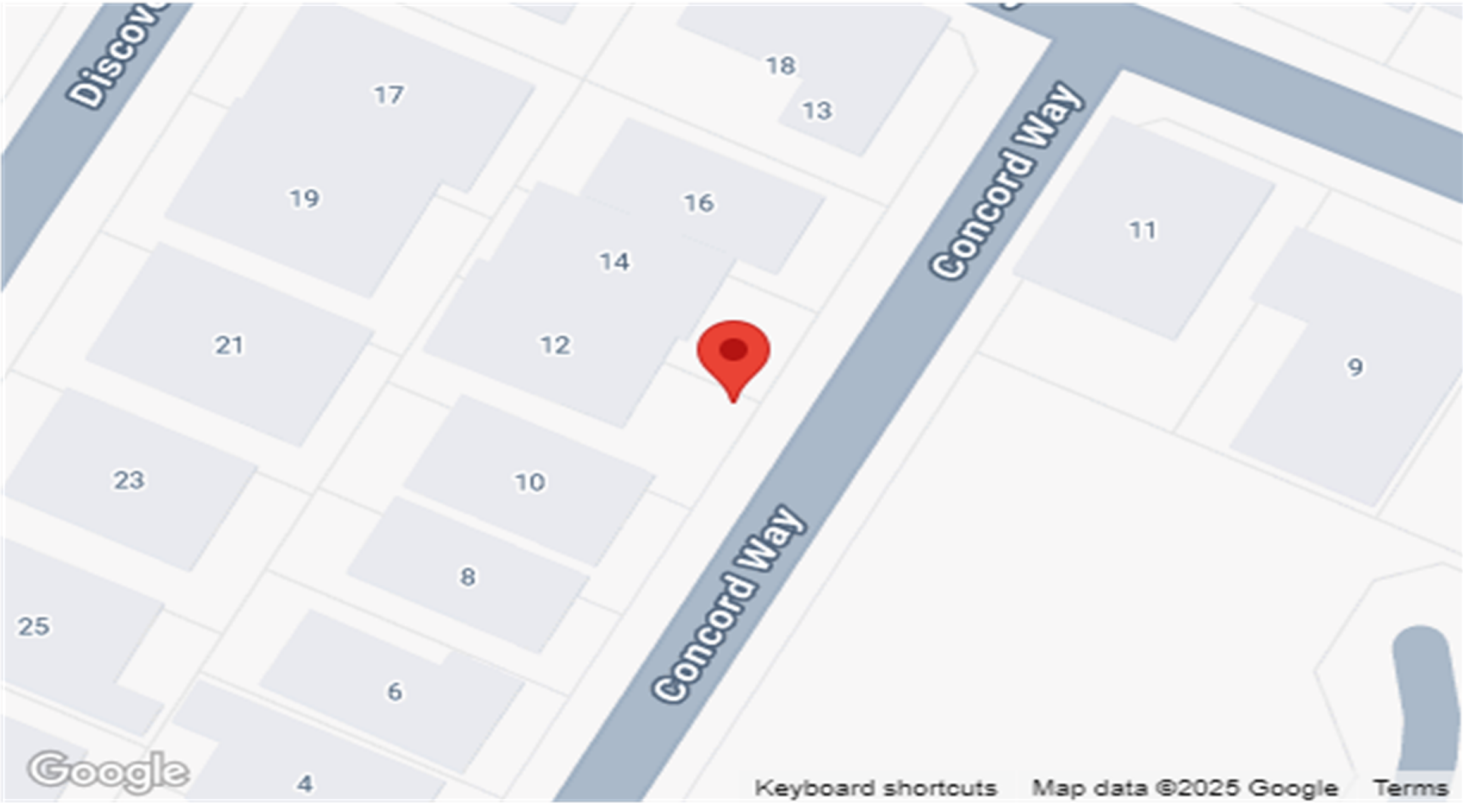


STRATCO
OUIBACK
AUTHORISED DEALER

Site Location

Job Reference HOAD
Sales Person MR Ben Round
Client Name Richard Hoad

Design Number O1055770
Date 17/01/2025
Site Address 12 Concord Way
 Andrews Farm

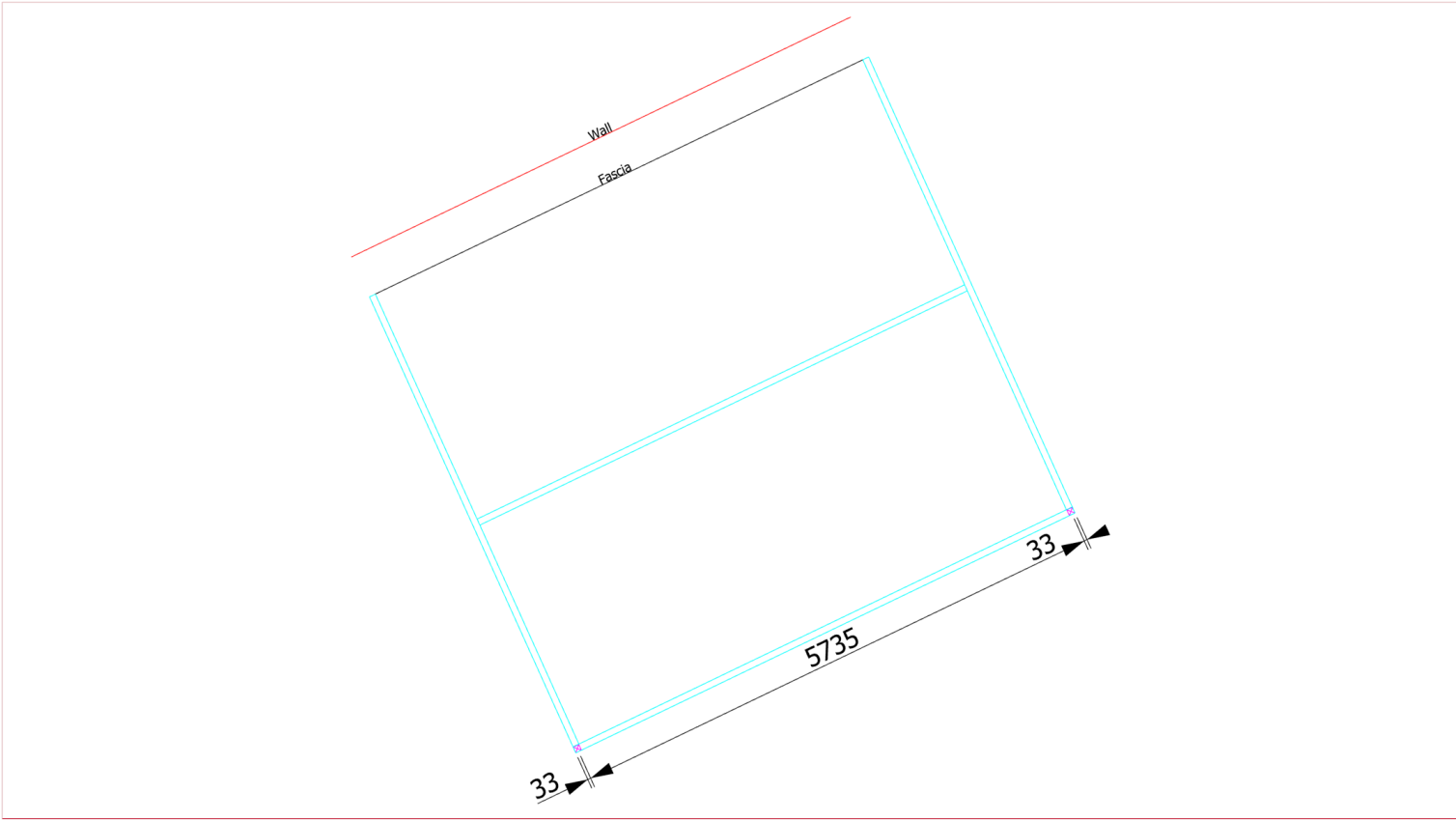




Column Locations

Job Reference HOAD
Sales Person MR Ben Round
Client Name Richard Hoad

Design Number O1055770
Date 17/01/2025
Site Address 12 Concord Way
 Andrews Farm

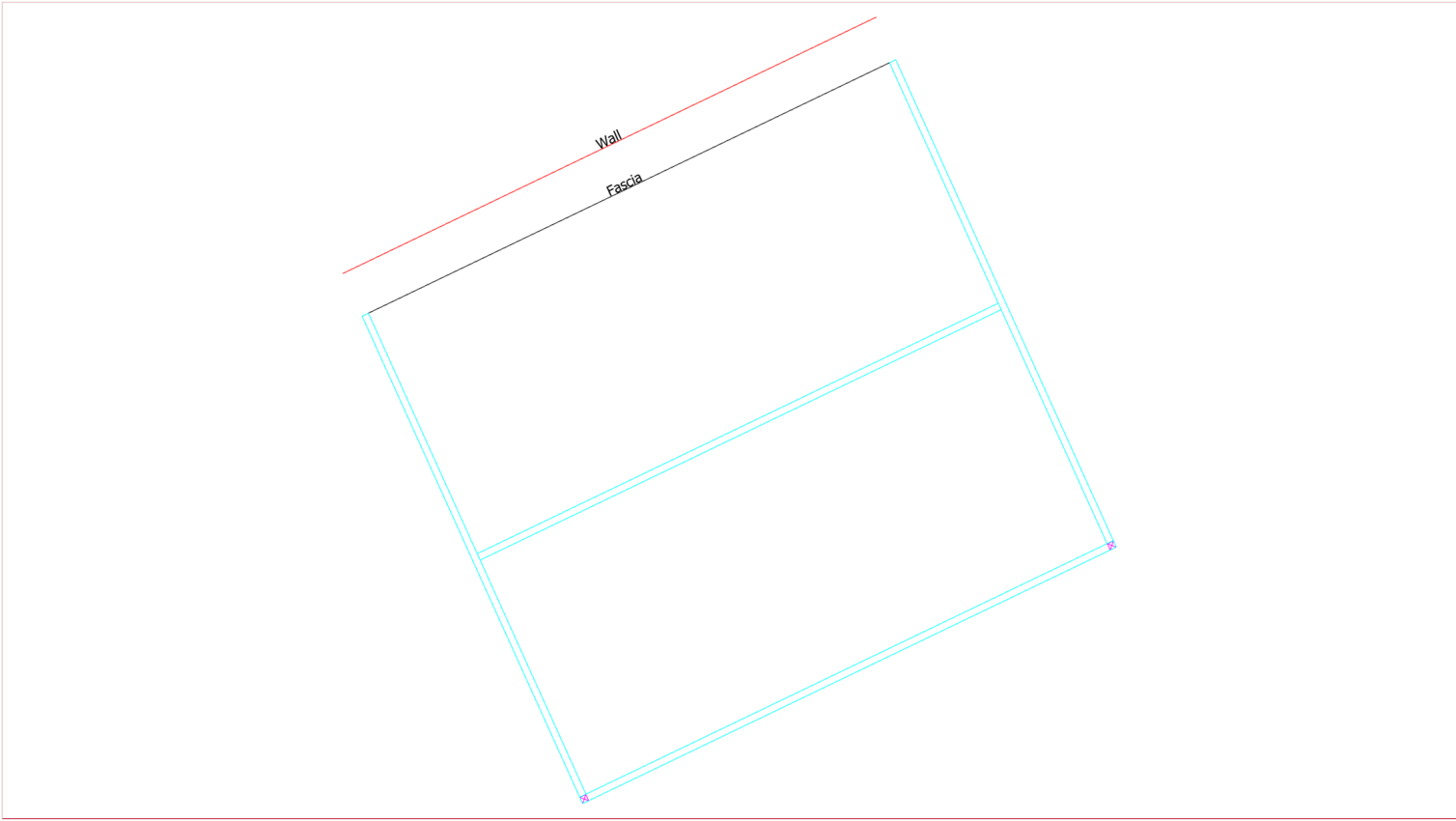




Footings

Job Reference HOAD
Sales Person MR Ben Round
Client Name Richard Hoad

Design Number O1055770
Date 17/01/2025
Site Address 12 Concord Way
 Andrews Farm





Attachment Details

Job Reference HOAD
Sales Person MR Ben Round
Client Name Richard Hoad

Design Number O1055770
Date 17/01/2025
Site Address 12 Concord Way
 Andrews Farm

A - Flat Attached To Fascia

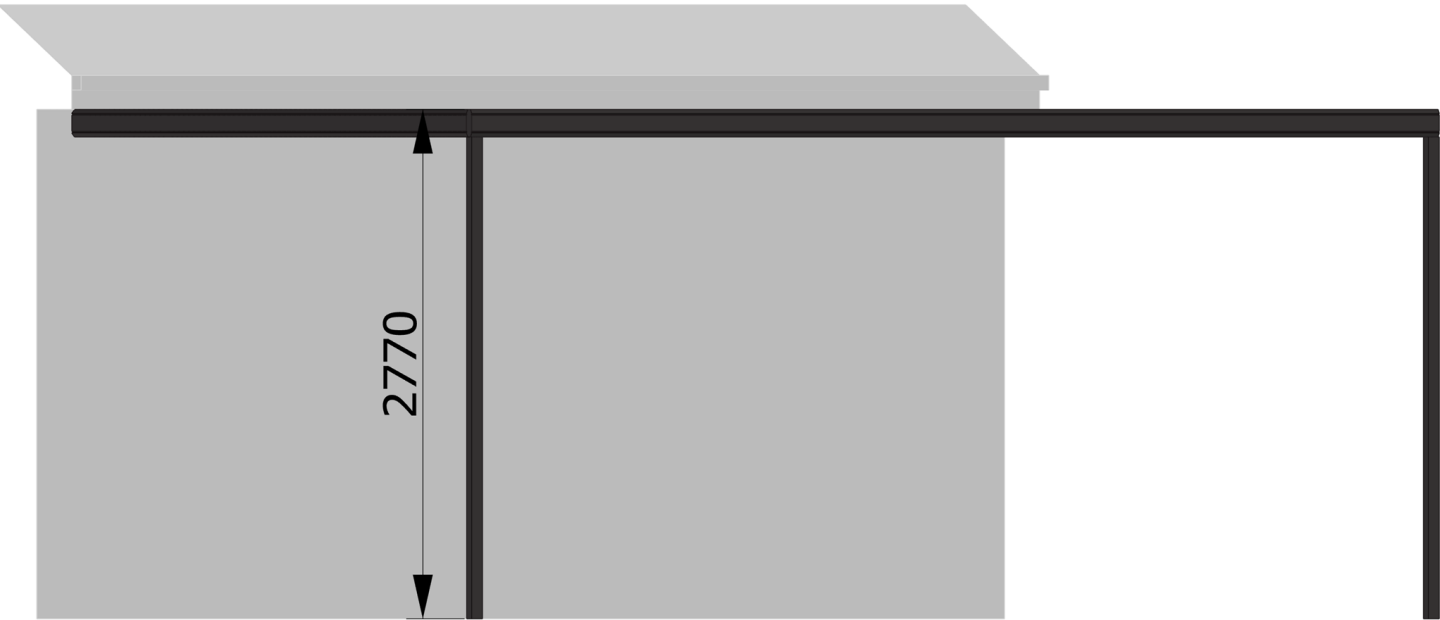
Wall Type: Brick Wall
Fascia Type: Flat Steel
Fascia Angle: 0°
Rafter Type: Timber
Roof Pitch: 22.0°
Eaves Width: 450mm
Has House Gutter: True
House Gutter Width: 120mm

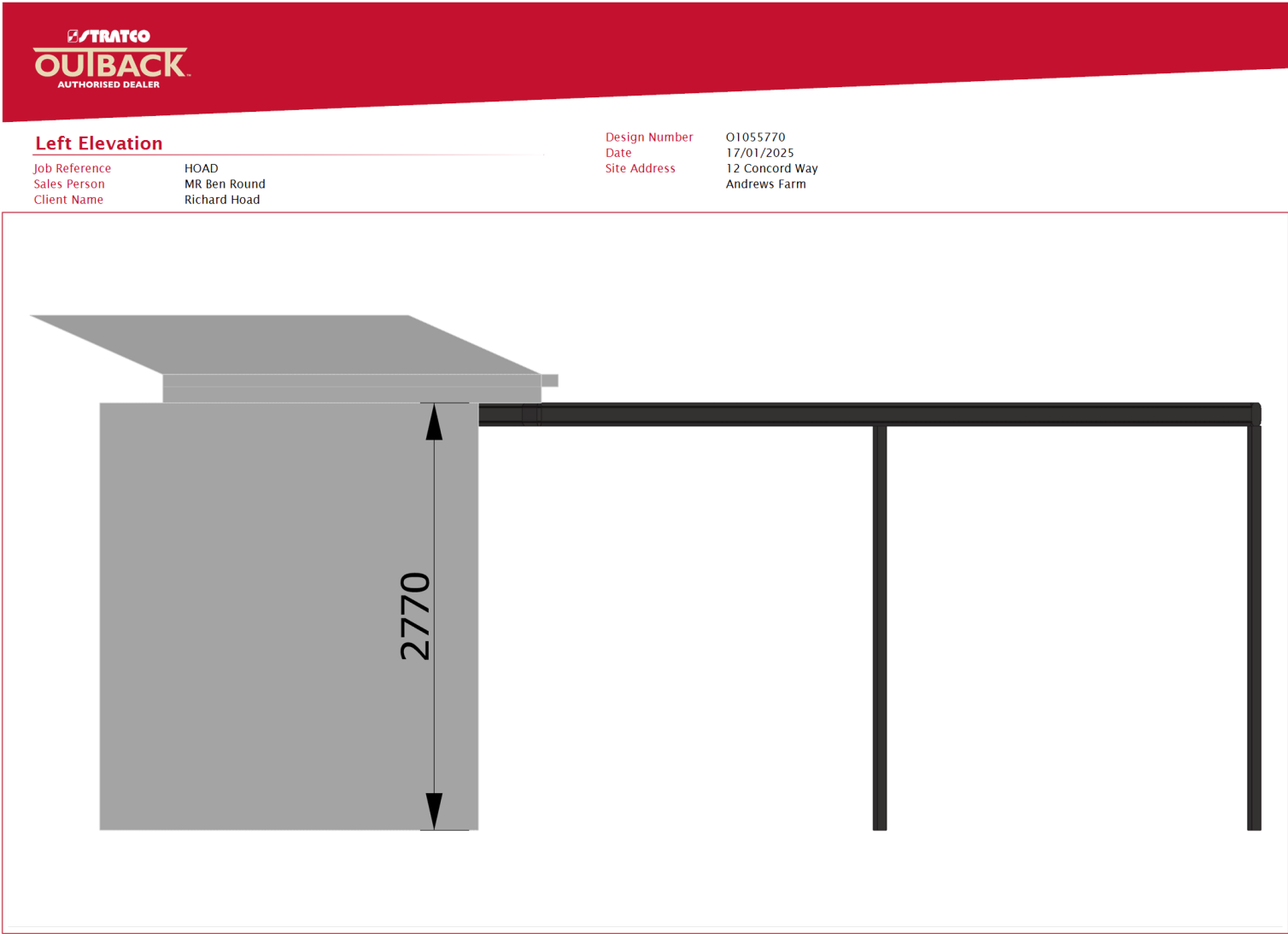



Front Elevation

Job Reference HOAD
Sales Person MR Ben Round
Client Name Richard Hoad

Design Number O1055770
Date 17/01/2025
Site Address 12 Concord Way
 Andrews Farm





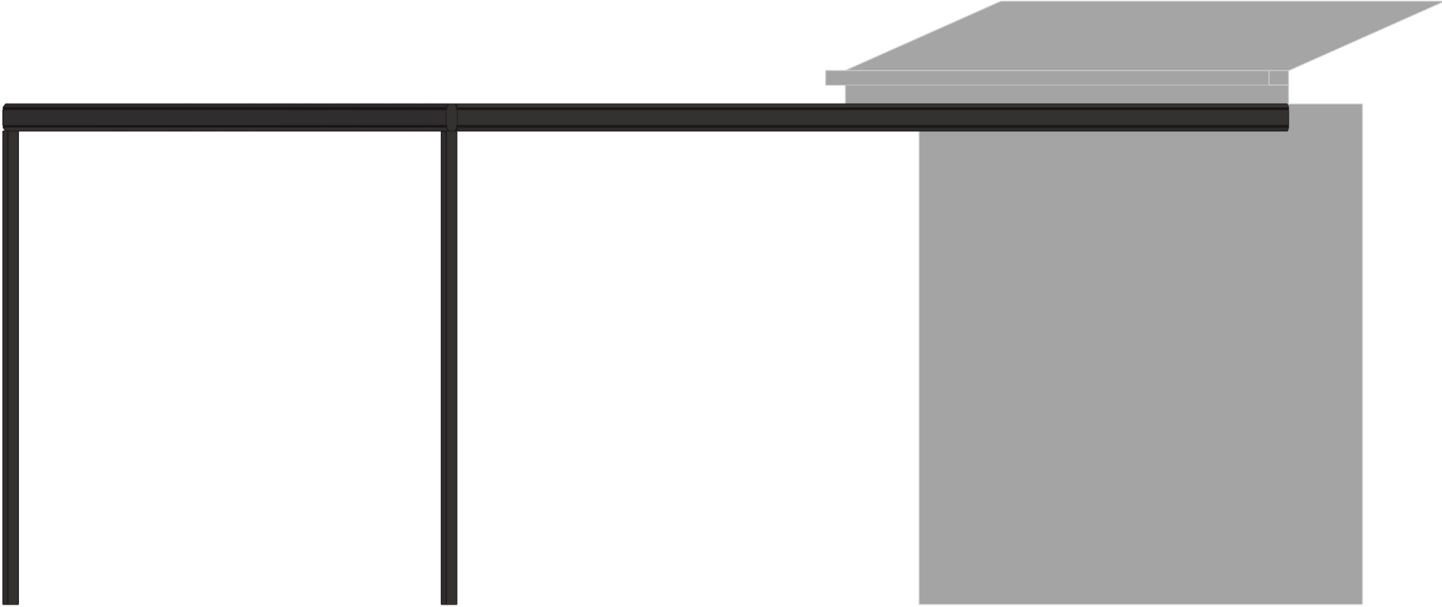


STRATCO
OUTBACK
AUTHORISED DEALER

Right Elevation

Job Reference	HOAD
Sales Person	MR Ben Round
Client Name	Richard Hoad

Design Number	O1055770
Date	17/01/2025
Site Address	12 Concord Way Andrews Farm



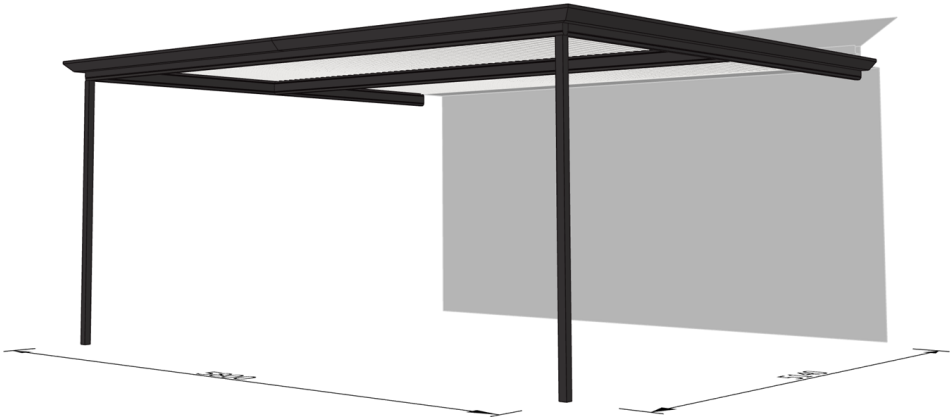
The drawing shows a right elevation of a building. It features a long, dark horizontal roofline supported by two vertical posts on the left. To the right, there is a grey rectangular structure with a flat roof, and above it, a grey trapezoidal shape representing a sloped roof section.



Current View

Job Reference HOAD
Sales Person MR Ben Round
Client Name Richard Hoad

Design Number O1055770
Date 17/01/2025
Site Address 12 Concord Way
 Andrews Farm



YOU BRING THE DREAM
WE'LL BRING THE
How To.

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OUTBACK®
VERANDAHS • PATIOS • CARPORTS • SUNROOF



STRATCO OUTBACK® SPAN TABLES

VERANDAHS | PATIOS | CARPORTS | SUNROOF

STRATCO OUTBACK VERANDAHS, PATIOS, CARPORTS & PERGOLAS

Independent Certification

Level 2, 124 South Terrace
Adelaide SA 5000

GPO Box 2450
Adelaide SA 5001
T 61 8 8201 9600
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Fyfe Pty Ltd
ABN 57 008 116 130
fyfe.com.au



Our Ref: 50099-3

05 May 2023

Stratco (Australia) Pty. Ltd.,
P.O. Box 307,
ENFIELD PLAZA, S.A. 5084

RE: STRATCO OUTBACK®

We, FYFE Pty. Ltd., practising structural engineers, confirm that we have checked the designs prepared by Stratco (Australia) Pty. Ltd., for the Outback® Verandahs, Patios, Carports & Sunroofs, as detailed in the following document;

STRATCO OUTBACK® SPAN TABLES – VERANDAHS | PATIOS | CARPORTS | SUNROOF (© May 2023)

We hereby certify that the calculations, materials, forms of construction and systems to which the designs relate will, if installed in accordance with the designs, conform to the structural requirements of the NCC 2022 Building Code of Australia Volume Two – Building Code of Australia Section H, Part H1, and the following Australian Standards:-

- AS/NZS 1170.0:2002 – Structural Design Actions - Part 0: General Principles
- AS/NZS 1170.1:2002 – Structural Design Actions - Part 1: Permanent, imposed and other actions
- AS/NZS 1170.2:2021 – Structural Design Actions - Part 2: Wind actions
- AS/NZS 4600:2018 – Cold-formed steel structures
- AS 1562.1:2018 – Design and Installation of sheet roof and wall cladding
- AS 3600:2018 – Concrete structures
- AS 4100:2020 – Steel structures

In the preparation of this certification, we have relied on the load test reports, product data sheets and specifications provided by Stratco (Australia) Pty. Ltd., and other relevant proprietary product specifications.

Trevor John FIEAust CPEng NER APEC Engineer

Principal Structural Engineer

- NER 106278
- QLD Reg. No. 3664
- NT Reg. No. 12178ES
- VIC Reg. No. PE0000400
- TAS Reg. No. CC-4375F

50099-3 OUTBACK CERTIFICATION 2023.05.05.0021

VALUE THROUGH INTEGRATION

STRATCO OUTBACK VERANDAHS, PATIOS, CARPORTS & PERGOLAS

General Notes

1. These tables have been prepared for a range of attached and freestanding verandah, patio, pergola, sunroof and carport designs using structural sections and roof sheeting manufactured by the Stratco Group of Companies throughout Australia.
2. The structural components used comply with the following Australian Standards:
 - Beam and Column sections are cold-rolled from hi-tensile steel, conforming to AS1397.
 - Hot rolled plate conforms to AS/NZS1594 and AS/NZS3678.
 - Roof sheeting complies with AS1397 - Steel Sheet Strip.
 - Bolts comply with AS/NZS2451, AS1110.1 and AS1111.1.
 - Self drilling screws comply with AS3566.1.
 - All other proprietary products to be in accordance with the manufacturer's recommendations.
3. The testing and design of structural members comply with the following Australian standards:
 - Structural Design Actions, AS/NZS 1170.0:2002 - General Principles
 - Structural Design Actions, AS/NZS1170.1:2002 - Permanent, Imposed and Other Actions
 - Structural Design Actions, AS/NZS1170.2:2021 - Wind Actions
 - Wind Loads for Housing, AS4055 - 2021.
 - Cold Formed Steel Structures, AS/NZS4600 - 2018.
 - Steel Structures, AS4100 - 2020.
 - Concrete Structures, AS3600 - 2018.
 - Design and Installation of Sheet Roof and Wall Cladding, AS1562.1 - 2018.
4. All erection and connection details to be in accordance with the relevant standard Stratco connection details contained in these span tables.
5. Maximum height shall be 3.0 metres for Outback units unless indicated otherwise, with some units restricted in height for better performance. Refer to the relevant section for further details on allowable unit heights.
6. Recommended minimum roof pitch for "flat" verandahs shall be 1° (1 in 60) for deck spans up to 4000mm and 1.5° (1 in 40) for deck spans exceeding 4000mm. Maximum roof pitch for "flat" verandahs shall be 5° (1 in 12). Recommended minimum roof pitch for corrugated steel sheet shall be 5° (1 in 12). Minimum louvre pitch for Outback Sunroof units shall be 1° (1 in 60)*. Care must be taken to ensure the minimum roof pitch is maintained to avoid ponding of rainwater. Minimum fall of units towards downpipes is 1 in 200.
* Minimum roof pitch shall be 1° for Cooldek Classic and 3° for Cooldek CGI.
7. Unless indicated otherwise footing sizes nominated in the span tables have been determined assuming they are founded into a firm natural sandy clay. Concrete to have a minimum strength of 15MPa with a maximum 80mm slump.
8. Where the Verandah, Patio, Carport or Pergola columns are to be fixed to an existing ground slab the erector / owner is responsible for ensuring that the slab is capable of supporting the structure.
9. Verandahs, Patios and Carport Span Tables are generally not sufficient to provide for enclosures, except for screen enclosures that allow for air movement. A Verandah, Patio or Carport is defined as a structure that has two or more sides that are open and at least one third of its perimeter is open. For a side to be considered open, the roof cladding adjacent to that side must be at least 500mm from another building or allotment boundary.
10. The builder is to ensure that the structure to which the Verandah, Patio or Carport is to be attached is capable of withstanding the additional loads imposed by the Verandah, Patio or Carport or adequately reinforced. It is advisable to first check with a structural engineer or your local government authority to determine any specific requirements for attachment to existing buildings.
11. The roof cladding and supporting structural members are designed to withstand actions incidental to maintenance, roofs are not to be used for floor type activities.

STRATCO OUTBACK VERANDAHS, PATIOS, CARPORTS & PERGOLAS

General Notes

12. Stratco recommends that crawl boards be used across the roof sheeting during installation or maintenance to prevent damage to the roofing. Temporary support of beams at mid span is recommended during fixing of roof sheets.
13. Outback Sunroof units have been designed as non-trafficable and at no stage should be walked on.
14. Generally, structural members have an allowable dead load deflection of span/150, however this has been restricted to a maximum of 25mm for aesthetic and practical purposes.
15. A Flat Verandah, Patio, Carport or Pergola is deemed to be freestanding unless it is attached to an existing house for at least 75% of the length of its shortest side, and its longest side does not exceed twice the length of its shortest side. A Sunroof Verandah, Patio or Carport is deemed to be freestanding unless it is attached to an existing house for at least 75% of the rear attachment beam, unless indicated otherwise. Refer to the explanatory notes in the relevant section for better explanation and further attachment details.
16. The designs contained within these span tables have been developed to the requirements of AS/NZS 1170.2, and have been presented using the AS4055 equivalent wind classifications N1, N2, N3, N4, C1, C2 and C3 applicable to Regions A, B & C. In some cases tables are restricted to N1, N2 and N3. Stratco does not accept liability for any loss or damage suffered as a result of any errors in the interpretation or application of these span tables.
17. The Stratco Outback has been designed as a complete system. Only Stratco Outback components may be used. Any guarantee provided by Stratco will only apply if all components have been supplied by Stratco, and installed in accordance with Stratco details.
18. This booklet is produced in the interest of customer education and good consumer relations and should be read in conjunction with the Stratco Selection, Use and Maintenance brochure. Users should satisfy themselves that they are using the correct materials, approach and techniques. Correct maintenance is considered an essential part of maintaining structural integrity of Stratco Verandah, Patio & Carport products.
19. Stratco takes no responsibility for any misinterpretation of the detail provided or omissions. These tables are subject to change without notice. Users should satisfy themselves they are using the most up to date information available.
20. Alternative columns to those specified in the Span Table Book may be used in accordance with the following table:

Column Specified	Optional Replacement*
Outback Column (68x68x0.6mm BMT)	65x65x2.5mm SHS
Outback Column reinforced with 50x50x1.6mm SHS	75x75x2.5mm SHS
Outback Column reinforced with 50x50x3.0mm SHS	90x90x2.0mm SHS
65x65x2.5mm SHS	100x100x2.5mm SHS
	100x100x3.0mm SHS
75x75x2.5mm SHS	100x100x2.5mm SHS
75x75x3.0mm SHS	100x100x3.0mm SHS
90x90x2.0mm SHS	

* Any replacement column listed may be used for the column specified.

All SHS specified shall be minimum C350 grade and only specified SHS connections apply.

STRATCO OUTBACK VERANDAHS, PATIOS, CARPORTS & PERGOLAS

Wind Factor Checklist

Design Gust Wind Speed

To identify a Wind Classification for a proposed domestic site there are four variables you must first identify. They are Region (figure 1), Terrain Category, Shielding Factor and Topographic Classification. The Wind Classification can then be determined using table 2.

The appropriate verandah, patio or carport design can now be selected from span tables.

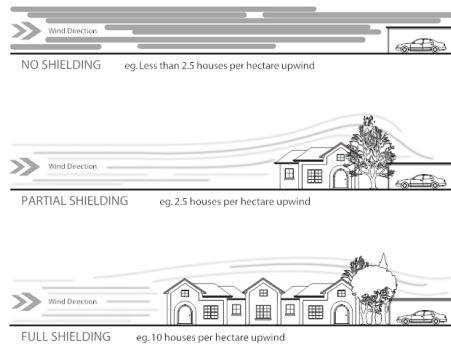
*This is an approximate method for estimating wind speeds based on an annual probability of exceedance of 1/500 and a maximum height of 5 metres. For full analysis refer to Australian Standards AS/NZS1170.2:2021.

Table 1
Region A & B: Non-Cyclonic, Region C: Cyclonic

Region	Terrain Category	DESIGN GUST WIND SPEED									
		TOPOGRAPHIC CLASSIFICATION									
		T0		T1		T2		T3			
		FS	PS	NS	FS	PS	NS	FS	PS	NS	PS
A0	ALL	N1	N2	N2	N2	N3	N3	N2	N3	N3	N3
	1	N2	N3	N3	N3	N3	N3	N3	N4	N4	N4
A1-A5	2	N1	N2	N2	N2	N3	N3	N2	N3	N3	N3
	2.5	N1	N2	N2	N2	N2	N3	N2	N3	N3	N3
B1/B2	3	N1	N1	N2	N1	N2	N2	N2	N3	N3	N3
	1	N3	N4	N4	N4	N4	N5	N4	N5	N5	N5
C	2	N3	N3	N3	N3	N4	N4	N4	N4	N4	N5
	2.5	N3	N3	N3	N3	N3	N4	N3	N4	N4	N5
C	3	N2	N3	N3	N3	N3	N3	N3	N4	N4	N4
	1	C2	C3	C3	C3	C4	C4	C3	C4	C4	C4
C	2	C2	C2	C2	C2	C3	C3	C3	C3	C3	C4
	2.5	C1	C2	C2	C2	C2	C3	C2	C3	C3	C4
C	3	C1	C2	C2	C2	C2	C2	C2	C3	C3	C3

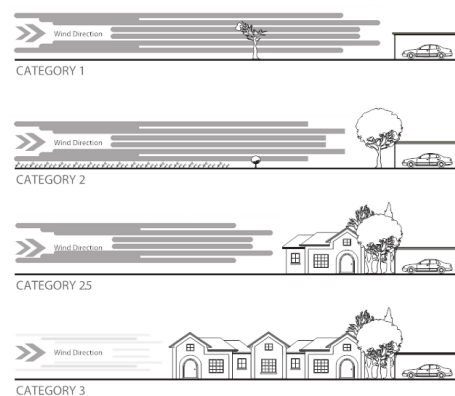
Shielding Factor

Immediate Modifying Influence

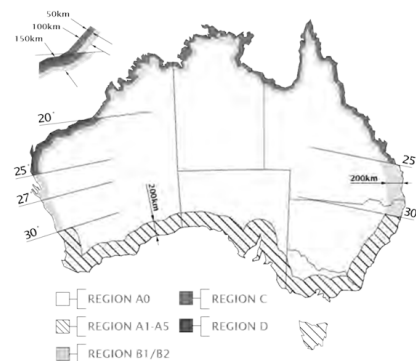


Terrain Category

Overall Surrounding Environment



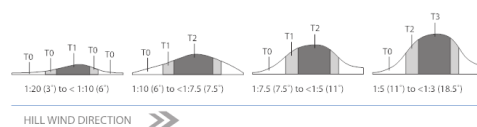
Region



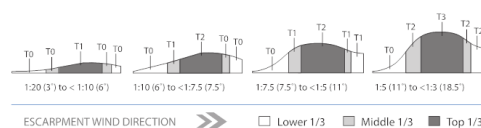
Topographic Effect

Ground Slope Influence

MAXIMUM SLOPE



HILL WIND DIRECTION



ESCARPMENT WIND DIRECTION

Lower 1/3 Middle 1/3 Top 1/3

Note: Diagrams suitable for hill or escarpment heights not exceeding 30m.

STRATCO OUTBACK VERANDAHS, PATIOS, CARPORTS & PERGOLAS

Explanation of Terms used in "Wind Factor Checklist"

Terrain Categories

The wind speed at a structure is influenced by the terrain it flows over as it approaches the structure. The terrain category classifications can be described as follows:

Category 1

Exposed open terrain with few or no obstructions and enclosed water surfaces. For example, flat, treeless, poorly grassed plains; rivers, canals and lakes; and enclosed bays less than 10km in the wind direction.

Category 2

Open terrain, including grassland, with well scattered obstructions having heights typically from 1.5-5m with no more than two obstructions per hectare.

Category 2.5

Terrain with a few trees or isolated obstructions, for example terrain in developing outer urban areas with scattered houses.

Category 3

Terrain with numerous closely spaced obstructions with heights typically between 3-10m, for example suburban housing.

Shielding Classification

Shielding classification is required because the wind speed at a structure is influenced by any upwind obstructions of similar size to the structure that are close to the building. In region C and D, trees and vegetation shall not be considered as shielding elements. The three shielding classifications are defined as follows:

FS - Represents Full Shielding

Full Shielding is where at least two rows of houses or similar sized permanent obstructions surround the building being considered. In regions A and B, heavily vegetated areas within 100m of the site can provide Full Shielding. The application of Full Shielding is considered appropriate for typical suburban development, equal to or greater than 10 houses and/or similar sized obstructions per hectare.

PS - Represents Partial Shielding

Partial Shielding applies to intermediate situations where there are at least 2.5 houses or sheds per hectare upwind of the structure. e.g. Typical "acreage" type suburban development or wooded parklands. The second row of houses abutting open water or parklands may be classified as having partial shielding.

NS - Represents No Shielding

No Shielding occurs where there are no (or less than 2.5 obstructions per hectare) permanent obstructions upwind. e.g. The first row of houses or single houses abutting open water, airfields and open parklands.

Topographic Effect

The topographic classification determines the effect of wind on a structure due to its location on a hill, ridge or escarpment and the height and slope of the hill, ridge or escarpment.

The bottom of a hill, ridge or escarpment is the area at the base of which the average ground slope is less than 1 in 20 or approximately 3°. The maximum slope of a hill, ridge or escarpment (regardless of structure site) is measured as the steepest slope through the top half of the hill, ridge or escarpment. With the maximum slope known, the topographic effect diagrams may be used to determine the topographic classification based on which third of the hill or escarpment the site is located.

In areas where the maximum slope does not exceed 1 in 20 (approximately 3°) the topographic classification shall be T0.

Note

The method used for calculating the design gust wind speeds has been developed by Stratco with the assistance of suitably qualified engineers in order to comply with the requirements of AS/NZS1170.2:2021 and classified in accordance with the wind classifications allocated in AS4055:2021.

Stratco does not accept liability for any loss or damage suffered as a result of any errors in the interpretation or application of this design guide. Any person wishing to check any calculations made by them pursuant to this method may wish to seek independent engineering advice.

STRATCO OUTBACK VERANDAHS, PATIOS, CARPORTS & PERGOLAS

Examples of Wind Speed Application

The examples below show typical applications of the rationalised gust wind speeds. For full analysis refer to AS/NZS 1170.2 : 2021.

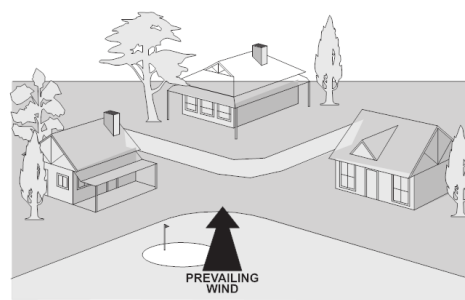
Region A W28/N1, Region B W33/N2 & Region C W41/C1

Flat Suburbia



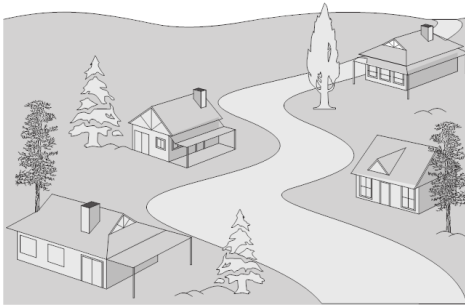
Region A W33/N2, Region B W41/N3 & Region C W50/C2

Structures built adjacent to an oval or large vacant lot subject to prevailing winds.



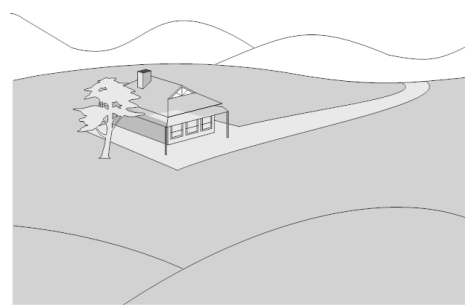
Region A W33/N2, Region B W41/N3 & Region C W50/C2

Structures on undulating terrain in suburbia



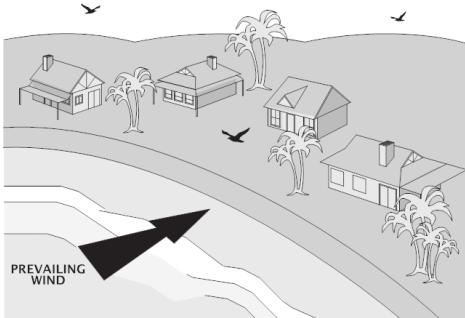
Region A W41/N3, Region B W50/N4 & Region C W60/C3

Structure sited in undulating terrain sparsely populated



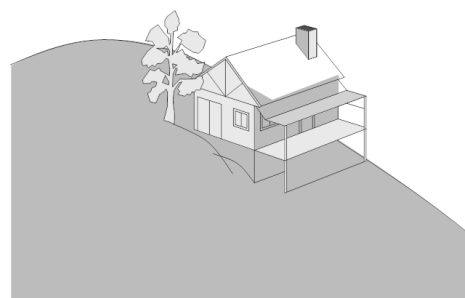
Region A W41/N3, Region B W50/N4 & Region C W60/C3

The first row of buildings adjacent to the sea front



Region A W50/N4

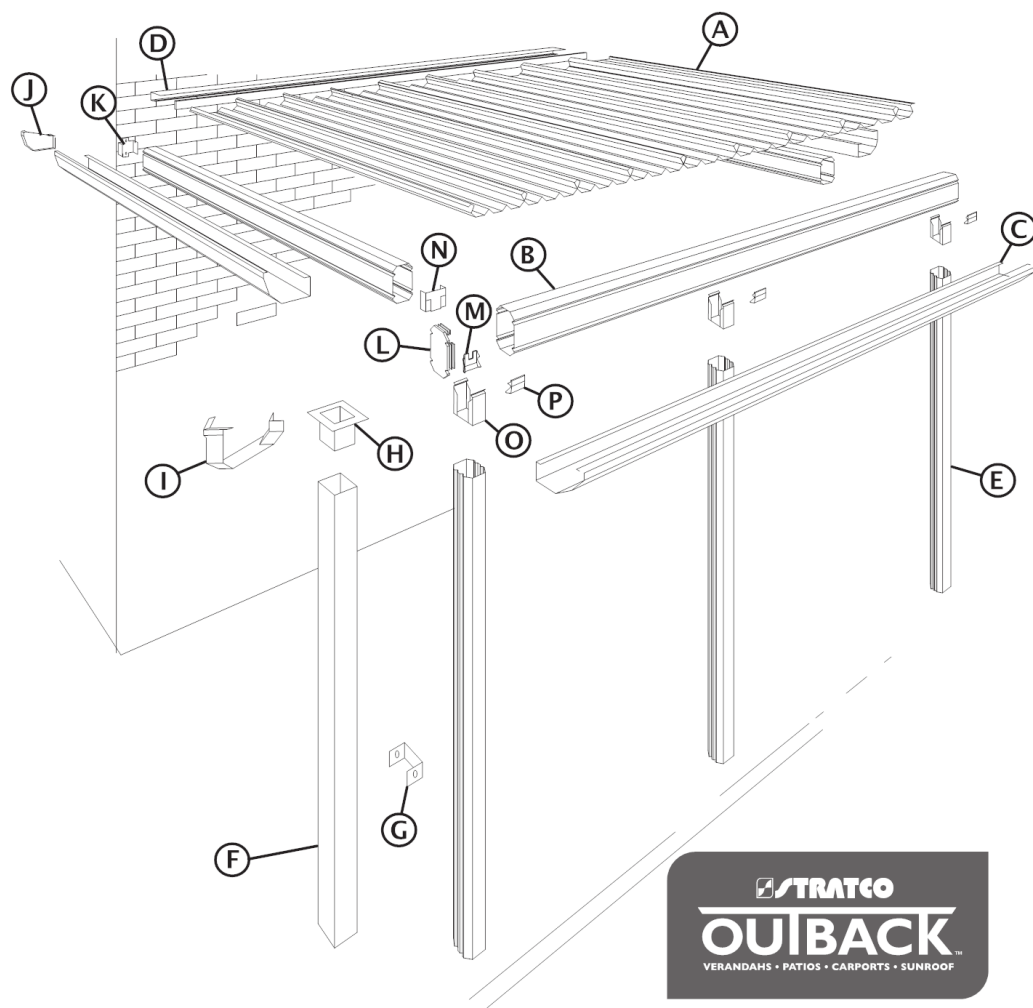
Extremely severe
Isolated building on the crest of a hill



SPAN TABLES FOR ATTACHED OUTBACK FLAT VERANDAHS, PATIOS & CARPORTS

Wind Classifications: N1, N2, N3, N4, C1, C2 & C3

Regions: A, B & C



- | | |
|-------------------------|-------------------|
| Ⓐ Roofing | Ⓘ Gutter Mitre |
| Ⓑ Beams | Ⓝ Gutter Stop End |
| Ⓒ Gutter | Ⓚ Wall Bracket |
| Ⓓ Back Channel & B.I.P. | Ⓛ Beam End Cap |
| Ⓔ Columns | Ⓜ Beam Filler |
| Ⓕ Downpipe | Ⓝ Beam Bracket |
| Ⓖ Downpipe Strap | Ⓞ Post Bracket |
| Ⓗ Downpipe Outlet | Ⓟ Post Cap |

Attached

1.1

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LTD (A.C.N. 007 550 754)

STRATCO OUTBACK FLAT VERANDAHS, PATIOS & CARPORTS

Type 4A (Attached)
120 & 150 Beams

4A

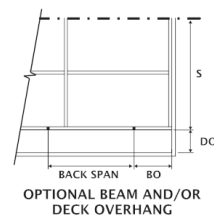
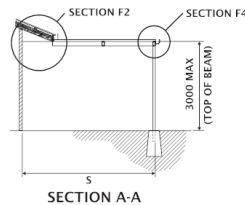
Maximum Allowable Span (mm)															
BEAM SIZE	SPAN S	N1 (W28)		N2 (W33)		W36N		N3, C1 (W41)		N4, C2 (W50)		W55C		C3 (W60)	
		BEAM SPACING B	COLUMN SPACING C	BEAM SPACING B	COLUMN SPACING C	BEAM SPACING B	COLUMN SPACING C	BEAM SPACING B	COLUMN SPACING C	BEAM SPACING B	COLUMN SPACING C	BEAM SPACING B	COLUMN SPACING C	BEAM SPACING B	COLUMN SPACING C
120 Beam	3600	6800	7000	6750	4850	5750	4050	4350	3900	2900	2600	2350	2700	1950	2250
	3900	6700	6850	6150	4750	5100	3950	3900	3850	2550	2550	2100	2700	1750	2250
	4200	6600	6750	5550	4650	4600	3850	3450	3800	2300	2500	1850	2650	1550	2200
	4500	6350	6650	5000	4550	4150	3800	3150	3750	2050	2450	1700	2600	1400	2150
	4800	5450	6550	4550	4500	3750	3700	2850	3700	1850	2450	1550	2550	1250	2150
	5100	4600	6300	4150	4450	3400	3700	2600	3650	1700	2400	1400	2500	1150	2100
	5400	3850	5850	3800	4400	3150	3650	2350	3600	1550	2350	1300	2600	1050	2100
	5700	3250	5550	3250	4350	2900	3550	2200	3500	1450	2300	1150	2450	n/a	n/a
	6000	2750	5500	2750	4300	2650	3500	2000	3500	1300	2200	1100	2400	n/a	n/a
BO MAX:		1000		1000		600		600		600		600		600	
FOOTING TYPE:		1		1		2		2		2		3		3	
150 Beam	3600	7950	7100	7950	6300	7950	5300	6500	5000	4300	3300	3500	2700	2950	2250
	4200	7750	6850	7750	6050	7150	5050	5450	4800	3550	3150	2950	2600	2450	2150
	4800	7550	6600	7100	5850	5850	4800	4450	4650	2900	3050	2400	2500	2000	2100
	5400	6800	6350	5950	5600	4900	4650	3700	4500	2450	2950	2000	2450	1650	2000
	6000	5500	6200	5050	5450	4200	4500	3150	4400	2050	2900	1700	2350	1400	1950
	6600	4550	6050	4400	5300	3600	4400	2750	4250	1800	2800	1450	2300	1200	1900
	7200	3750	5900	3750	5200	3150	4250	2400	4150	1550*	2700*	n/a	n/a	n/a	n/a
	7800	3000	5600	3000	5050	2800	4150	2100	4000	1350*	2700*	n/a	n/a	n/a	n/a
	8400	2350	5400	2350	4950	2350	4050	1850	3900	1200*	2550*	n/a	n/a	n/a	n/a
BO MAX:		1000		1000		600		600		600		600		600	
FOOTING TYPE:		1		2		2		3		3		3		3	

Note: Minimum roof pitch shall be 1° for deck spans up to 4000mm and 1.5° for spans exceeding 4000mm

* Applies to non-cyclonic designs only

Notes & Requirements

- These tables must be read in conjunction with General Notes and detail drawings on pages 6 - 11.
- Span S is the distance between the wall or eaves line and the outside face of the fascia beam. Beam Spacing B is the distance between beam centres. Column spacing C is the distance between column centres. Beam overhang BO is the distance between the column centre and the outside face of the side beam. Deck overhang DO is the distance between the outside face of the fascia beam and the inside edge of the gutter.
- The back span shall be a minimum 1.5 x BO for units with a beam overhang.
- Spans shown allow for a maximum 600mm deck overhang DO.
- This design may be rotated through 90° to run the roof sheeting parallel to the wall or eaves line provided that the length does not exceed twice the width of the structure.
- The purlins must be positioned mid - span of distance S.
- Columns are to be 68mm x 68mm x 0.6mm BMT profiled Outback columns.
- Columns on attached units may be fixed to existing concrete slab using the footing plate detail shown on page 7.
- Additional beams and/or columns may be required when a unit is attached in a corner or alcove.
- Interpolation may be used for values required between those shown in the tables.



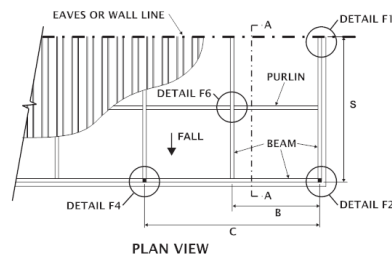
Footings

- 300 x 300 x 500mm deep with 60mm corbel.
- 300 x 300 x 600mm deep with 60mm corbel.
- 350 x 350 x 650mm deep with 60mm corbel.
- 450 x 450 x 750mm deep with 75mm corbel.

Height Increase

Units to be located in areas of wind classification N1 (W28), N2 (W33) or N3 (W41), with columns embedded into concrete footings, will be suitable at heights over 3000mm up to a maximum 3600mm with the following requirements:

- All Outback columns shall be reinforced with 50x50x3.0mm SHS with the exception of units in N3 wind classification which require 75x75x2.5mm SHS columns.
- In wind classification N2 & N3 a 15% reduction is required in both beam and column spacing.
- Increase allocated footing type by 1.

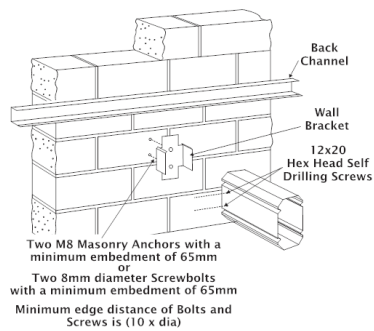


1.5

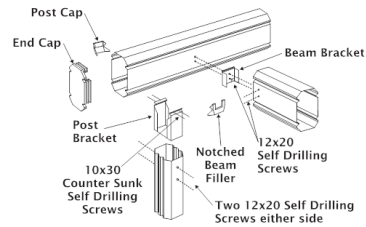
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STRATCO OUTBACK FLAT VERANDAHS, PATIOS & CARPORTS

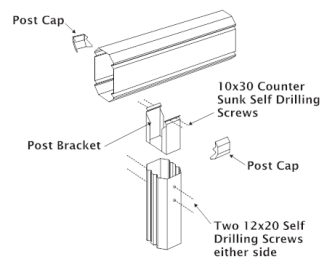
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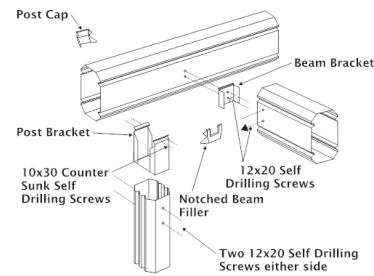
DETAIL F1



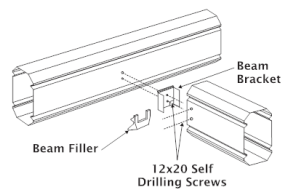
DETAIL F2



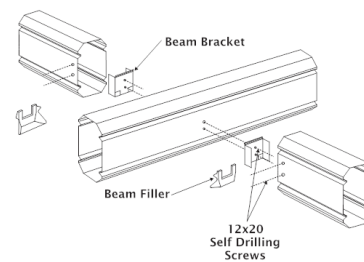
DETAIL F3



DETAIL F4



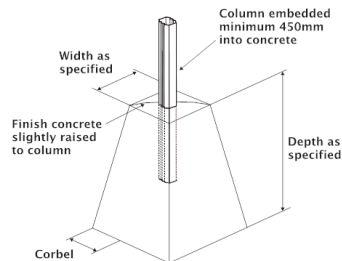
DETAIL F5



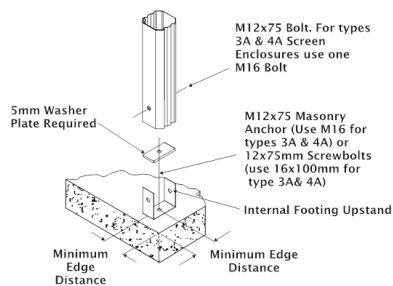
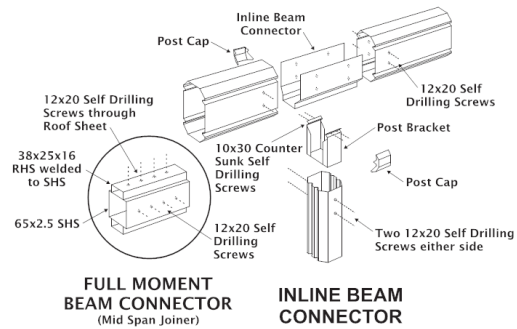
DETAIL F6

STRATCO OUTBACK FLAT VERANDAHS, PATIOS & CARPORTS

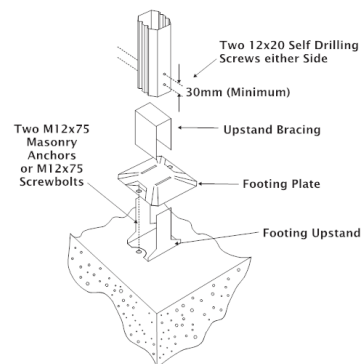
Connection Details



FOOTING



**ATTACHED VERANDAH
INTERNAL FOOTING
UPSTAND**

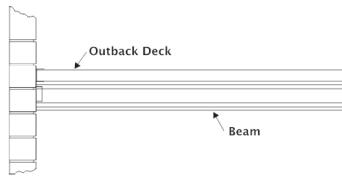


**ATTACHED VERANDAH
FOOTING PLATE**

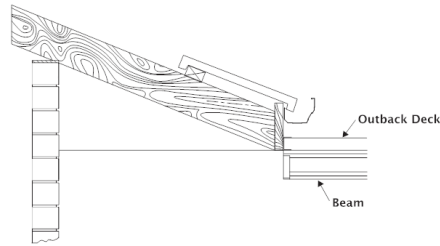
Note: The minimum edge distance is 70mm for M10 anchors, 75mm for M12 anchors and 120mm for M16 anchors.

STRATCO OUTBACK FLAT VERANDAHS, PATIOS & CARPORTS

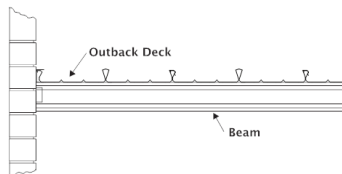
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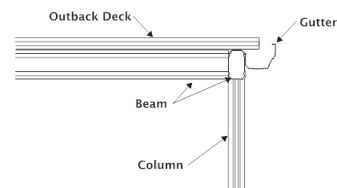
SECTION F1



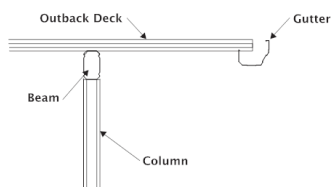
SECTION F2



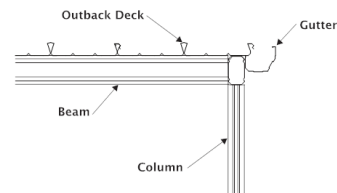
SECTION F3



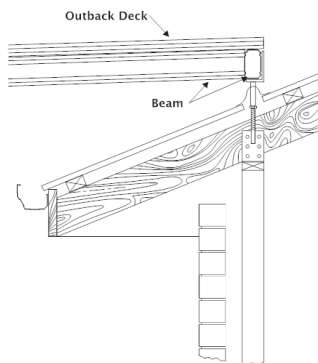
SECTION F4



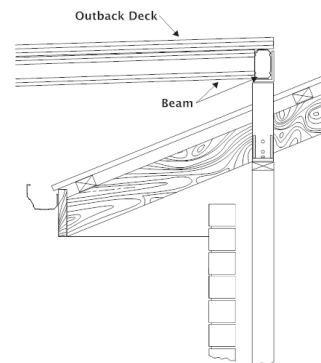
SECTION F5



SECTION F6



ROOF EXTENDA*



FLYOVER BRACKETS**

*Roof Extenda® Brackets:

For additional unit height (not to exceed that specified in the relevant Outback tables) the option of using Roof Extenda® Brackets is available. Brackets are manufactured by Roof Extenda® PTY LTD with installation instructions, spacing requirements and engineering limitations specified at www.roofextenda.com.au.

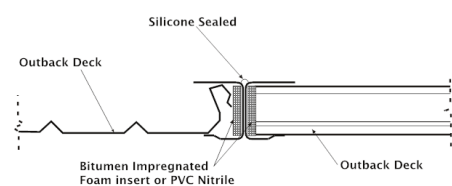
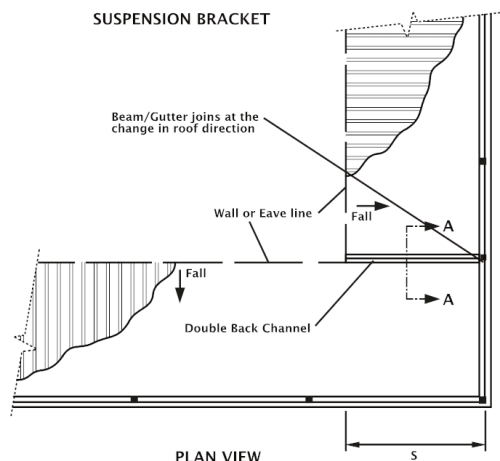
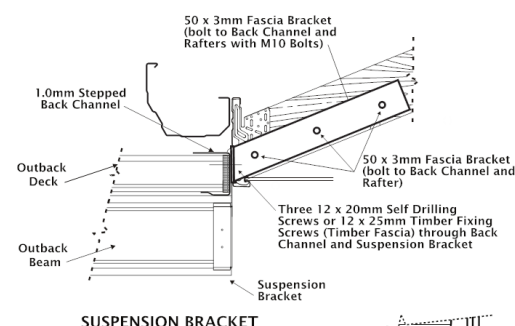
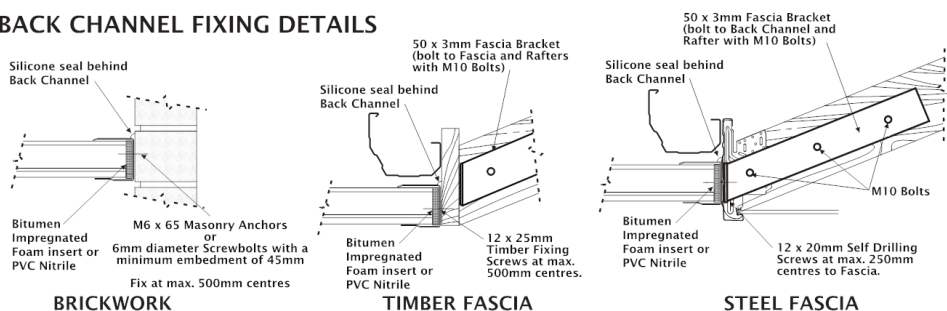
**Flyover Brackets:

Flyover Brackets are available for Flat Patio attachments. Refer Stratco for further advice.

STRATCO OUTBACK FLAT VERANDAHS, PATIOS & CARPORTS

Back Channel Details

BACK CHANNEL FIXING DETAILS



DOUBLE BACK CHANNEL DETAILS

Fascia brackets are generally fastened at 1200mm centres to back channel and rafters. Additional strengthening may be required, it is the builder's responsibility to determine the adequacy of the rafters and the frequency of brackets for each individual situation (refer note 10, General Notes)

CLICKFORM COVER CHANNEL

If required, rivet cover channel to the outside face and underside edge of fascia at max. 250mm centres.

RECOMMENDED BACK CHANNEL FIXINGS

Timber Fascia: Use 12x25 timber fixing screws at max. 500mm centres.

Brickwork: Use M6x65 masonry anchors
 OR
 6mm diameter screwbolts with a minimum embedment of 45mm.
 Fix at max. 500mm centres.

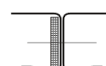
Steel Fascia: Use 12x20 self drilling screws at max. 250mm centres. It is recommended steel fascia brackets are fastened to the side of rafters at 1200mm centres.

SECTION	MAXIMUM ALLOWABLE SPAN (S)					
	N1 (W28)	N2 (W33)	W36N	N3, C1 (W41)	N4, C2 (W50)	W55C C3 (W60)
Double Back Channel	3700	2850	2450	1950	1500	n/a
Single Re-inforced Back channel	4200	3600	3100	2500	1800	1600
Double Re-inforced Back channel	4500	4500	4150	3400	2500	2200



DOUBLE BACK CHANNEL

Back channels fixed with 12x20 Self Drilling Screws from alternating sides at maximum 300mm centres.



SINGLE REINFORCED BACK CHANNEL

1 strip 50x5mm galvanised mild steel flat strip fixed by 6mm diameter bolts at maximum 500mm centres.



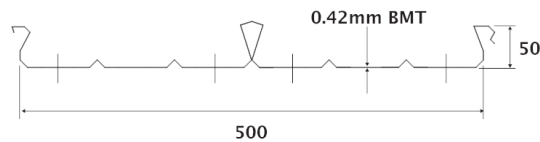
DOUBLE REINFORCED BACK CHANNEL

2 strips 50x5mm galvanised mild steel flat strip fixed by 6mm diameter bolts at maximum 500mm centres.

STRATCO OUTBACK FLAT VERANDAHS, PATIOS & CARPORTS

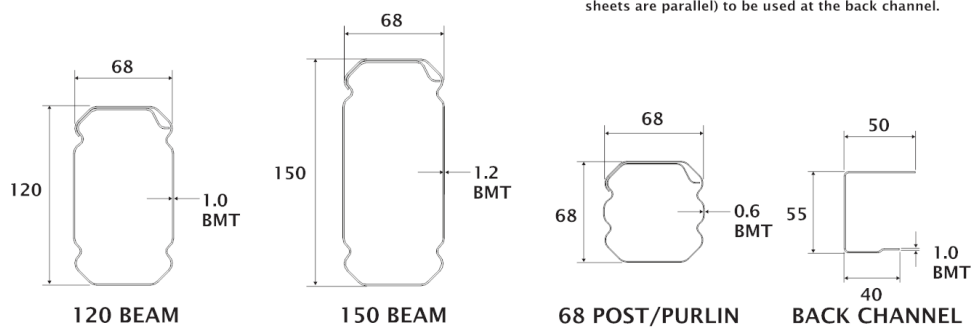
Dimensions - Fixing Details

ROOF SHEETING



OUTBACK DECK

STRUCTURAL SECTIONS



120 BEAM

150 BEAM

68 POST/PURLIN

BACK CHANNEL

FIXING REQUIREMENTS:

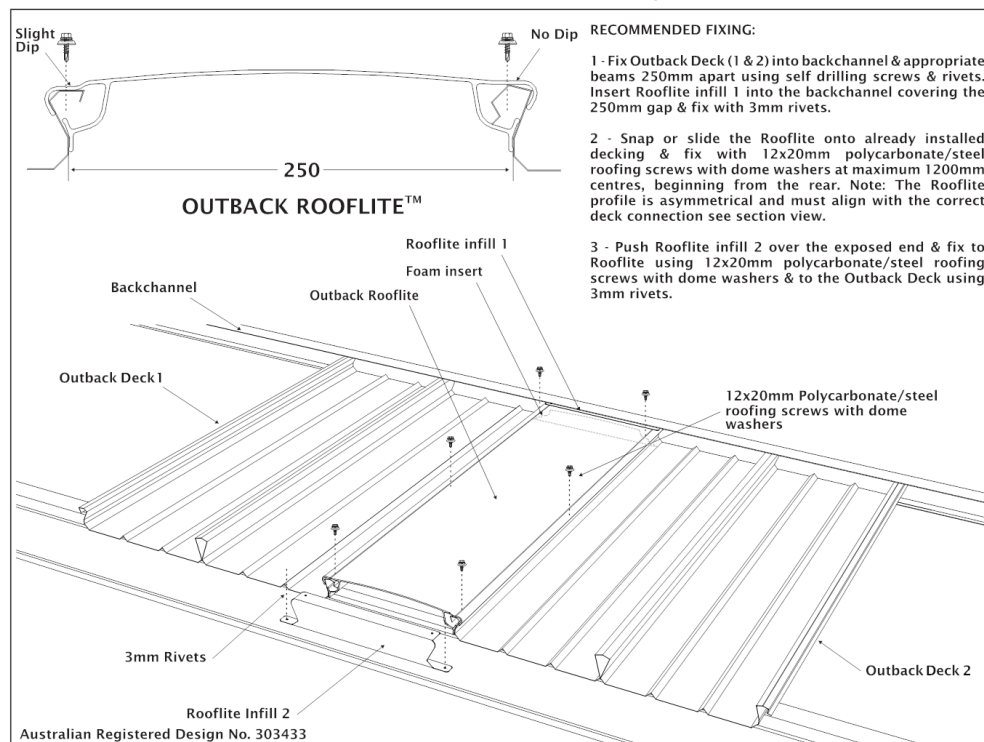
For Non Cyclonic Areas:

Two 12 x 20 self drilling screws per pan at each support and two 3.2mm sealed aluminium rivets per pan at the Back Channel. If decking runs parallel to the back channel, secure to channel with rivets at maximum 200mm centres and screw to parallel beams at 500mm centres. All screws are to have neoprene washers.

For Cyclonic Areas:

Three 12 x 20mm self drilling screws per pan at each support. For deck spans less than 3600mm, two self drilling screws per pan are suitable on the fascia beams. All screws are to have neoprene washers.

Three 4.8mm sealed rivets per pan (or 150mm centres if sheets are parallel) to be used at the back channel.



RECOMMENDED FIXING:

1 - Fix Outback Deck (1 & 2) into backchannel & appropriate beams 250mm apart using self drilling screws & rivets. Insert Rooflite infill 1 into the backchannel covering the 250mm gap & fix with 3mm rivets.

2 - Snap or slide the Rooflite onto already installed decking & fix with 12x20mm polycarbonate/steel roofing screws with dome washers at maximum 1200mm centres, beginning from the rear. Note: The Rooflite profile is asymmetrical and must align with the correct deck connection see section view.

3 - Push Rooflite infill 2 over the exposed end & fix to Rooflite using 12x20mm polycarbonate/steel roofing screws with dome washers & to the Outback Deck using 3mm rivets.

Australian Registered Design No. 303433

Richard & Lindy Hoad
12 Concord Way
Andrews Farm 5114

28th March 2025

Ph: 0433 189 666
Email: richardh44475@gmail.com

Application 25003199

Re: Application for a Carport / Veranda to be erected

As previously advised, we do not agree with the previous decision made by council on 19th February 2025, so we are appealing against your decision in hope that our reasoning makes sense and you the council will overturn this rejection and allow us to go ahead with our construction as designed by JS Pergola Constructions, in conjunction with Stratco Enterprises.

Index of Attachments

- | | |
|-----|---|
| 001 | Index of Attachments – outlining the contents of each file attachment. |
| 002 | Appeal information – detailing reasons for construction and why it should be allowed. Including 39 prime examples where a carport has been or may have been constructed after the said change of law date March 2021. |
| 003 | Image of proposed carport |
| 004 | Combined Street view of carport in situ looking north and south down the street. |
| 005 | 186 images of existing Carports in the Playford Council Area |
| 006 | 18 images of existing carports within close proximity to 12 Concord Way, Andres Farm |
| 007 | Images of obstructions to local footpaths by vehicles parking illegally |
| 008 | List of 38 properties that have had carports or veranda's erected which could be after the said change of law date Mar 2021. |

Reasons for construction:

Apart from adding to the beauty of our property and we believe enhance the street view of it. There are practical and medical reasons for building this structure.

My wife and myself are retired DVA aged pensioners. We lived in Elizabeth Vale for 31 years where we had a fairly large property. Due to our ages and health, it started to become too large to manage, and so decided to downsize to a smaller property here at Andrews Farm.

During our initial move in, we were parking one of our vehicles inside. We soon discovered that the garage was not wide enough for easy access in and out of the car. The car door can only be opened partially due to the narrow internal width of the garage. My wife suffers from chronic fibromyalgia and requires the door to be opened fully. Most of the time when she has a bad flare she up requires a mobility aid or walking Stick/ Walking Frame to move around or getting in and out of the car. There is not enough access in the garage to allow this, nor enough room to exit and enter the garage between the car and garage door frames.

In addition to my wife's health, I also have health problems of my own. I have a damaged hip which has just been operated on, plus a damaged back. Both of which requires constant medication and physiotherapy. Once again, there is not enough room for me to open the door wide enough, so that I can easily depart or enter the vehicle, without causing extreme pain. I am also using a walking frame and stick to move around.

As a result of this access restriction to our vehicles, we are forced to park outside in the driveway. Parking outside in the weather is a safety hazard. As we both have medical issues, it becomes very dangerous when trying to manoeuvre our walking frames or walkers in wet weather or even hot sunny conditions. Using mobility aids in poor weather conditions is always very hazardous. **We both need to have weather-safe and convenient access due to mobility and health needs.**

By allowing us to erect a carport, we will have full protection for when we enter or leave the property. It will also allow the full opening of the car doors to allow us to exit the vehicle in safety.

The veranda/carport we wish to erect, is designed and built by Stratco. (Stratco Outback Design). The colour (black) will blend in with our house and enhance the look of our property. We are also in the process of having our front yard and verge landscaped. This too will enhance the look of our property. Our neighbours do not have any objection, and agree that it will help give the street a lift.

Most of the properties in our street appear to be rented with the tenants not really looking after the garden areas. We are proud of our house and would like to have it the best looking property in the neighbourhood.

Our street location (Concord Way), bounds one side of Mayfair Ride Park. Opposite our house at the northern end of the park area, is native land and is full of trees. Concord Way is a slightly wider street than most in the area.

As the area is quite open, there is no possibility that the Carport could be considered to close in the street.

1. Additional reasoning for the allowance of our carport.

While researching our options regarding this appeal, I have discovered that there is a recent precedence where the ERD Court allowed an appeal and granted planning consent for an open sided carport such as ours, to be erected forward of the dwelling, which had been previously refused by council. The Charles Sturt Council allowed the construction of a carport after an appeal was raised in the ERD Court. (2024)

*The court's decision was heavily influenced by the **unique locality context**: the property was on a short cul-de-sac and fronted onto a public reserve rather than a typical streetscape of neighbouring front yards*
normans.com.au

"Our property is similar by being located in a short street, opposite native vegetation and a ride park playground at the opposite end. With our property currently being landscaped, the finished outlook will be well enhanced by allowing the carport to be erected.

It will not detract from the local streetscape, but in reality enhance the look of our property. Adjacent neighbours and others in the street have no objections to us having a carport erected.

The black colour of the framework, blends directly with our house colour, almost so that it is barely noticeable when looking at the images (003 & 004 supplied) I have provided, showing the carport frame in situ. The local trees and our own fence absorb any negative vibe that it may present. All of the surroundings blend in as one, so that it will become barely visible once erected.

We have taken care to ensure that the structure will have minimal impact by only have two forward vertical support poles, minimising any look through effect. It will be fully open sided, with a simple flat roof matching the house eaves line and so once again will not have any effect on the street scape. In effect when looking from either side, there will only be two vertical poles and one horizontal beam."

*Because of this setting, the forward carport was found to have minimal impact on the street's character – it did not disrupt a row of uniformly setback facades as it might in a standard suburban street. The court concluded the carport **did not unreasonably detract from the streetscape** or neighbouring properties, and thus satisfied the performance outcomes of the Code despite breaching the standard front setback rule. Importantly, the judgment noted that the planning assessment isn't a mechanical "tick-box" of the deemed criteria; rather, **all relevant Code provisions must be interpreted and balanced**, with the zone's Desired Outcomes in mind*
[normans.com.au](https://www.normans.com.au)

*Although the Code's deemed-to-satisfy standards prohibit any forward carport, it is still legally possible to seek approval via a performance-based assessment. For example, policies seek to ensure front veranda's/garages "contribute positively or at least do not negatively impact the streetscape character." In a recent court interpretation, it was noted that a development's contribution to the streetscape "**need not be positive; it may merely be neutral**" – the test is essentially that it not significantly detract from the neighbouring streetscape.*

2. Additional reasoning for the allowance of our carport.

Images and a list of addresses have been provided of 40 properties. These properties all have had carports or veranda's erected, which could be after the change of law date Mar 2021. Using Google maps, we have been able to determine that a structure was not present in one point in time, but then shows up at a later date. Meaning that the structure was erected within that time frame. However, the exact timeline would have to be determined by Council. An example of our findings shows that three properties were up for sale in June 2018. (50 Peachey Road, Davoren Park).

New Google maps pictures were taken in March 2025. These new images show the properties have all had large steel veranda's erected at the front of each building. (formerly housing trust units converted to a medical centre). Each veranda is well above the gutter line and does affect the streetscape view.



This means that the veranda's could have been built after the Mar 2021 law change! If this is the case, why are we not allowed?

Likewise with another property at 22 Zurich Road, Craigmore. (below)

Google Maps images show that there were no carports / veranda's at this premises in Aug 2021, but new images taken in April 2024 show the Carport/veranda in place. Fully erected.

This is well after the change of laws in Mar 2021, so why were they allowed to have their carport / veranda erected ?



This carport and veranda were not present in August 2021, so they have been constructed between Aug 2021 and Apr 2024.

In addition to the 40 examples provided where carports have been erected, at least 50% of them are on the boundary or within 5.5mtr of the boundary.



Image of our house with the proposed veranda / carport. The colour is Black and blends into the house colours.





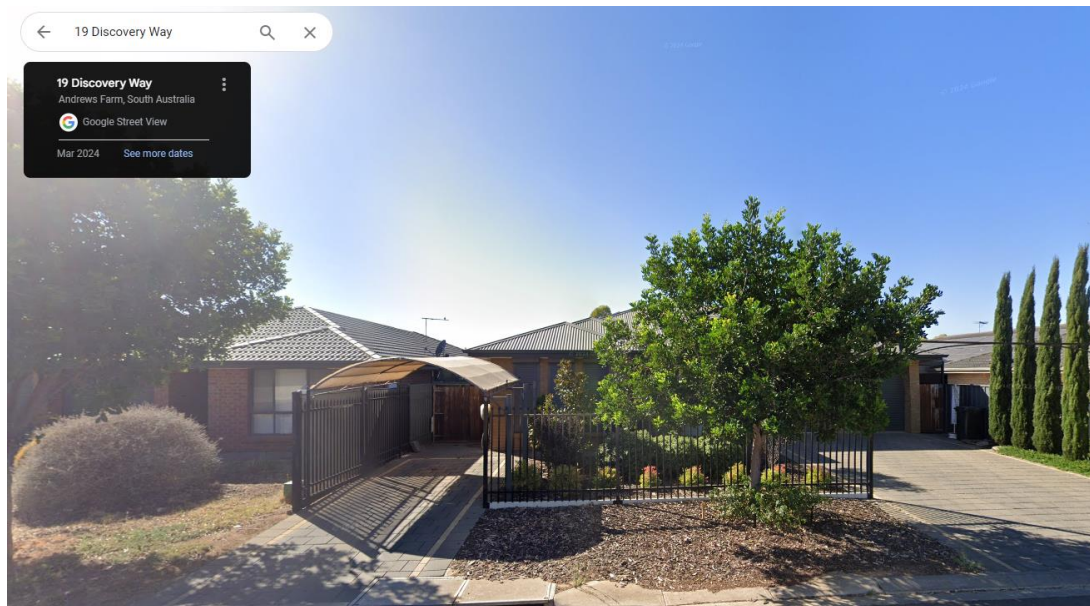




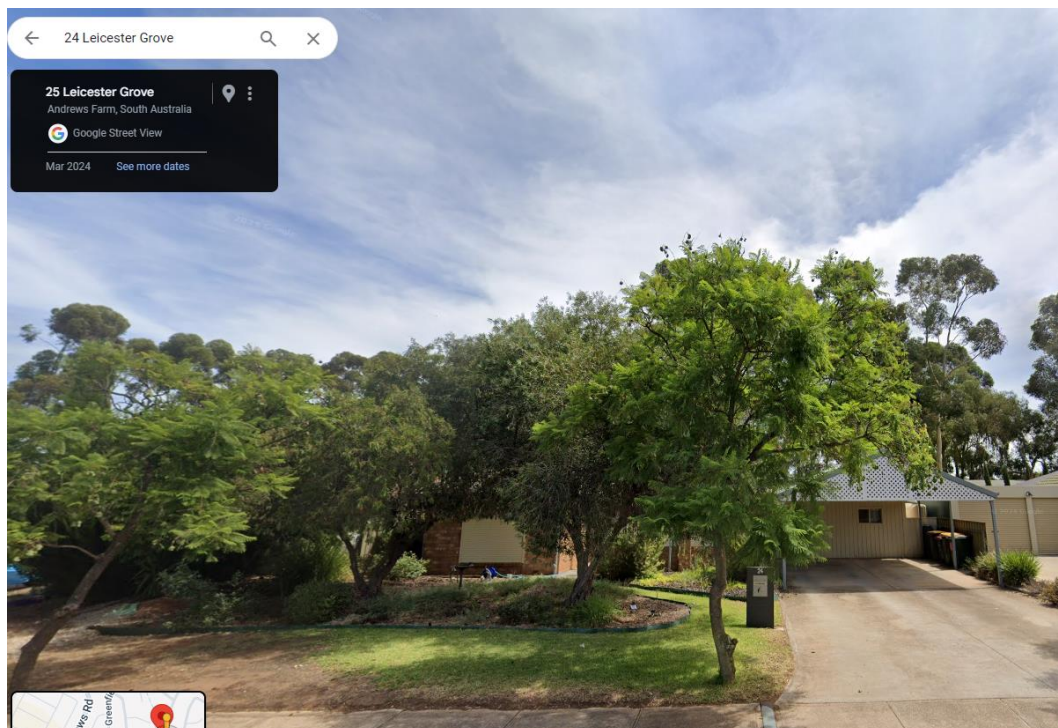


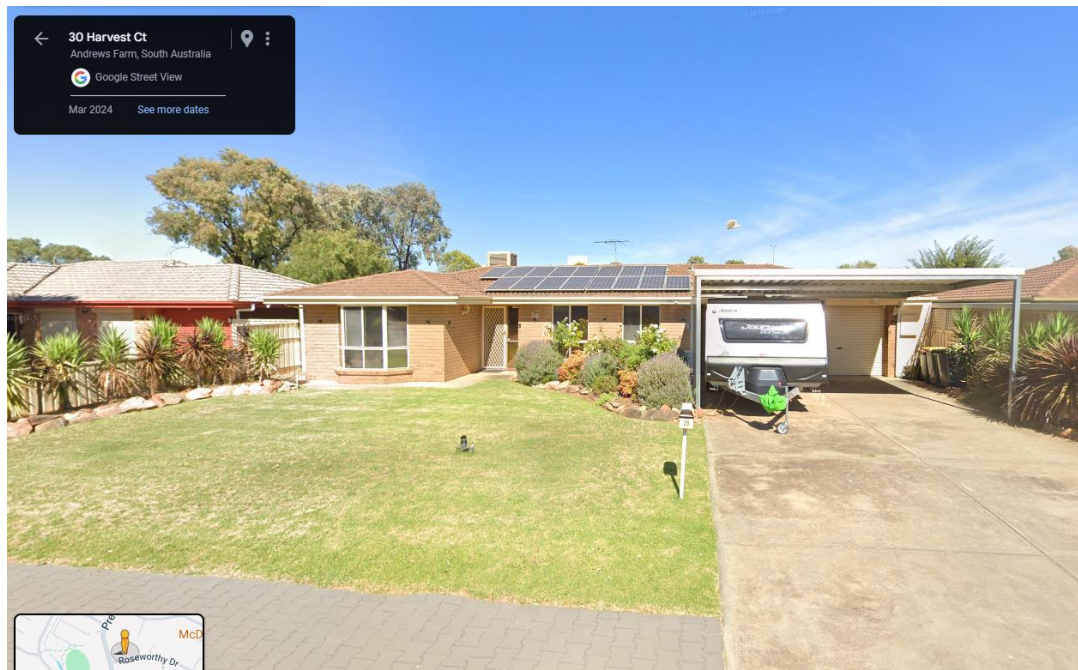


Richard Hoad, 12 Concord Way Andrews Farm 5114. Ph. 0433 189 666 email: richardh44475@gmail.com

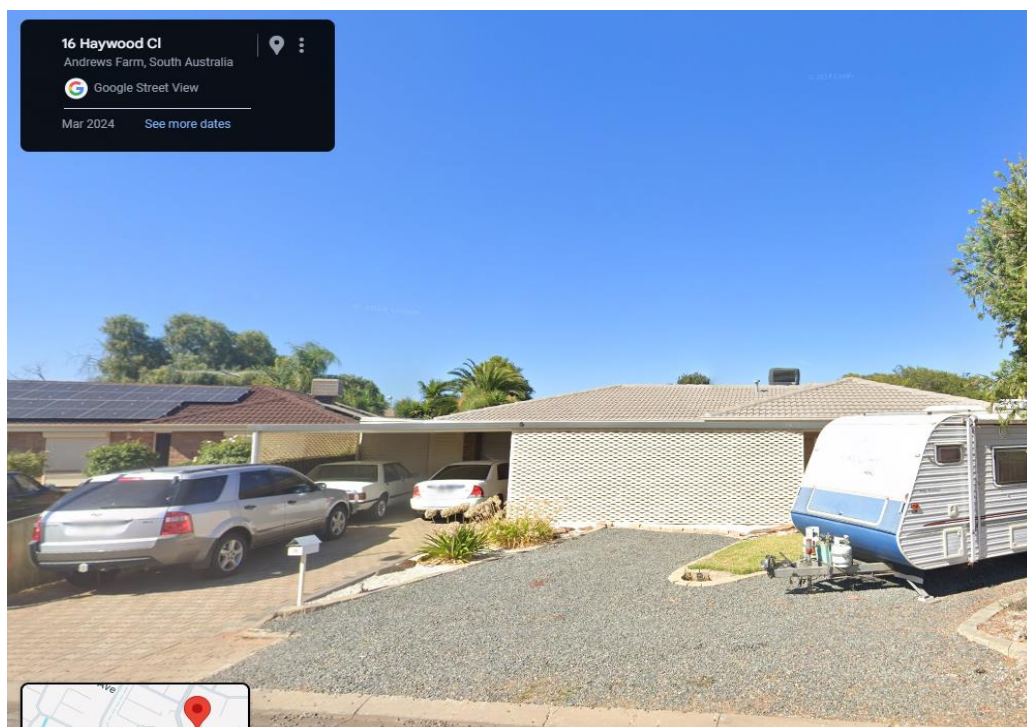


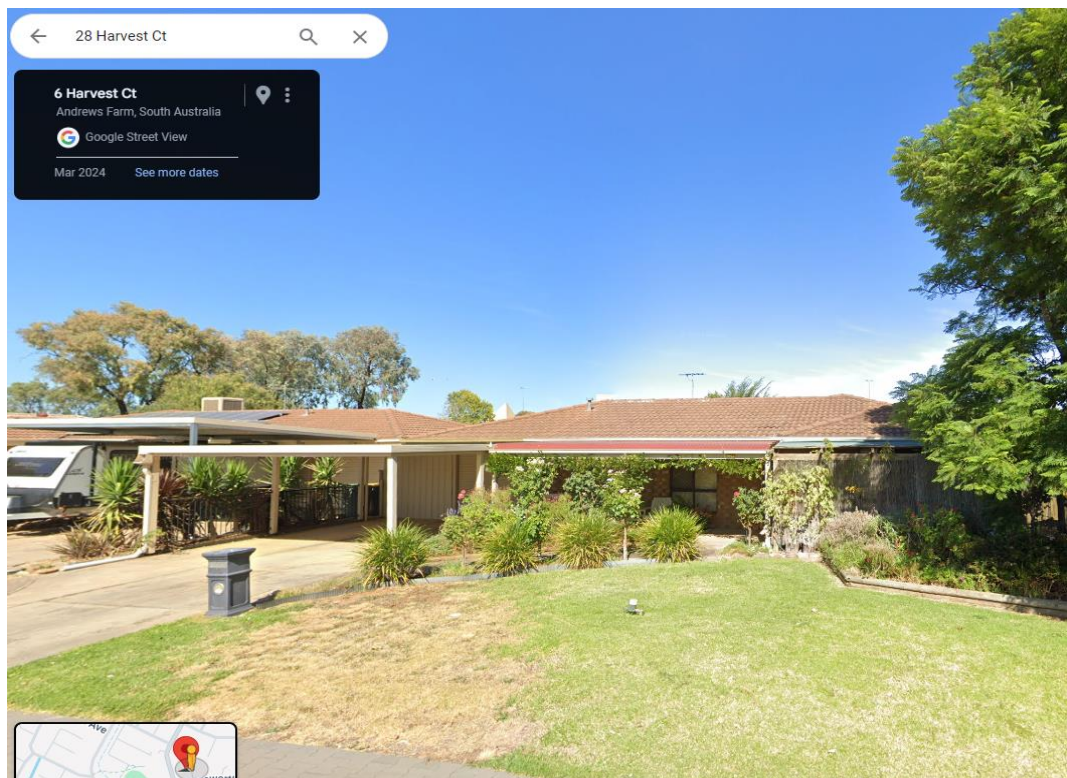


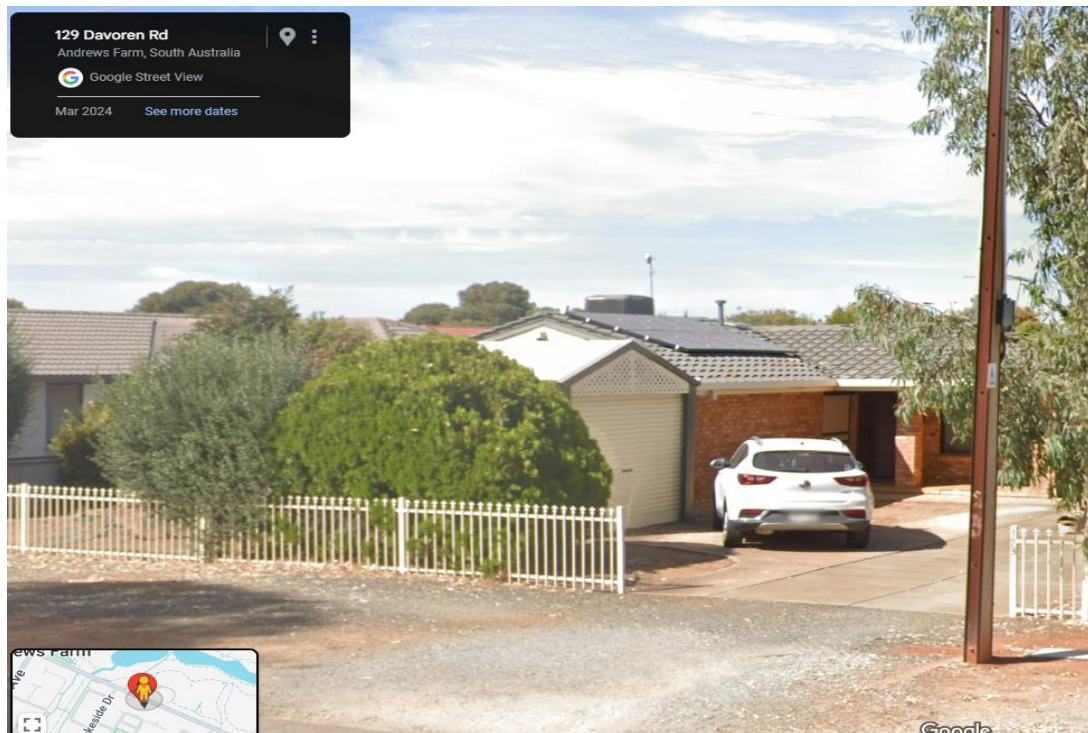




28 Harvest Court Andrews Farm



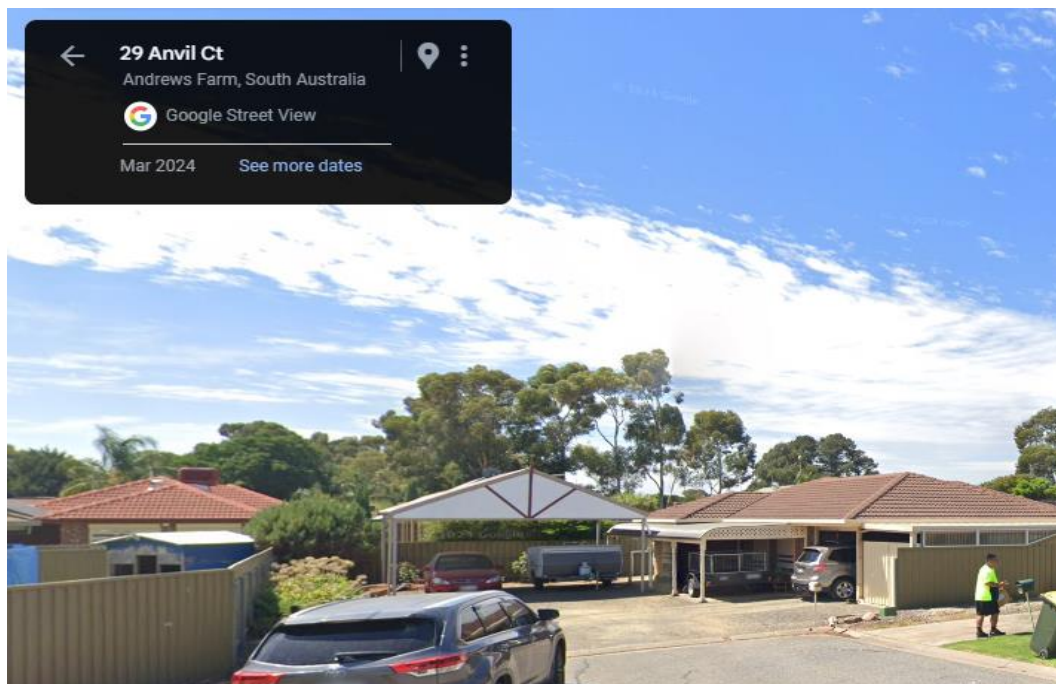




6 Springdale Ave

10 months ago · [See more dates](#) >

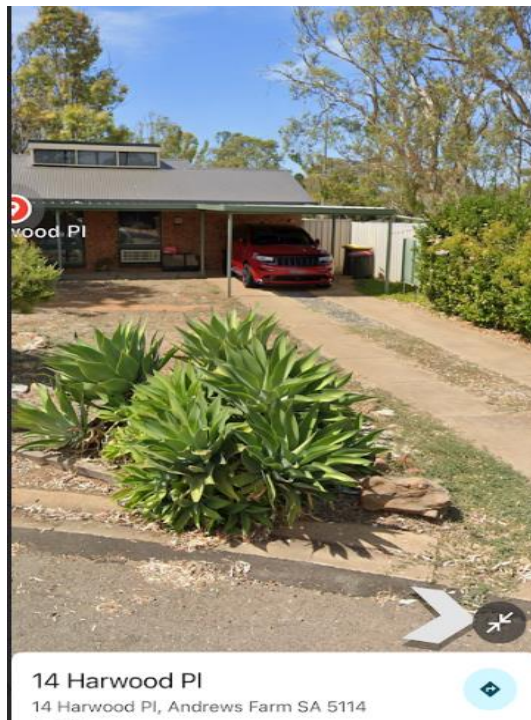
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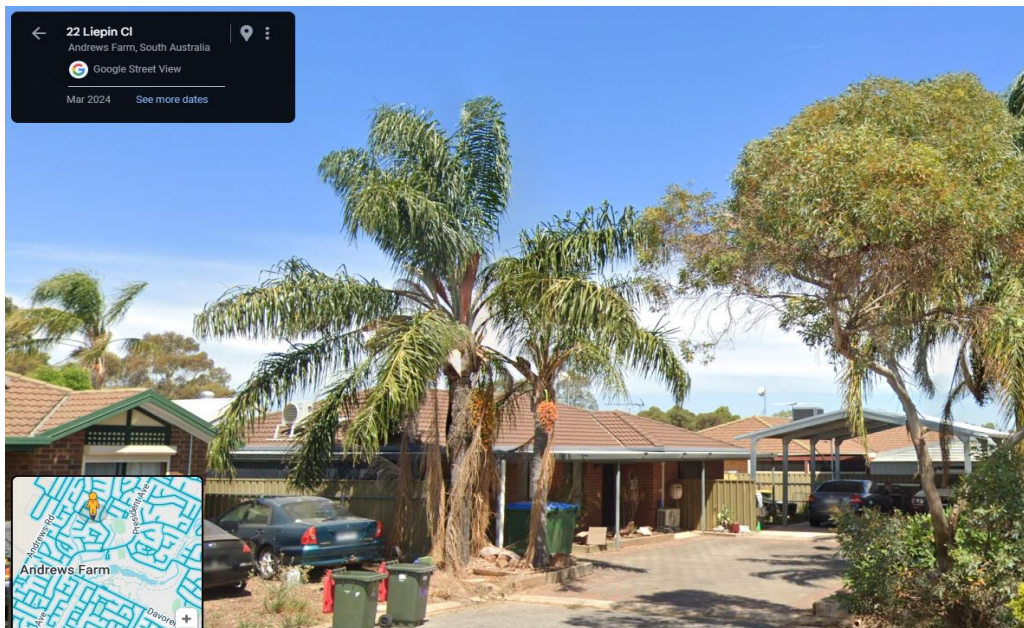


6 Harwood Pl

10 months ago · [See more dates](#) >

6 Harwood Place, Andrews Farm





● Off market ⓘ

2 Commodore Parade

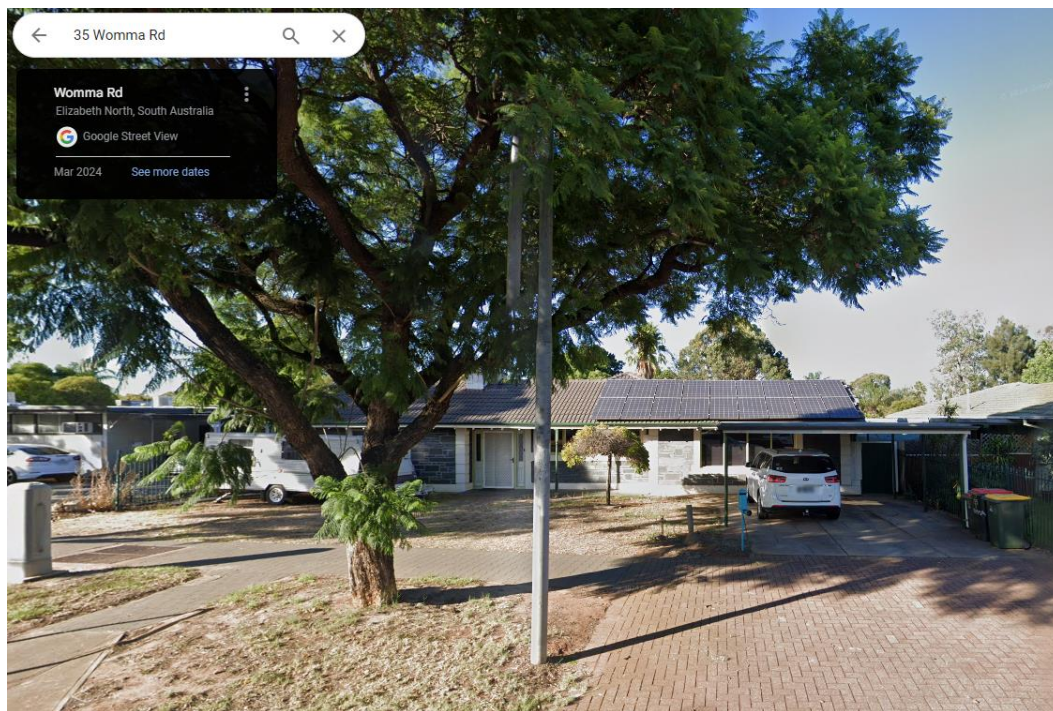
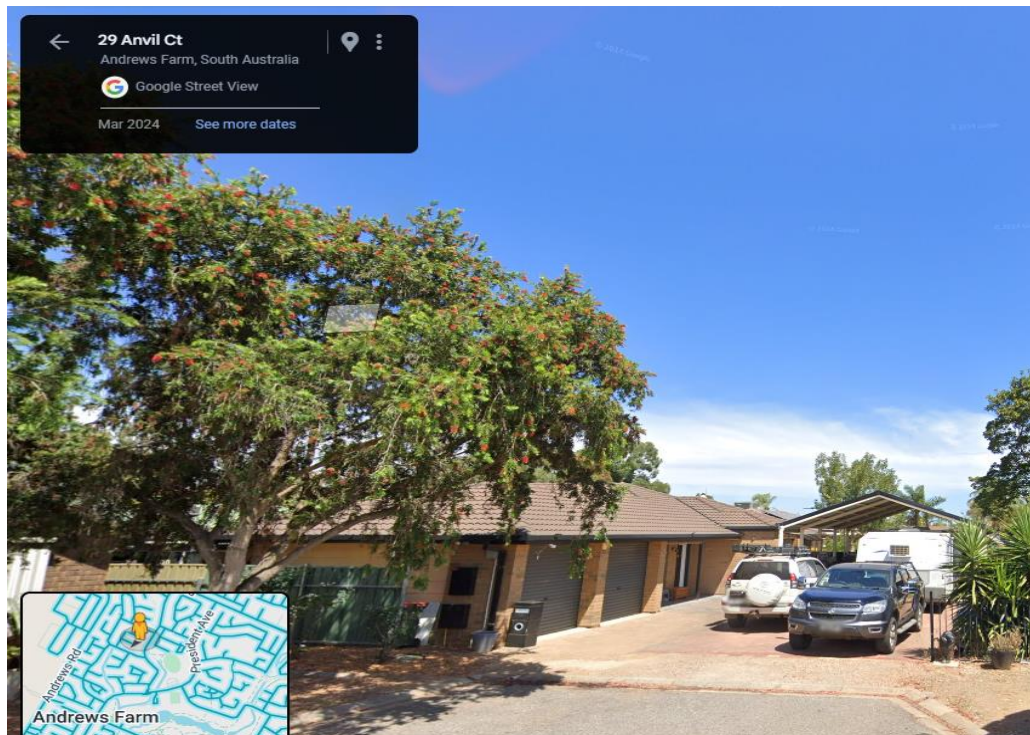
Andrews Farm, SA 5114

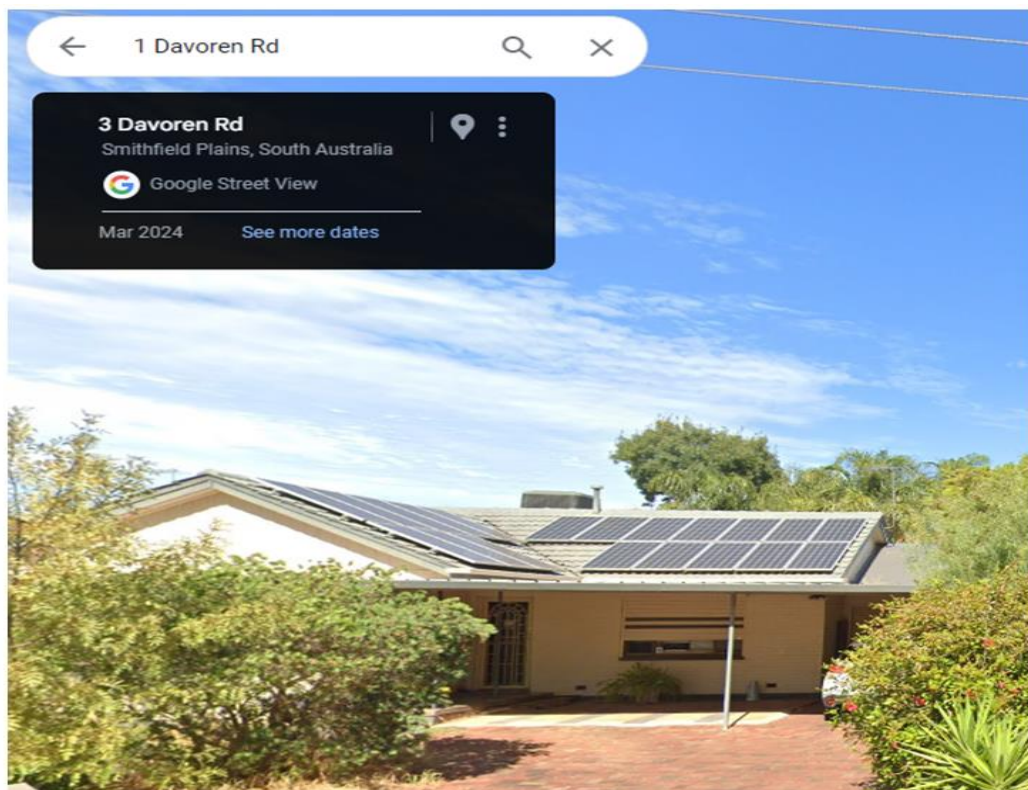
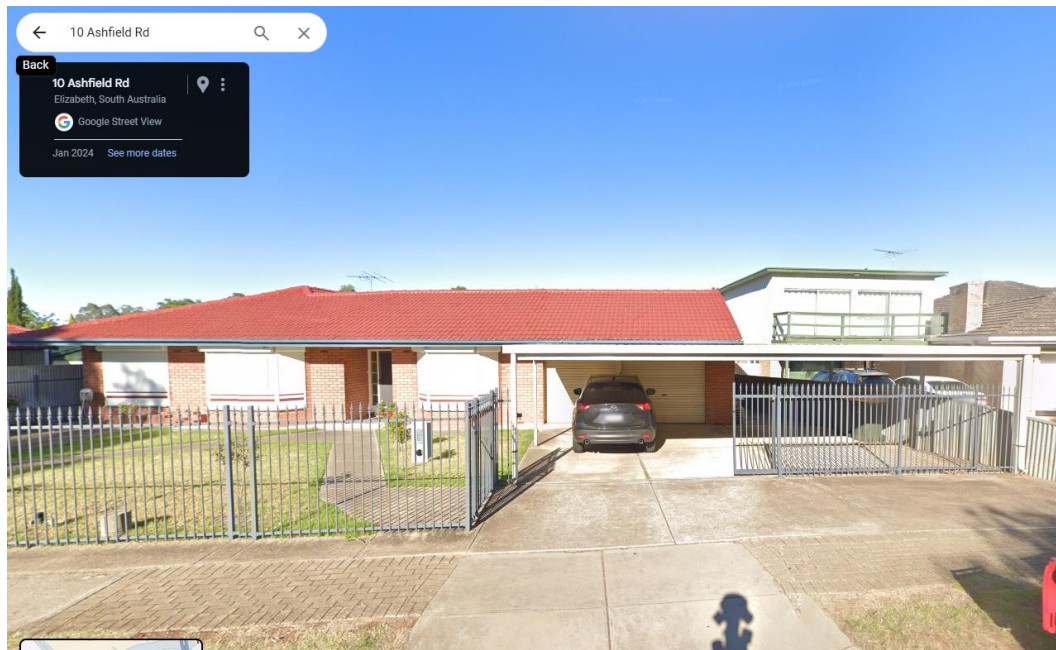
4 4 1 4 | House

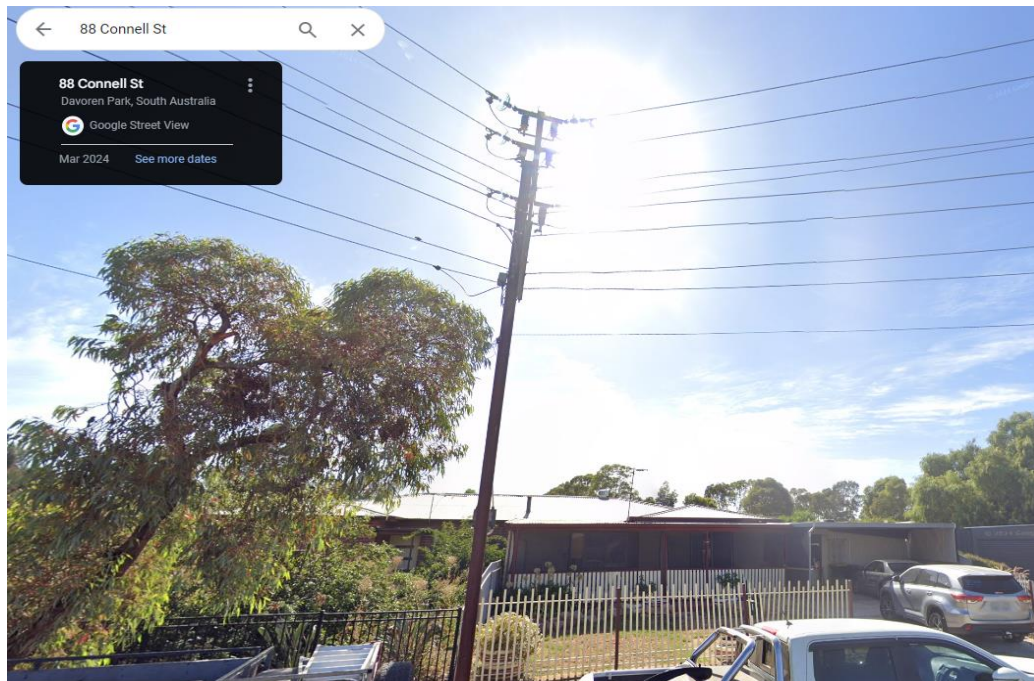
🏠 Own this property?

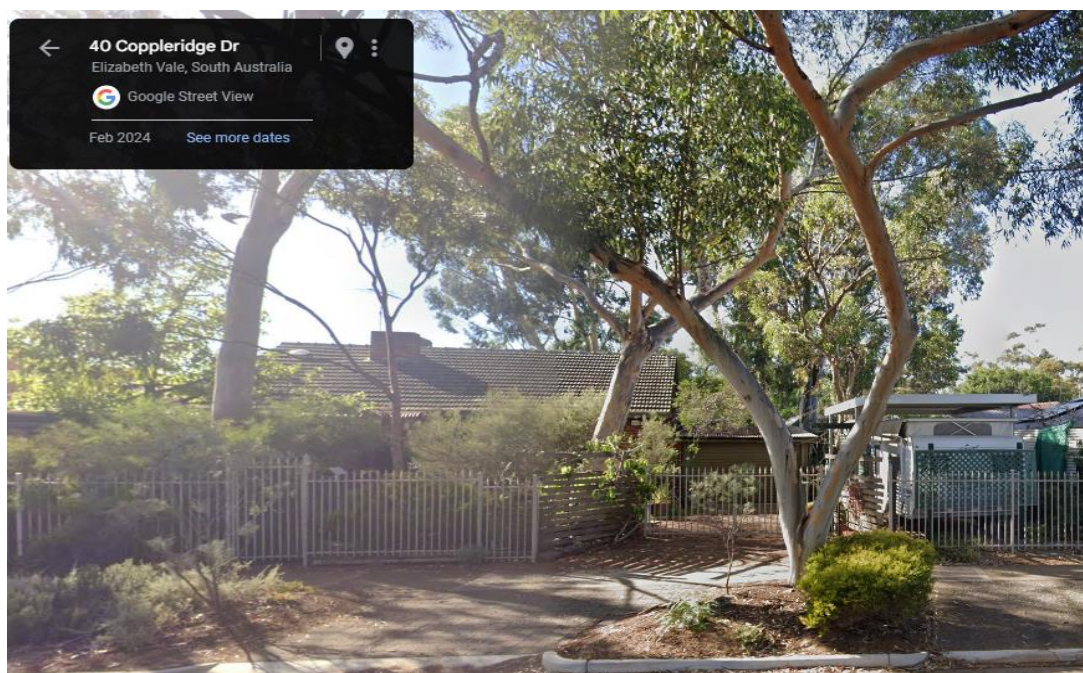
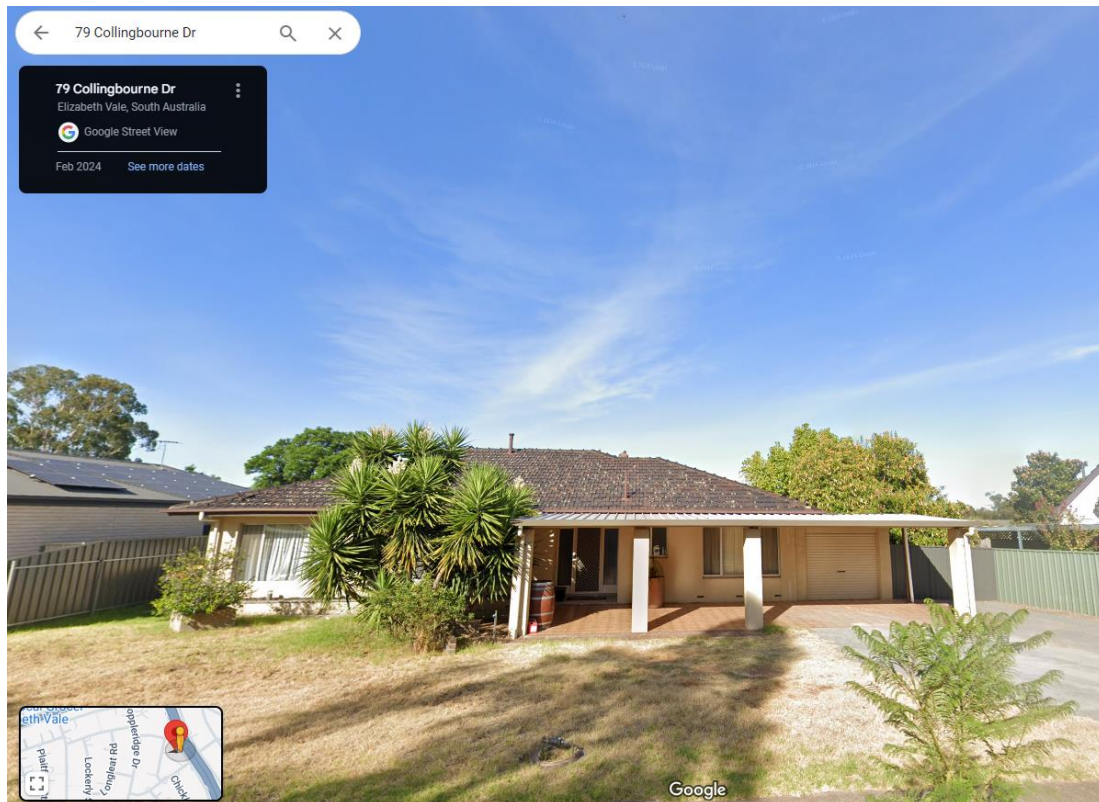
Get access to view owner data and insights.

Track property



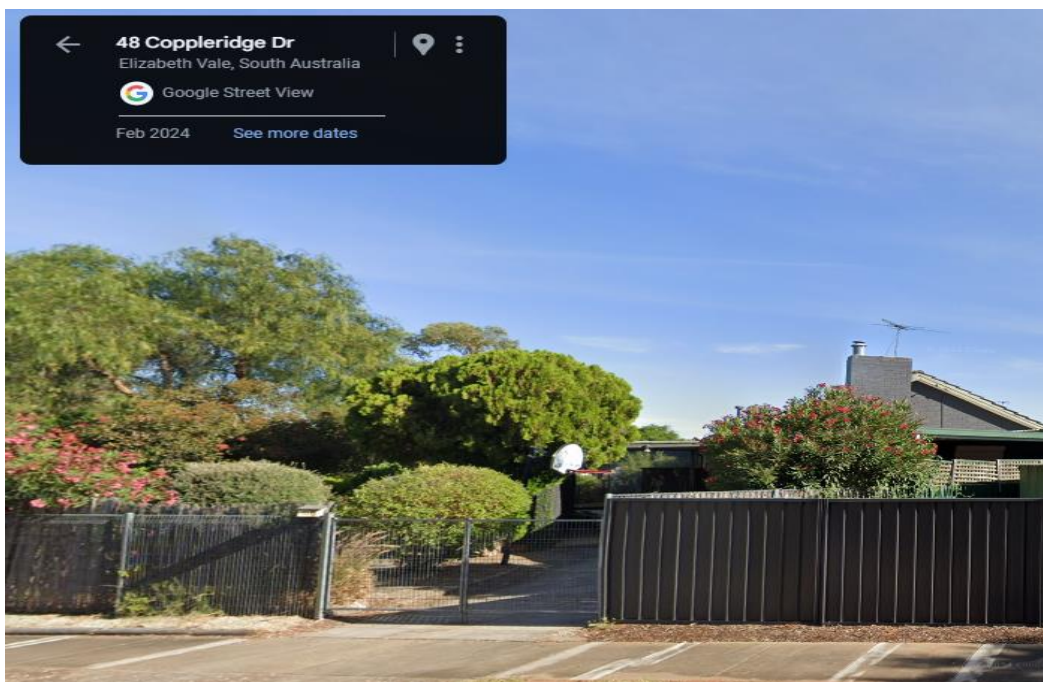


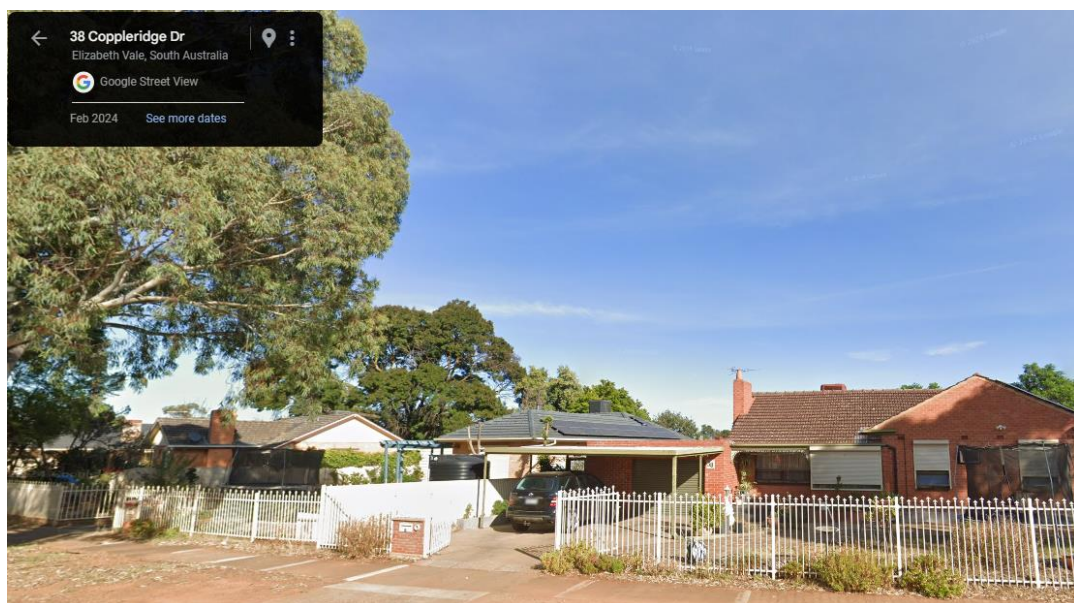


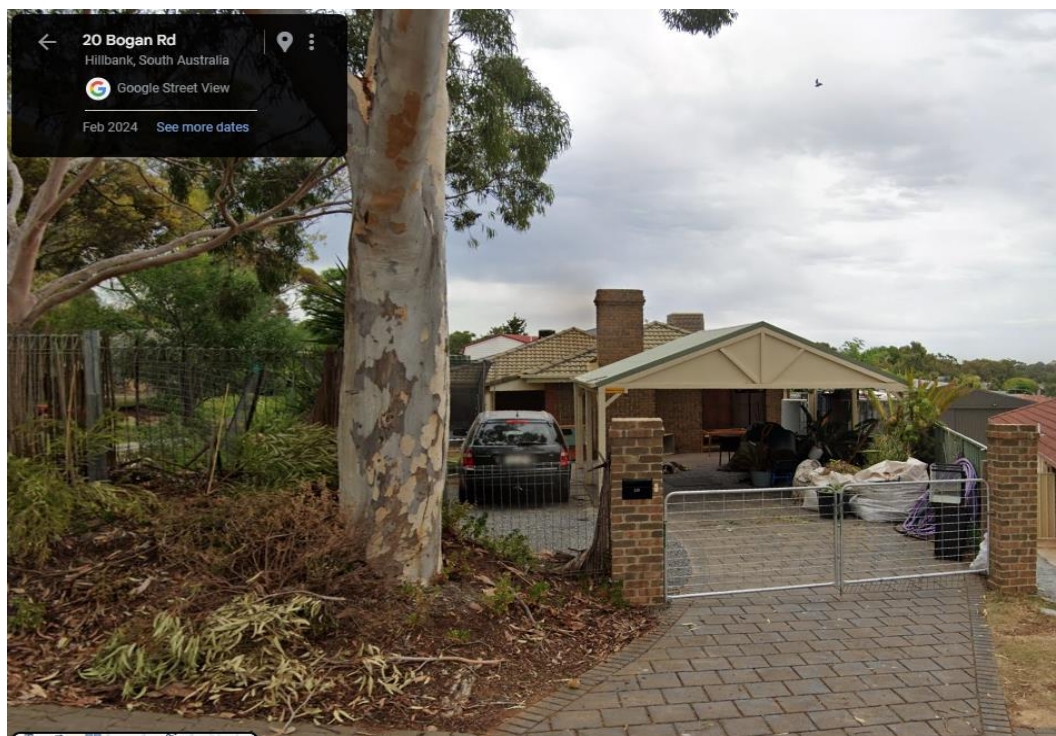
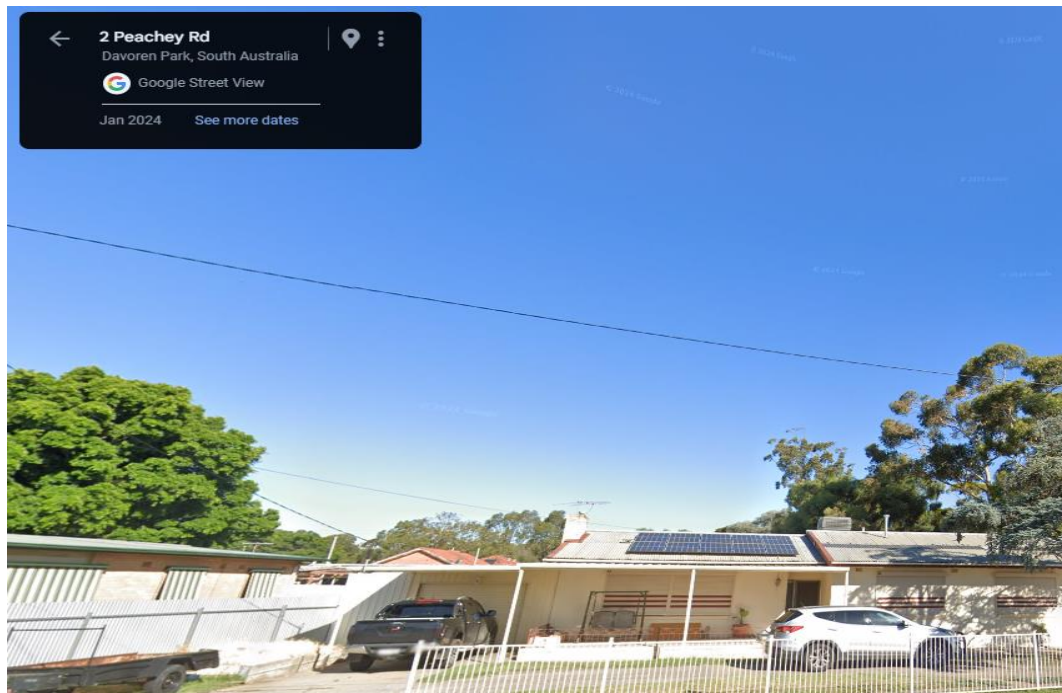


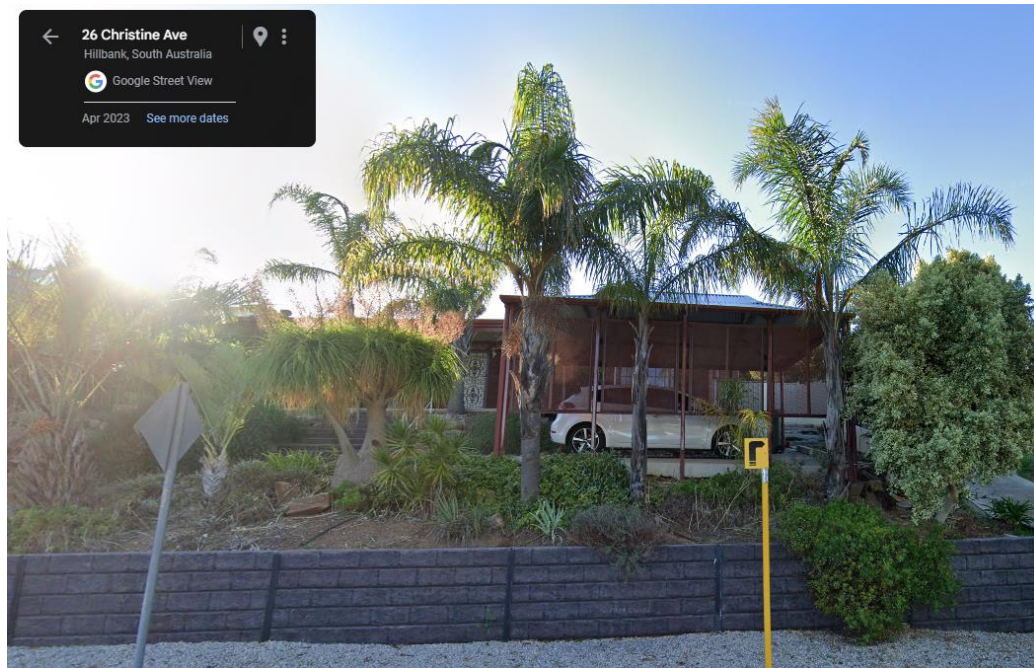


48 Coppleridge Drive Elizabeth Vale

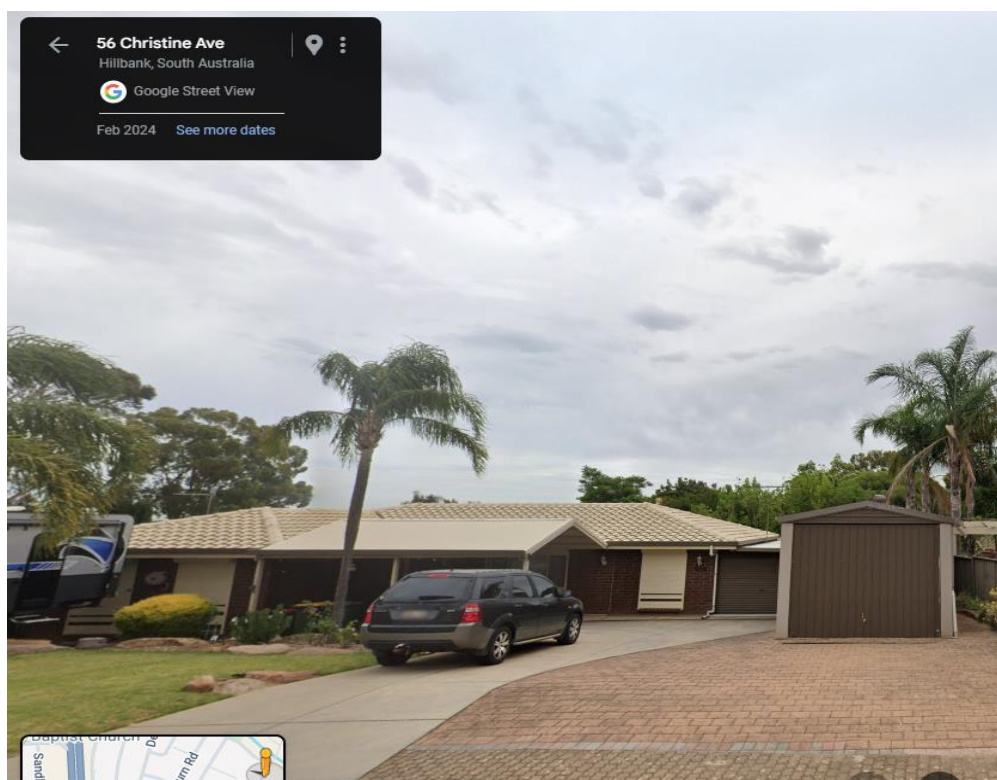
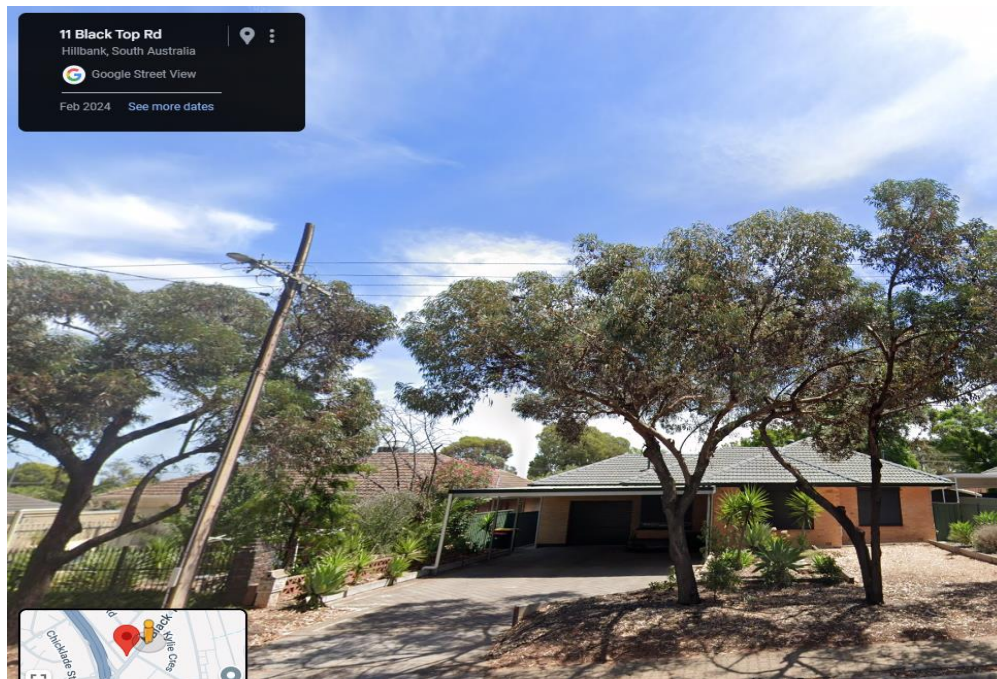


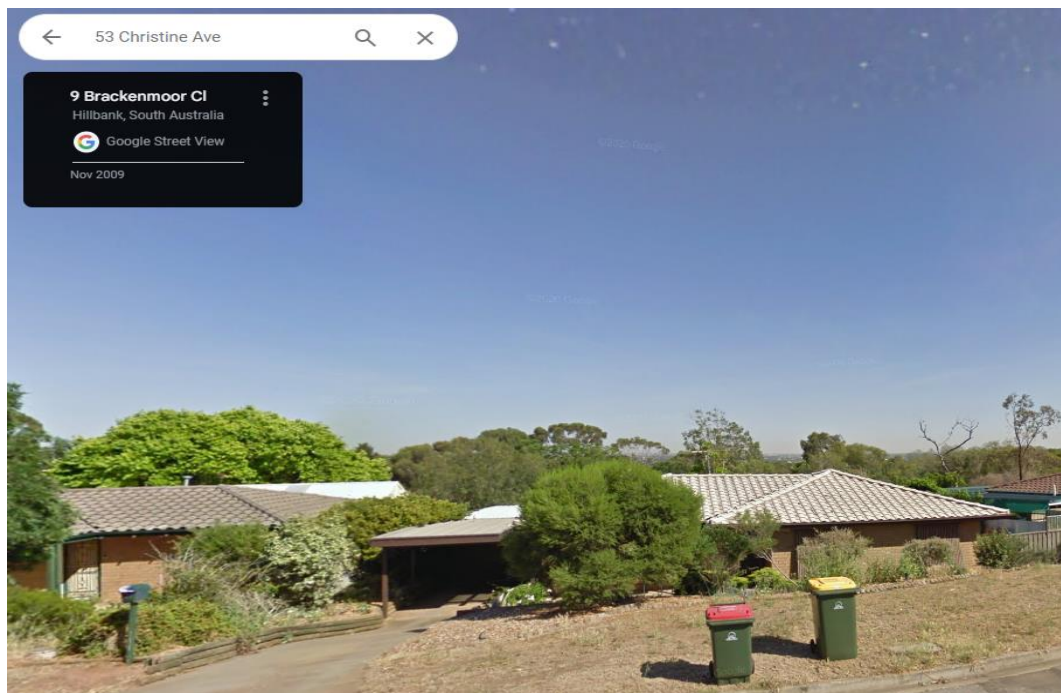


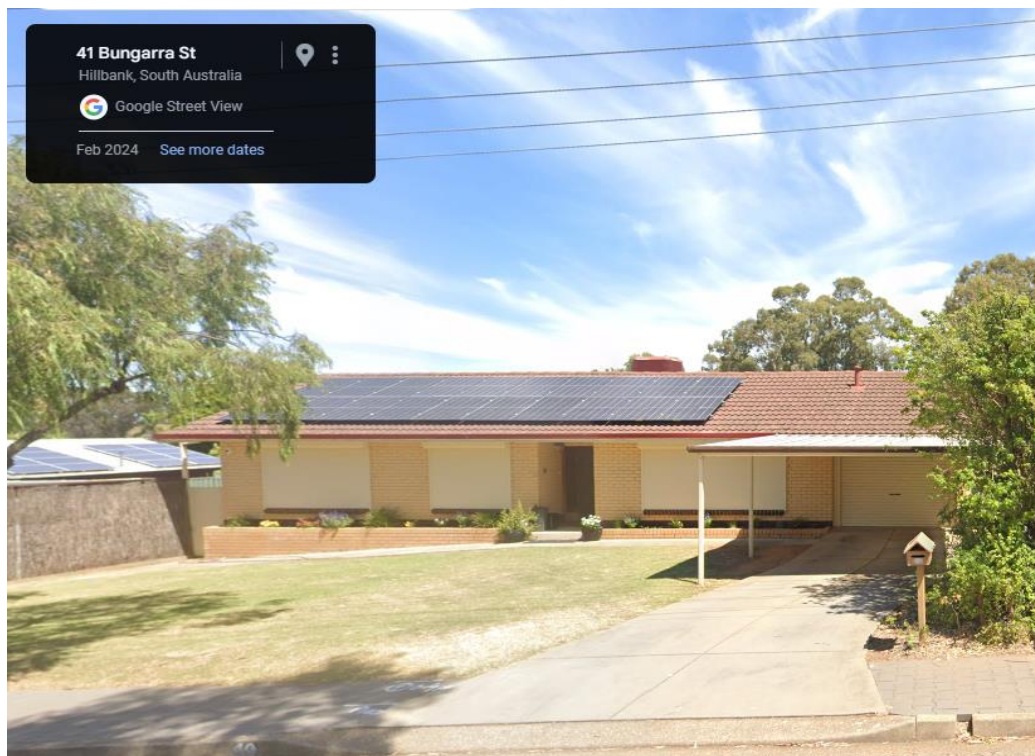


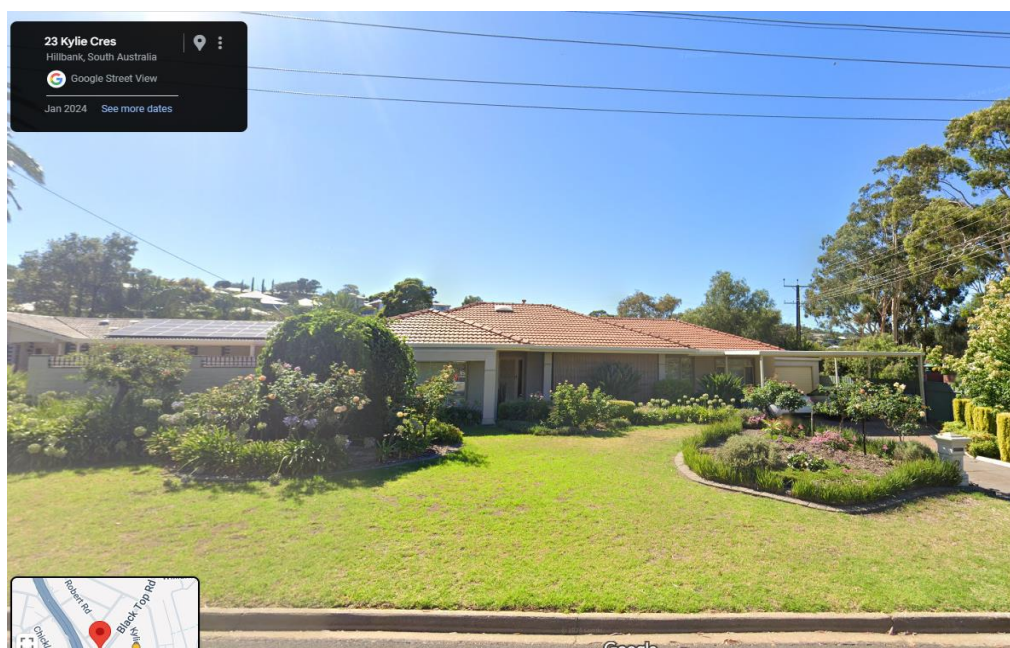
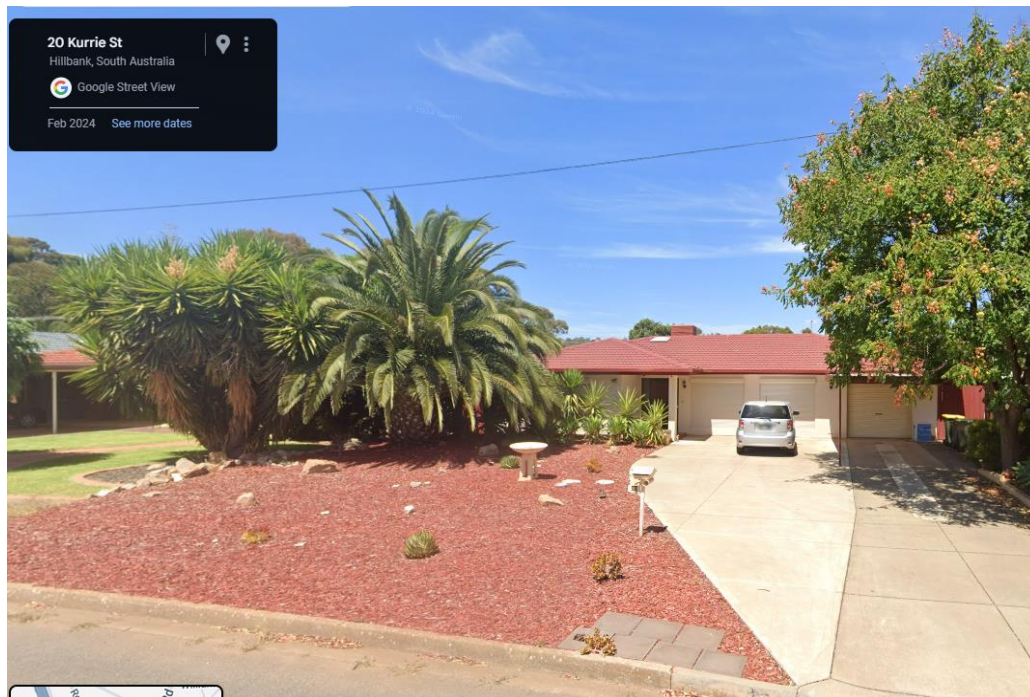


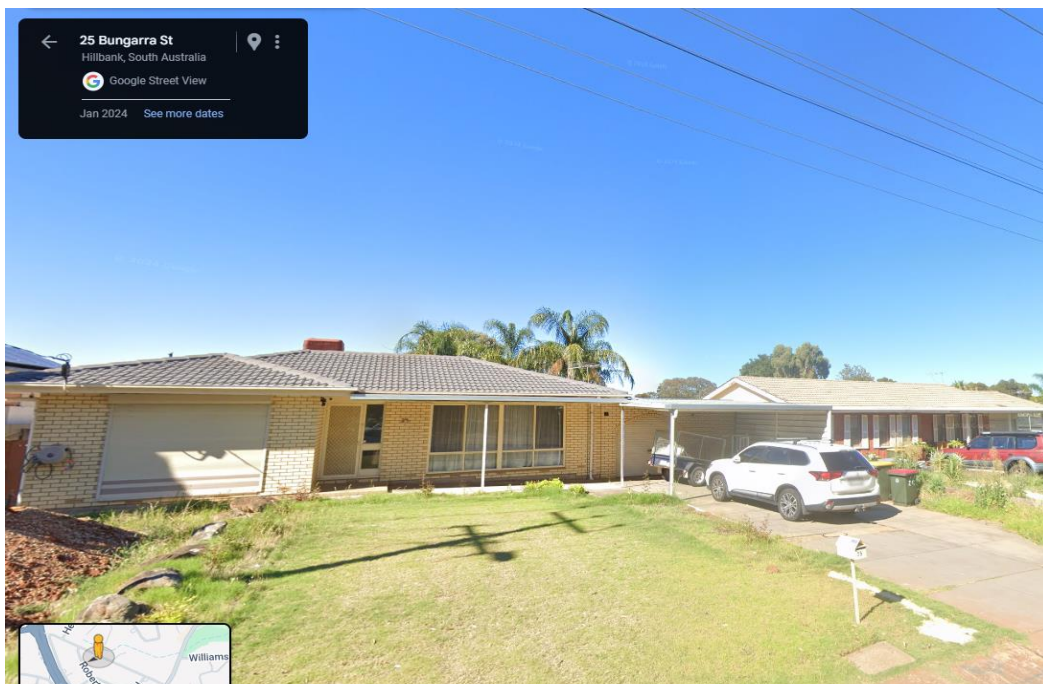








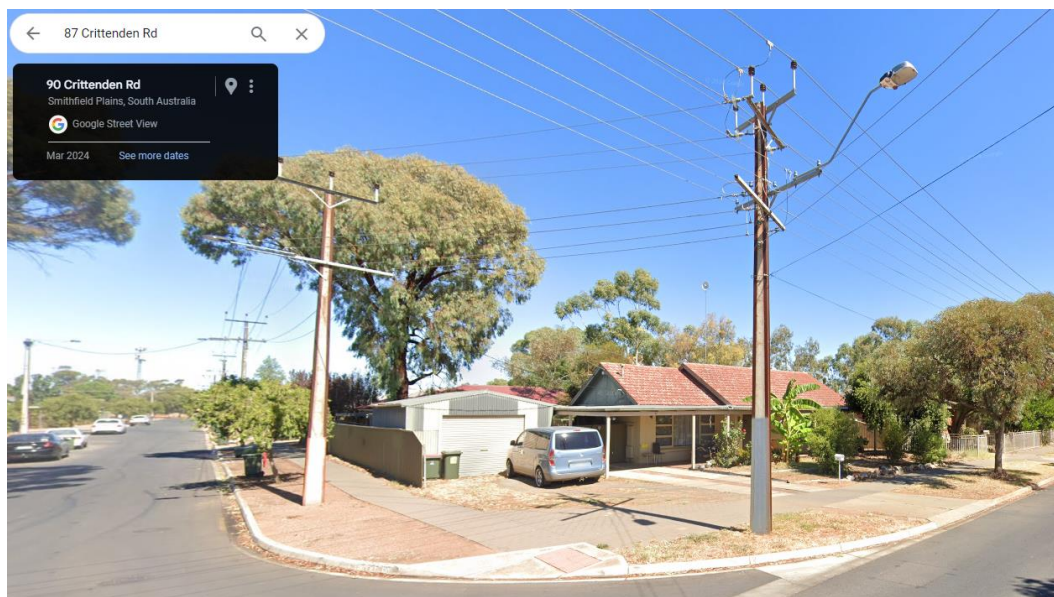




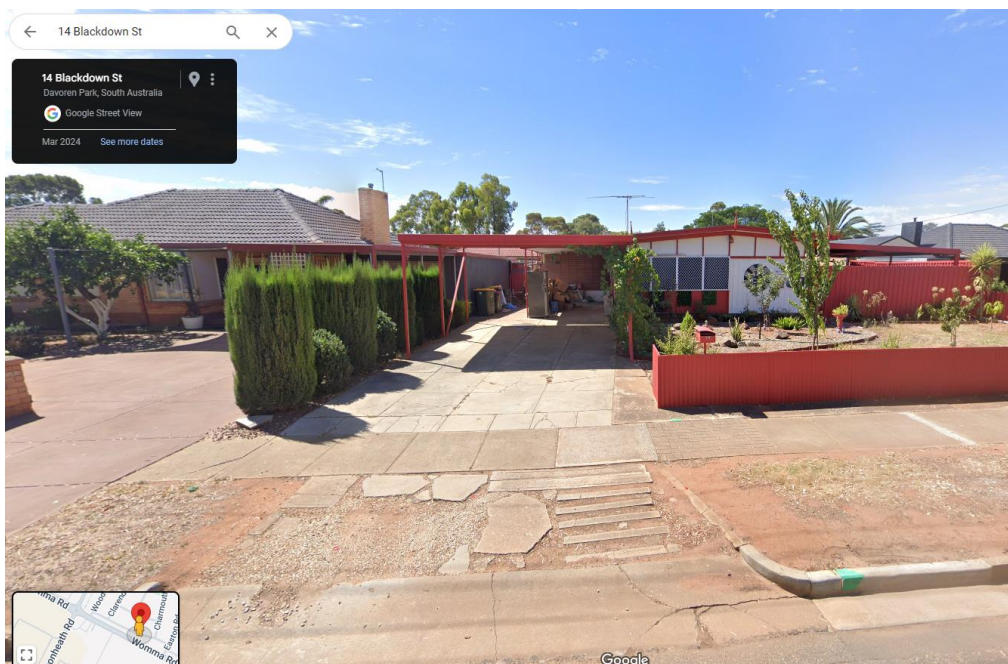


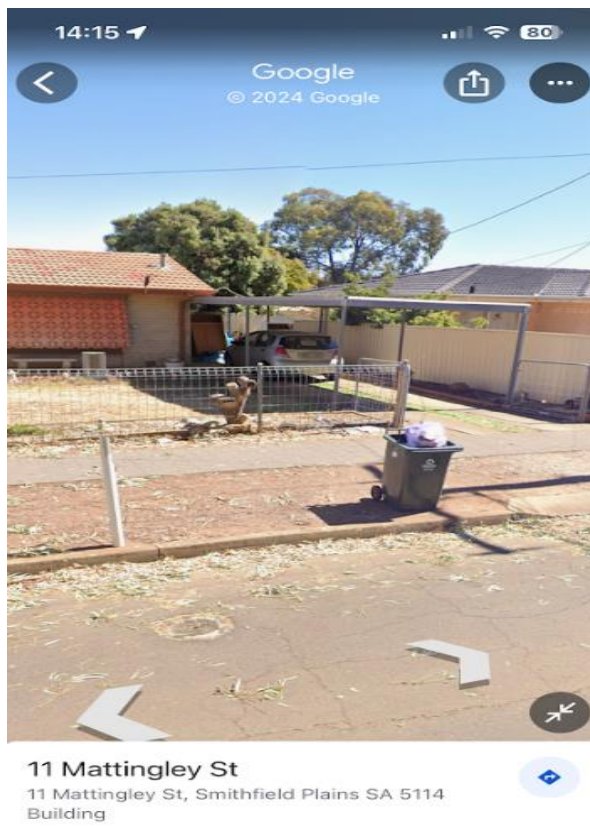
17 Longleat Road, Elizabeth Vale

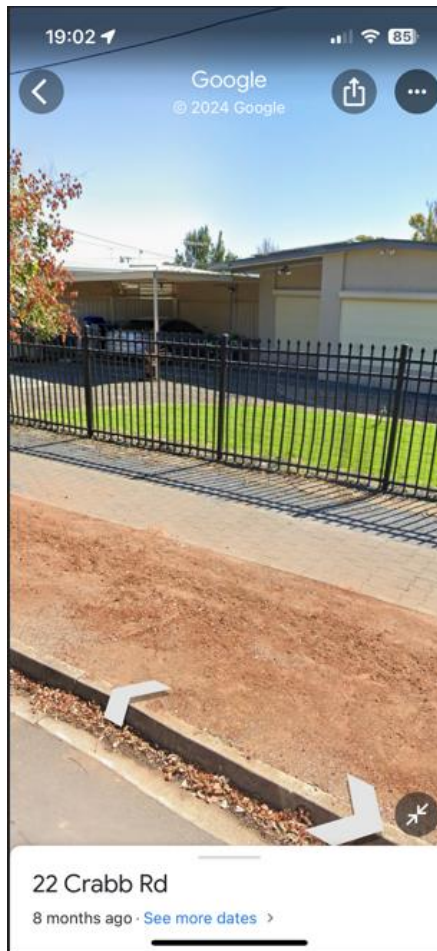




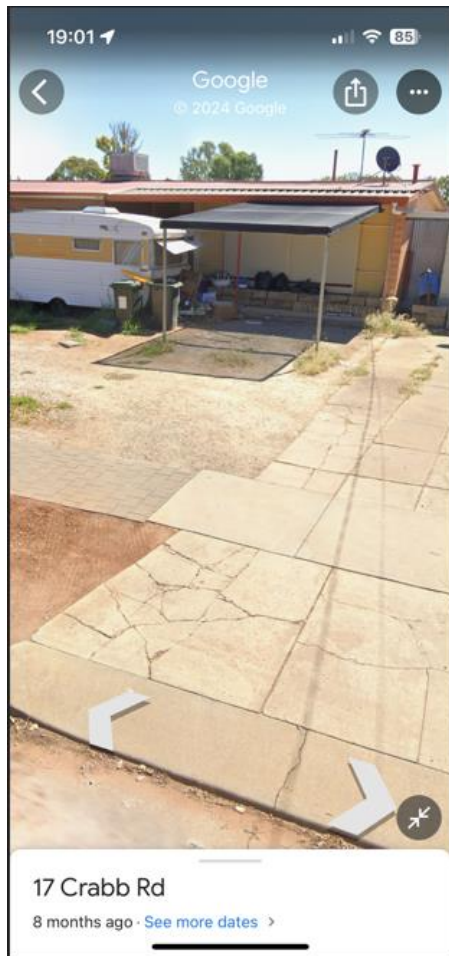
506 Womma West Road.



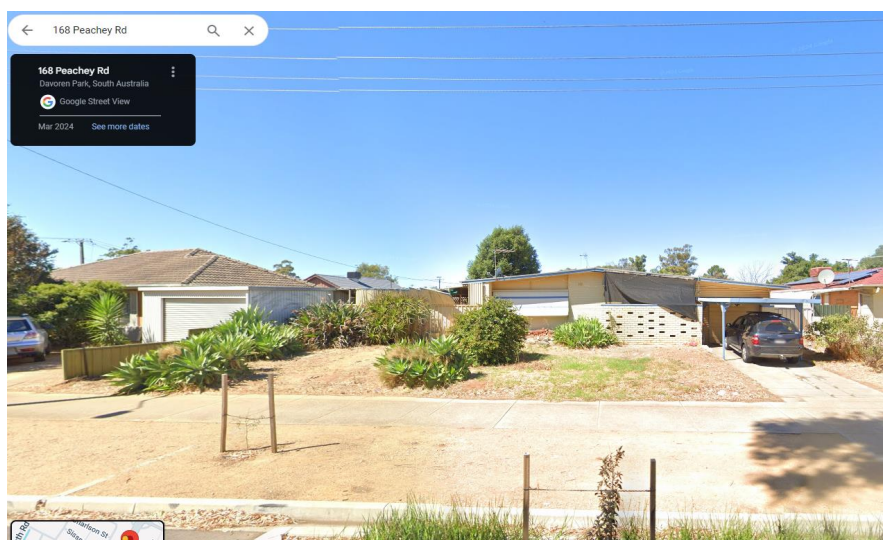


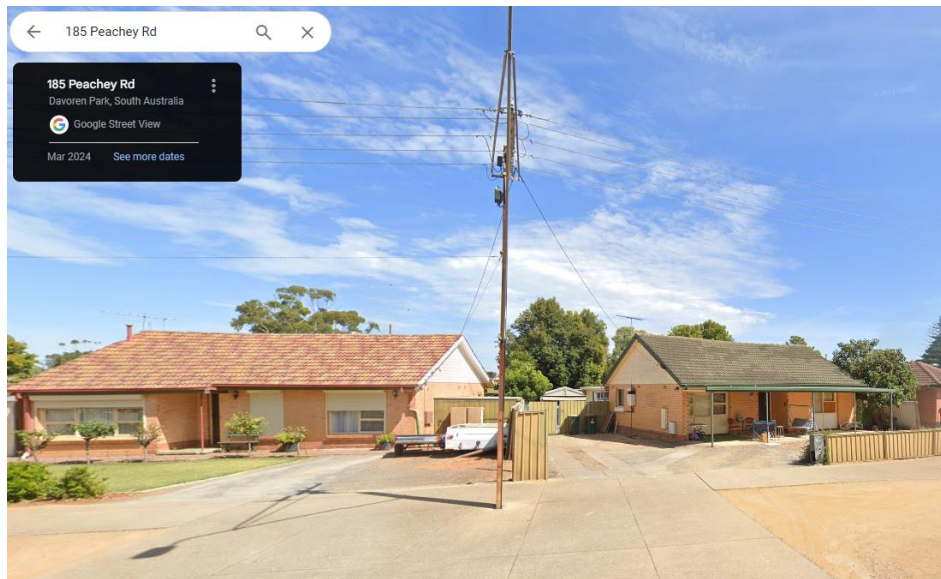


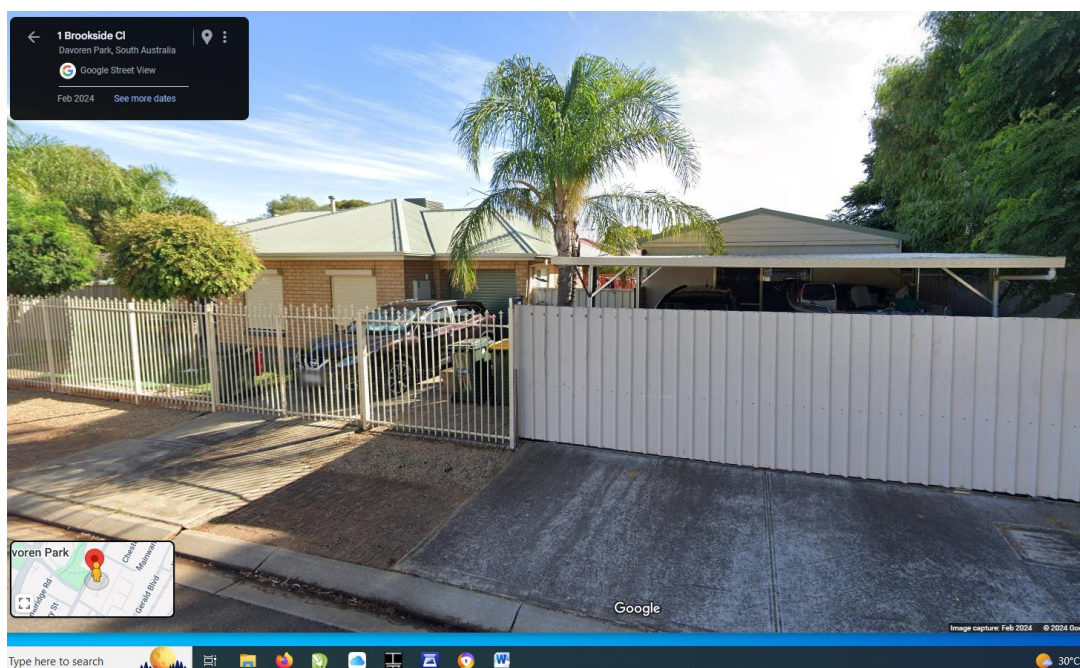
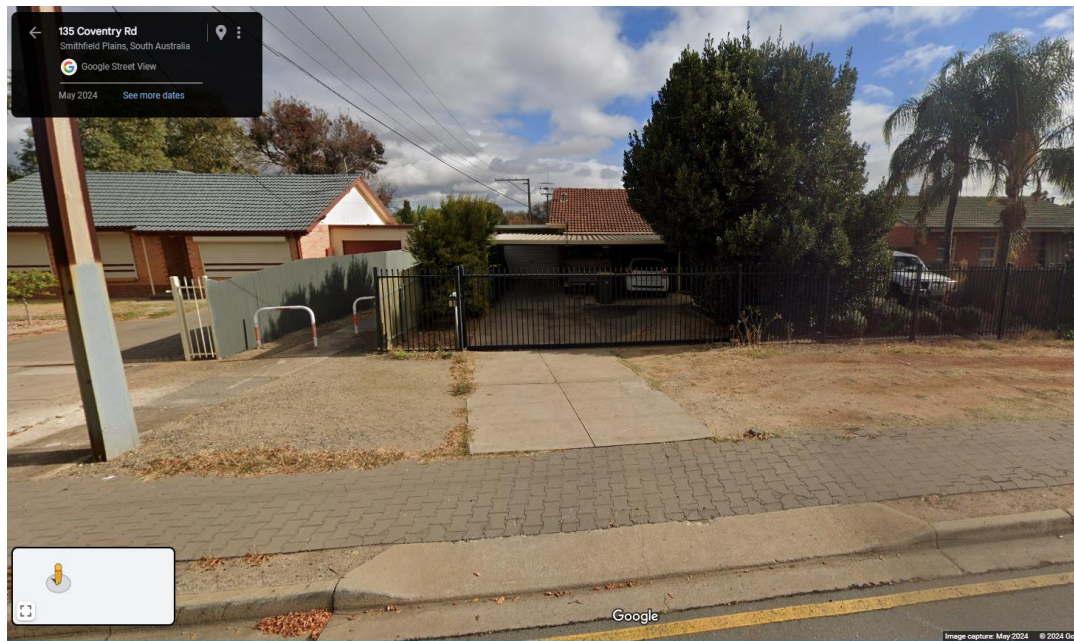
Davoren Park

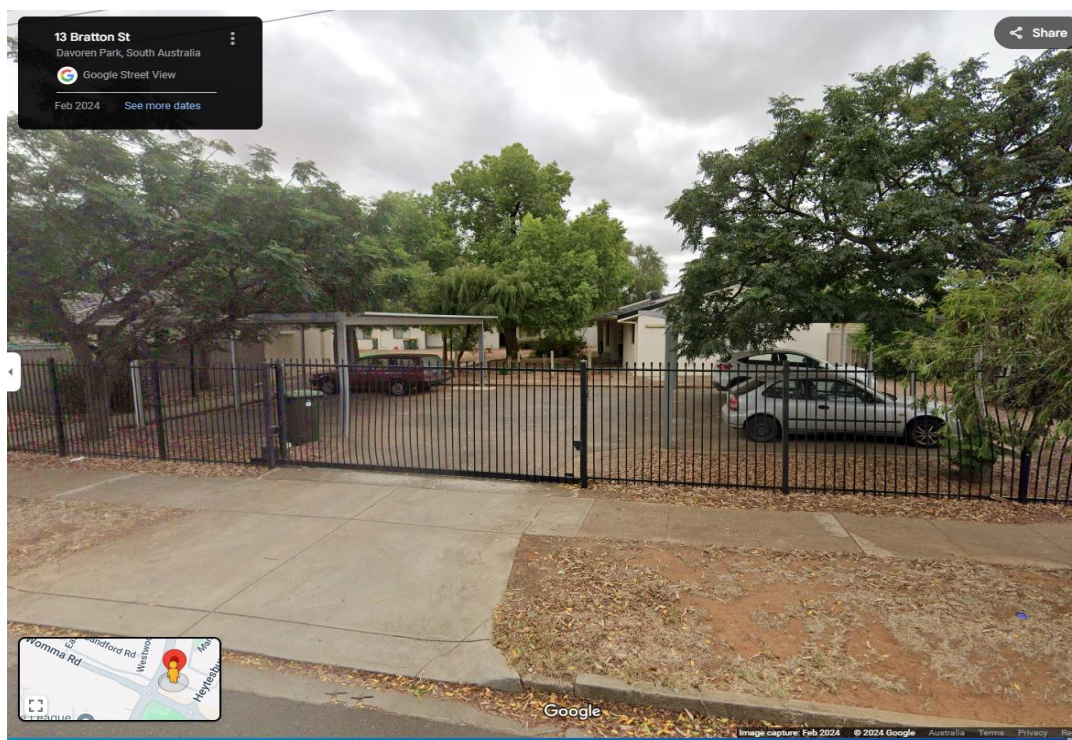


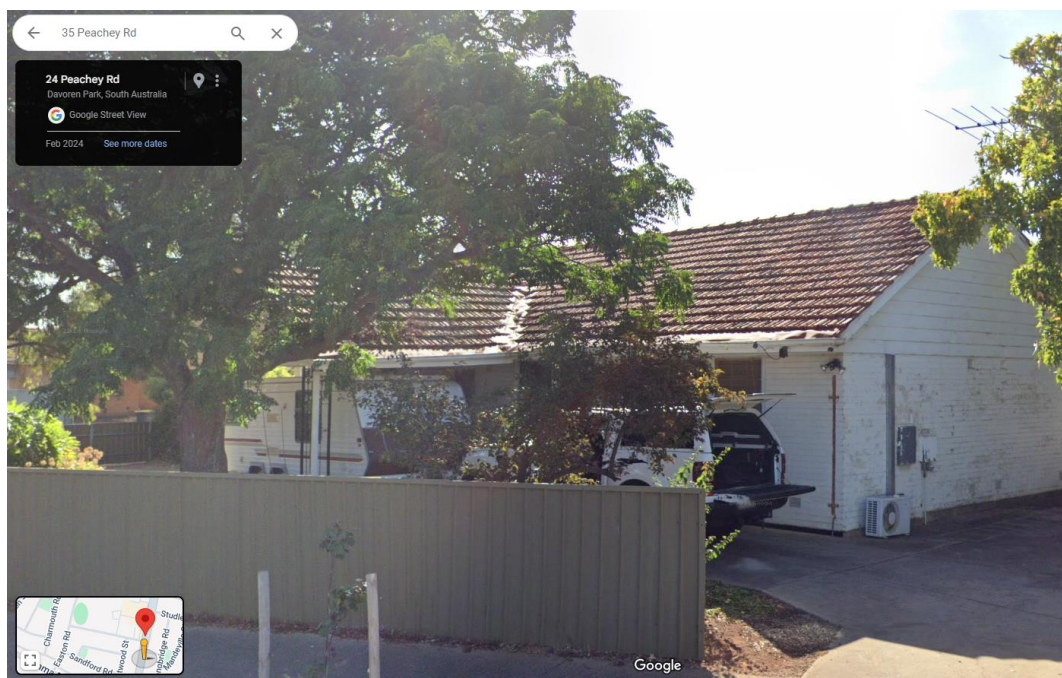
Actually 20 Crabb Davoren Park



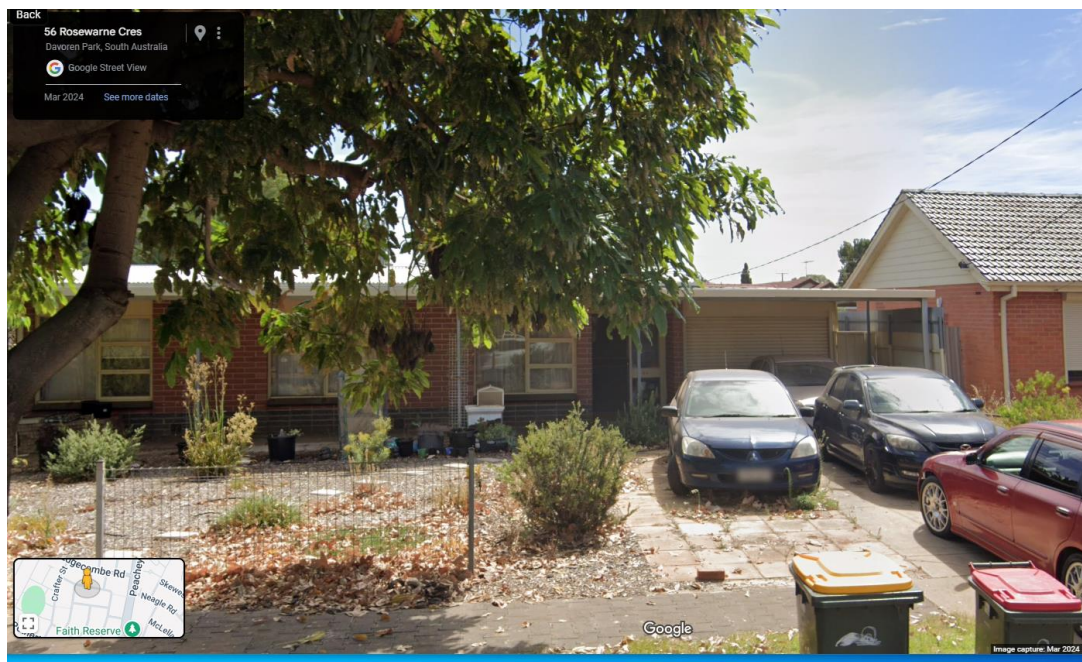
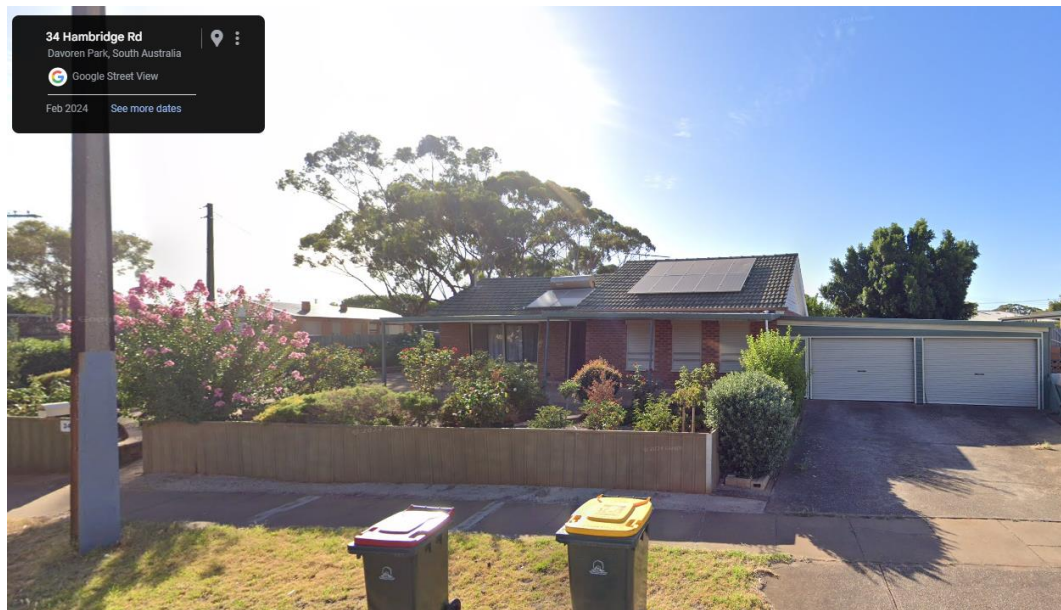


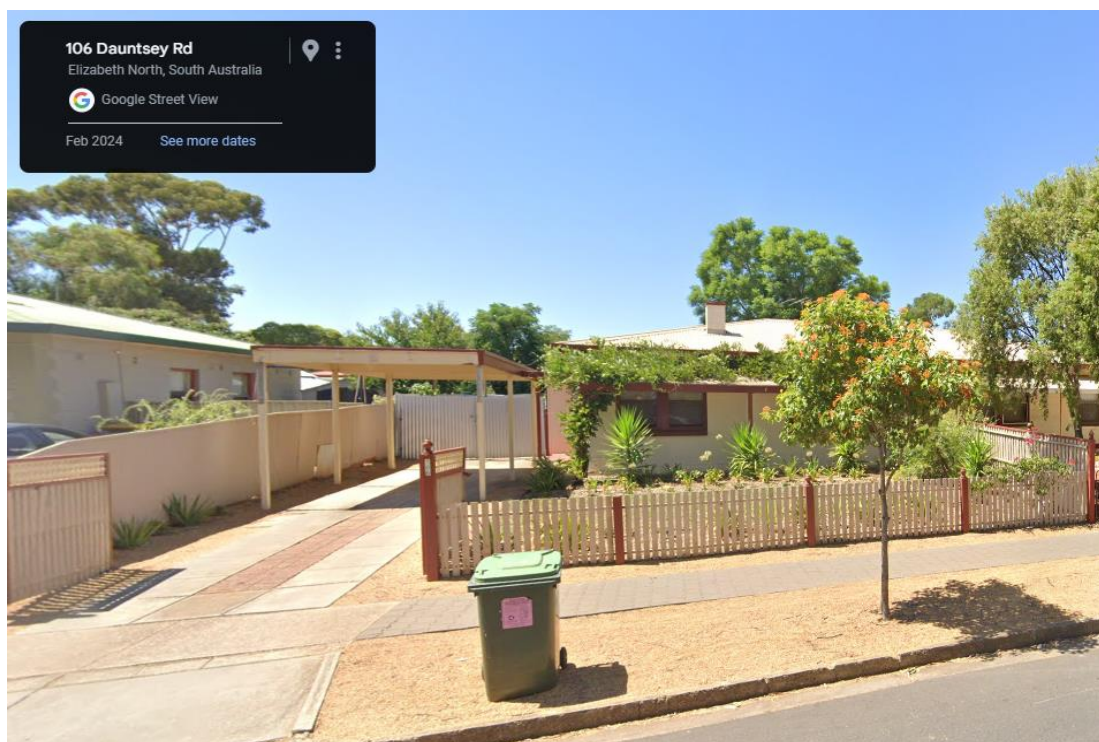


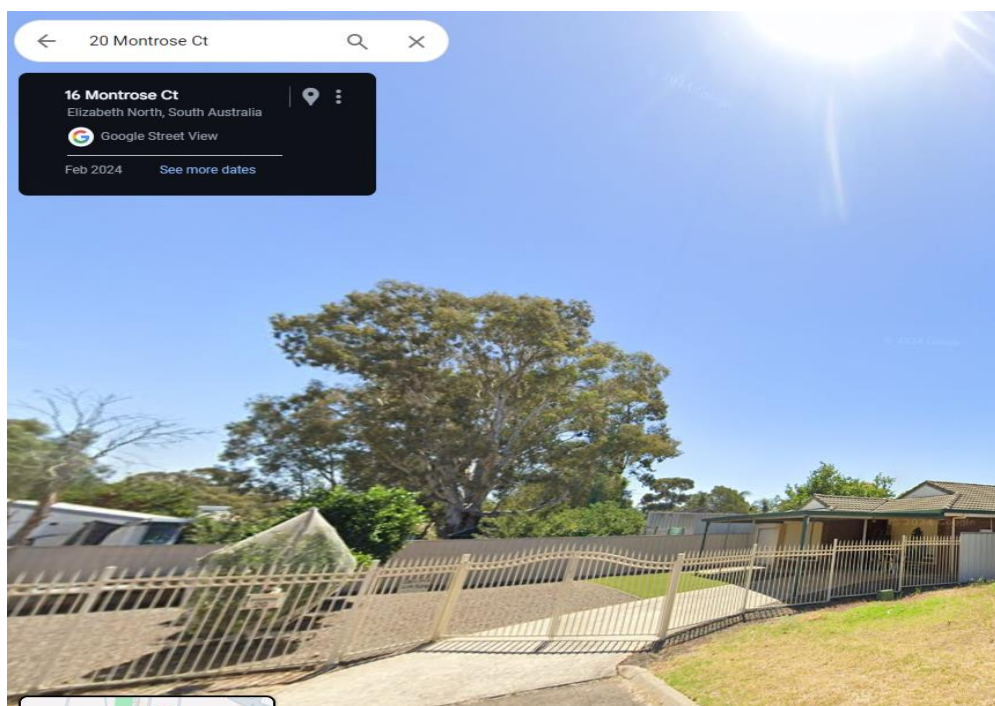
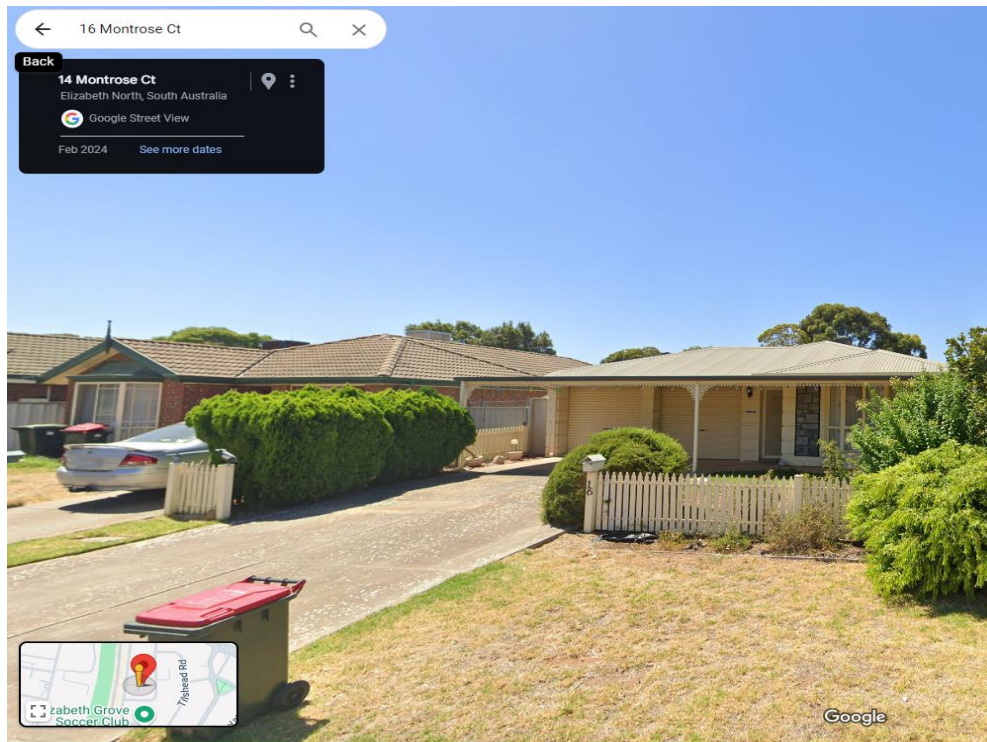


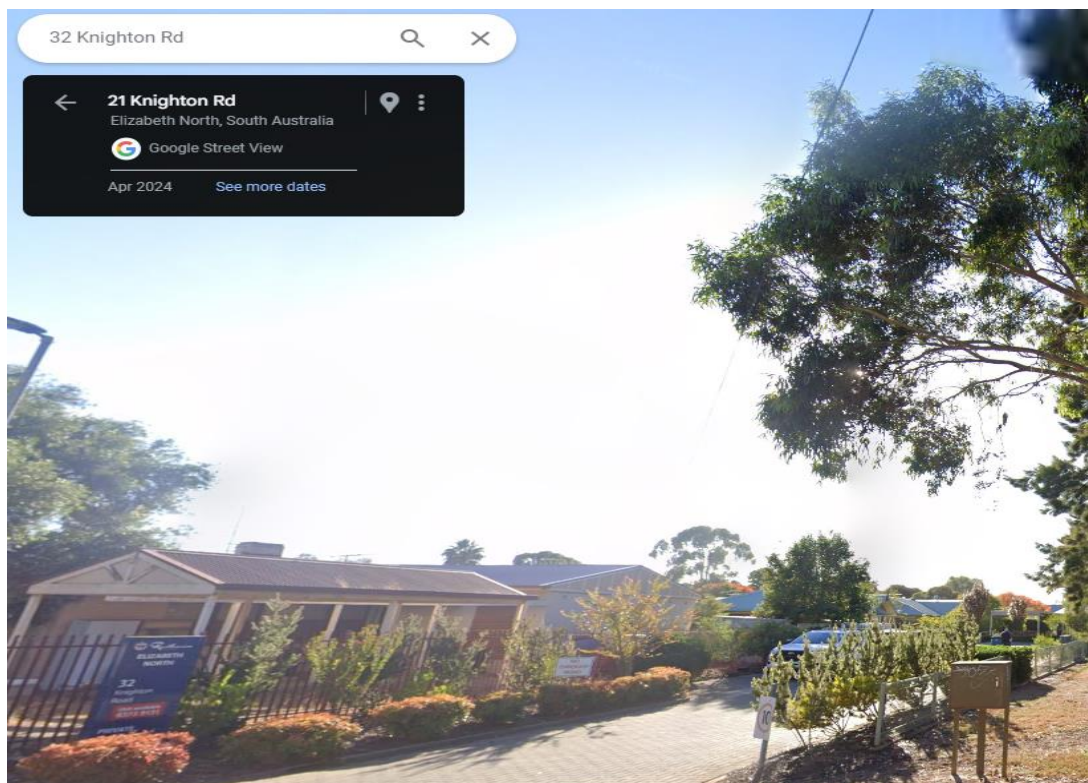
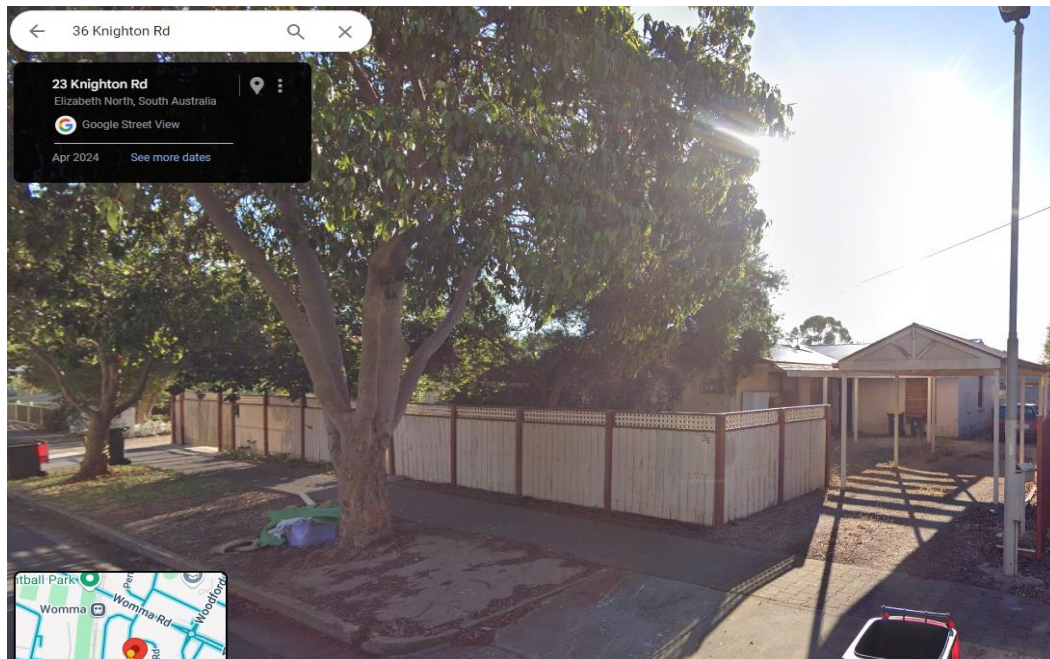


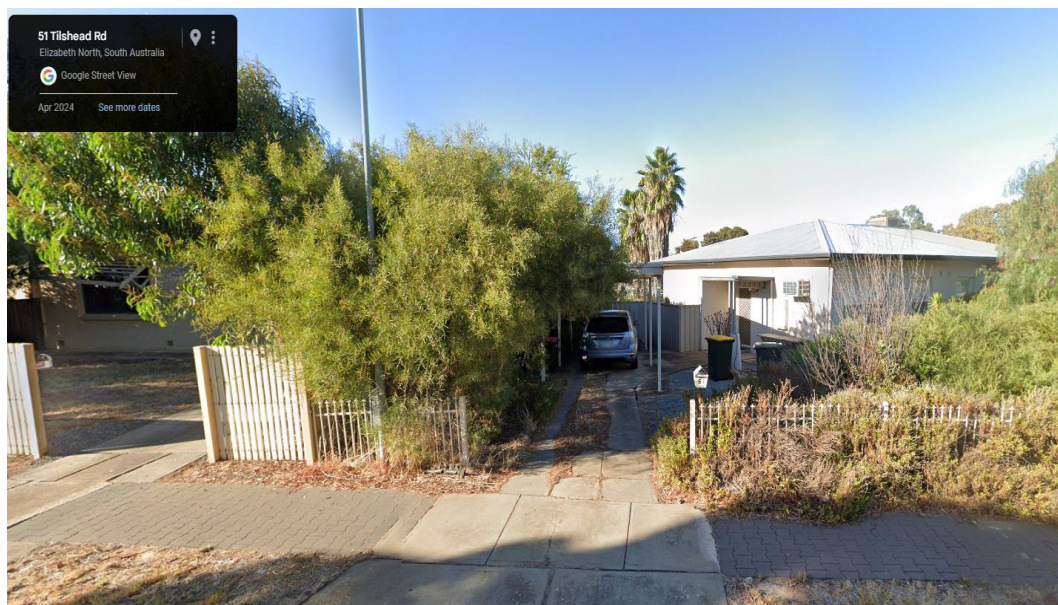
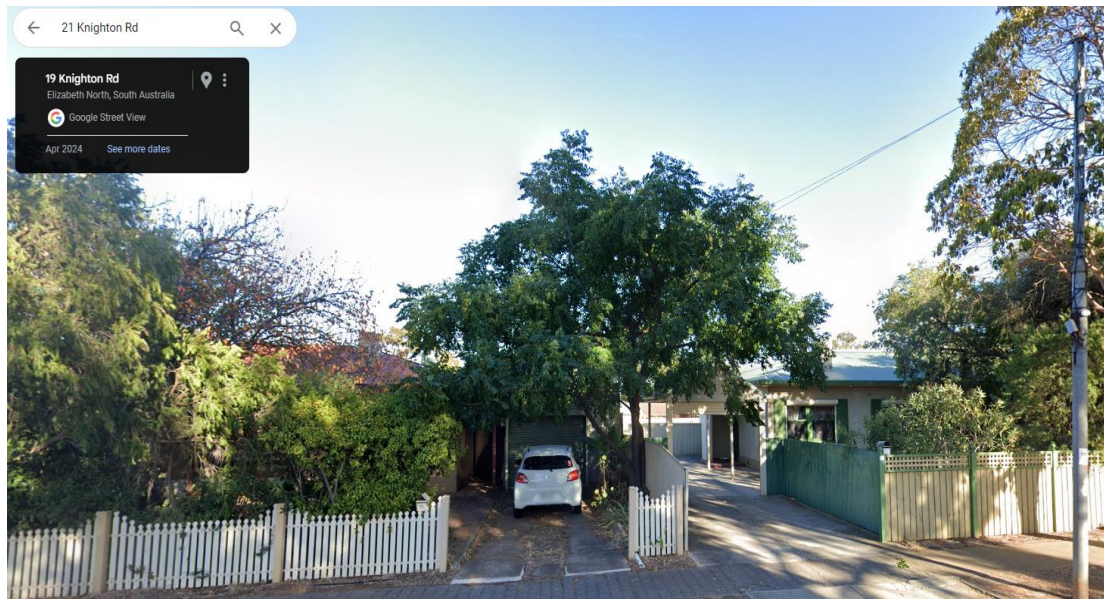














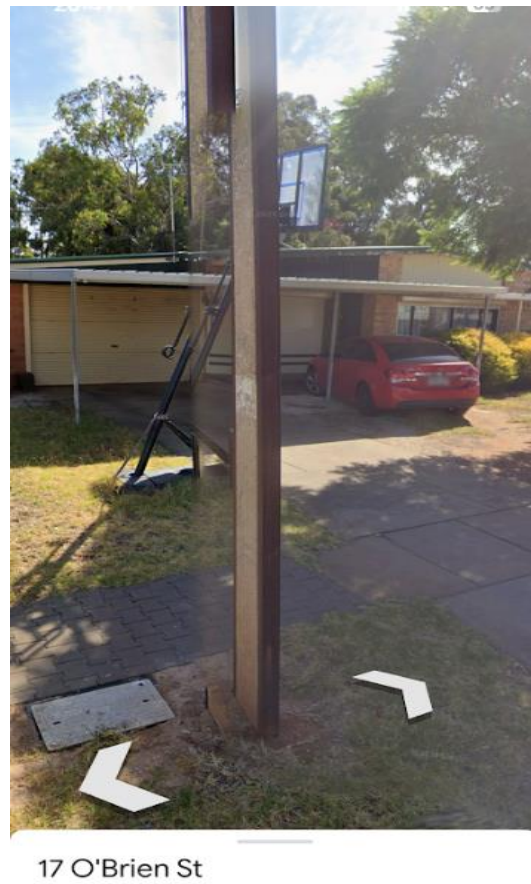
41 Tilshead Road Elizabeth North.



2 Montrose Ct Elizabeth North



15 Obrien Street, Davoren Park.

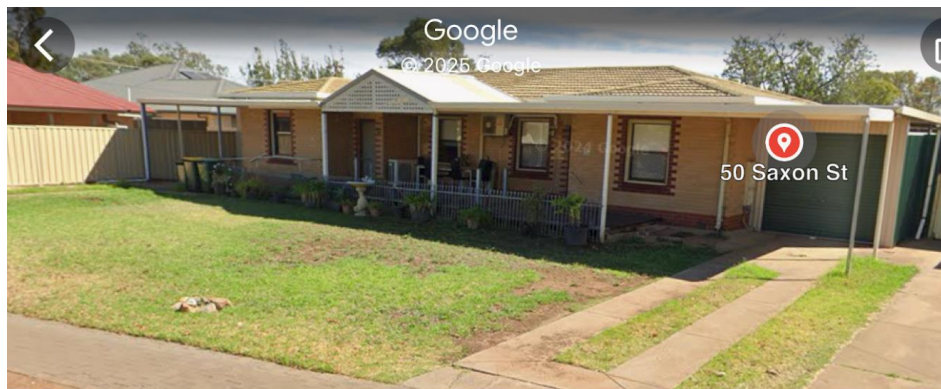


17 Obrien Street, Davoren Park



28 Carabeen Cres

28 Carabeen Crescent, Andrews Farm



50 Saxon St

50 Saxon St, Smithfield Plains SA 5114 · 1.8 km



28 Olive Grove, Munno Para West With Carport Added !



70 Brandis Rod. Munno Para West

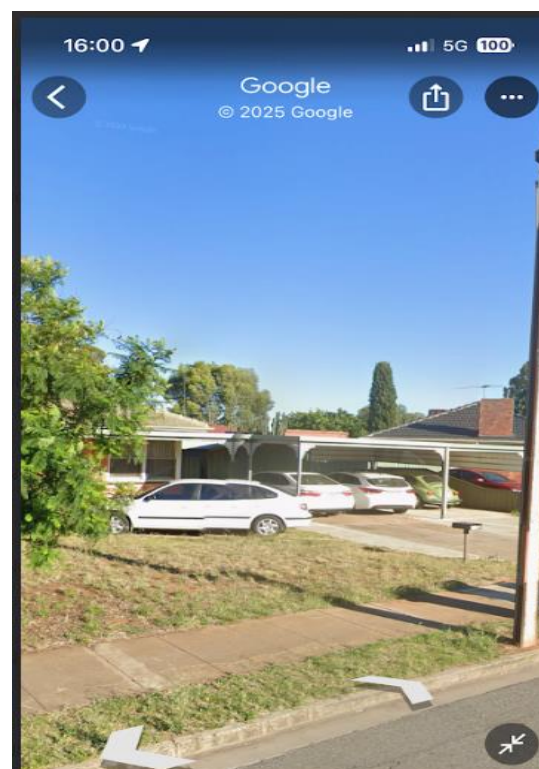




28 Underdown Rd

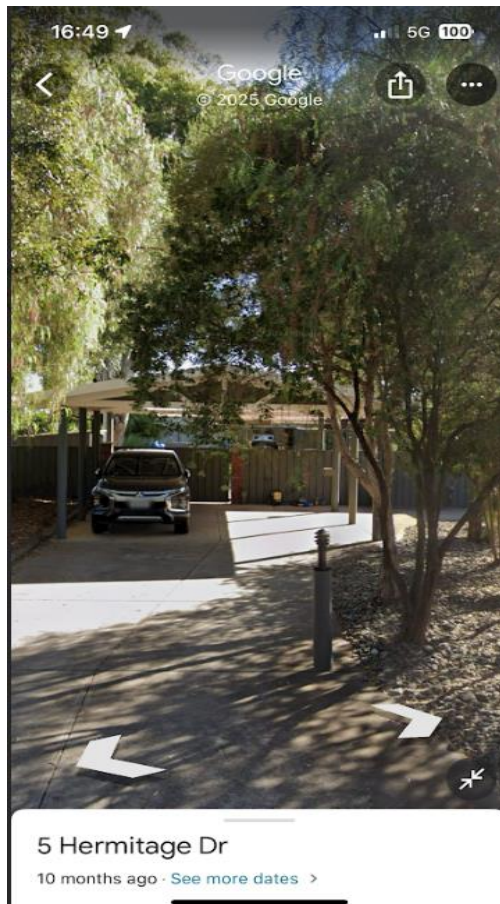
11 months ago · [See more dates](#) >

28 Underdown Road, Elizabeth South

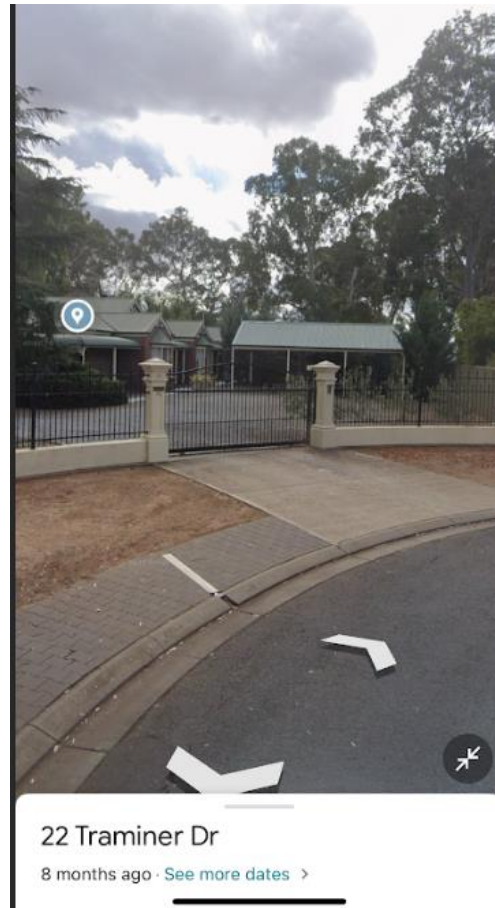


134 Philip Hwy

134 Philip Hwy, Elizabeth South SA 5112
Building



5 Hermitage Drive, Angle Vale



22 Traminer Drive, Angle Vale



18 Parachilna Ct

18 Parachilna Ct, Smithfield SA 5114 - 3 km



13 John St

13 John St, Smithfield SA 5114 - 2.8 km
Building





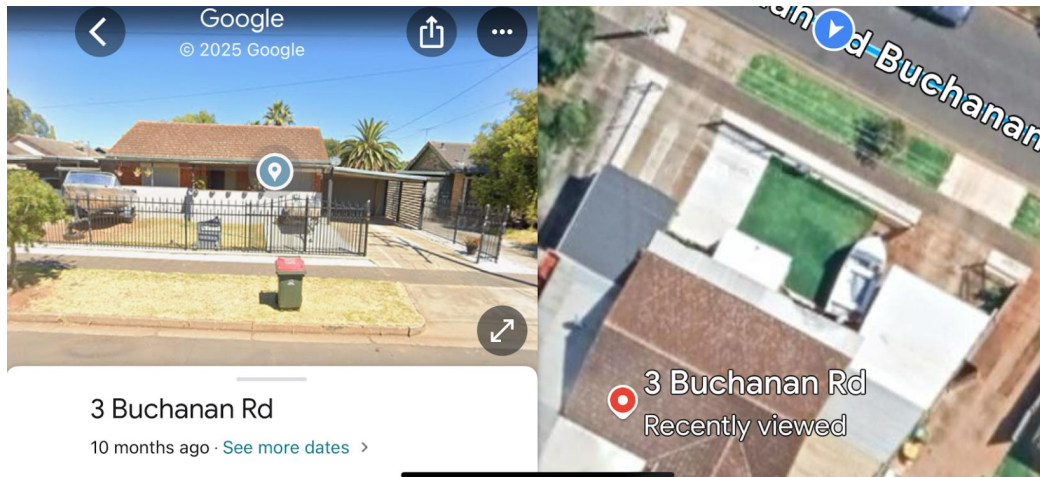
5 Amaroo Ct, Smithfield



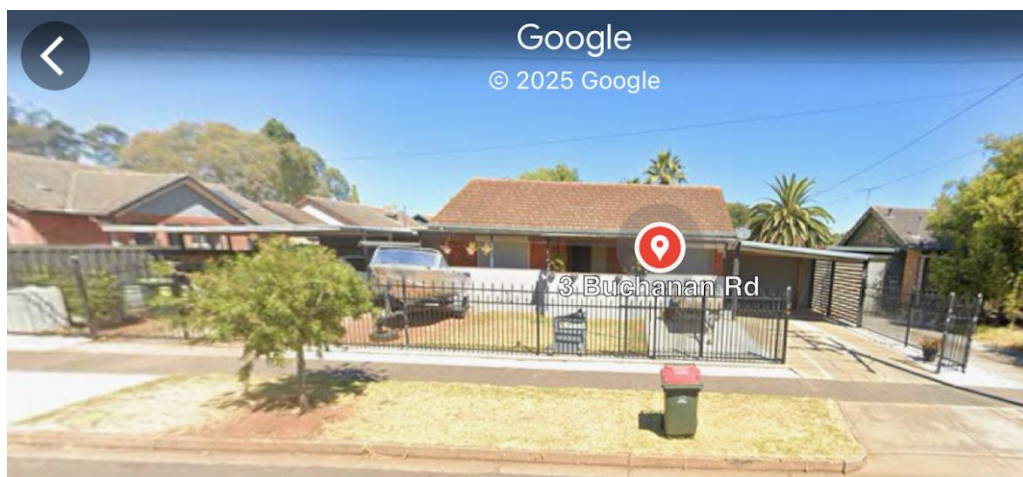
While this is not a carport, it is an added on structure at the front of the house and looks an eyesore.







3 Buchanan Rd, Smithfield Plains. Has two carports – one at each end



3 Buchanan Rd

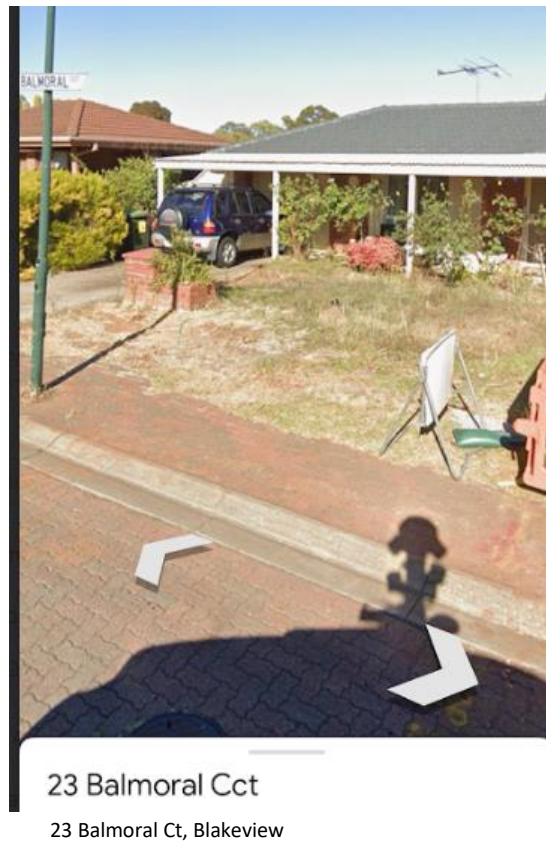
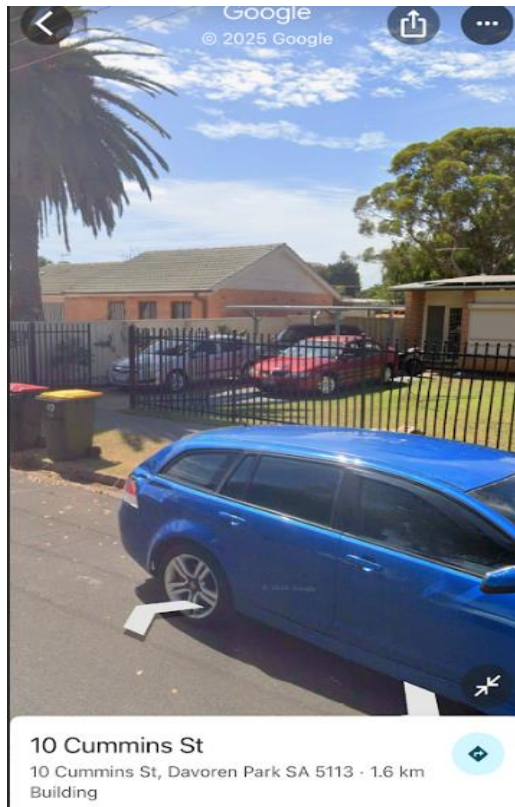
3 Buchanan Rd, Smithfield Plains SA 5114 · 2.3 km
Building

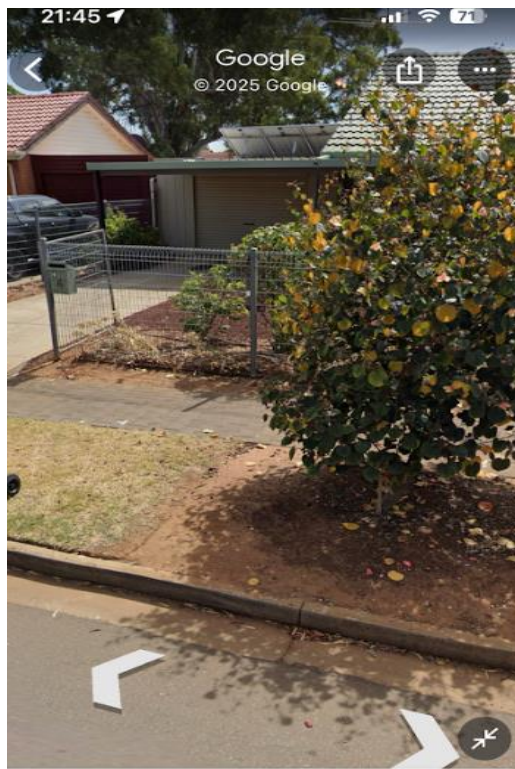


6 Cawrse St
6 Cawrse St, Davoren Park SA 5113 · 1.4 km
Building



9 Pilsdon St
9 Pilsdon St, Davoren Park SA 5113 · 1.5 km
Building

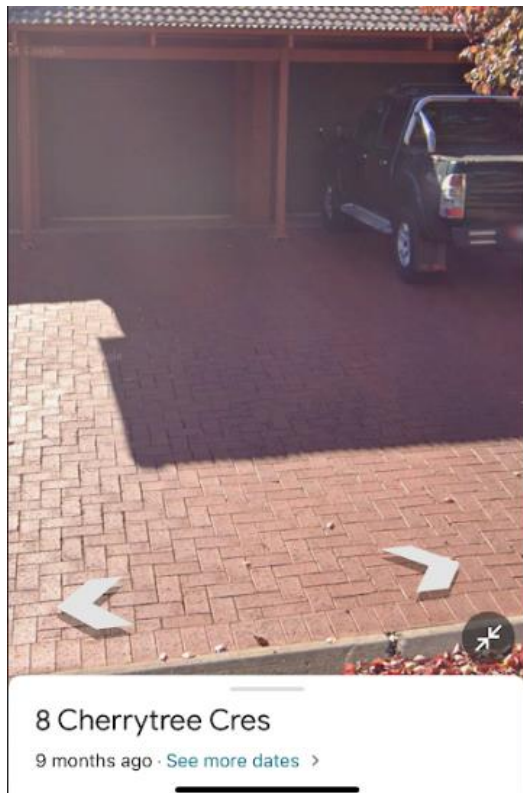




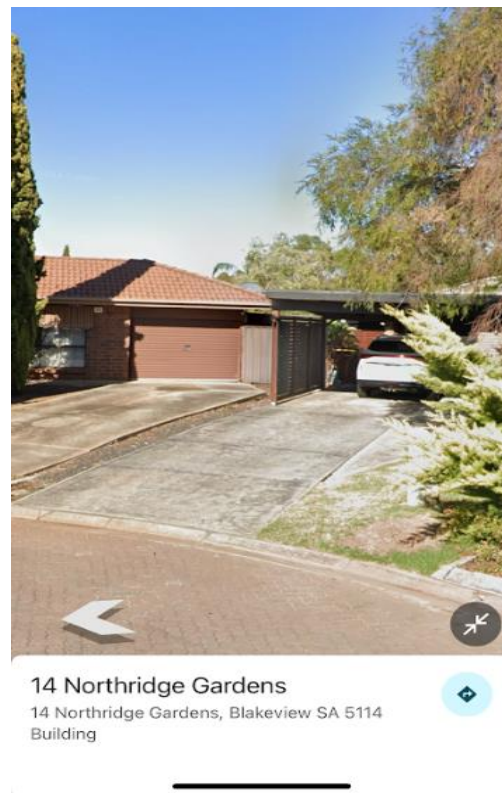
4 Curnow St
4 Curnow St, Davoren Park SA 5113 · 1.3 km
Building



54 Balmoral Cct
54 Balmoral Cct, Blakeview SA 5114 · 3.8 km
Building

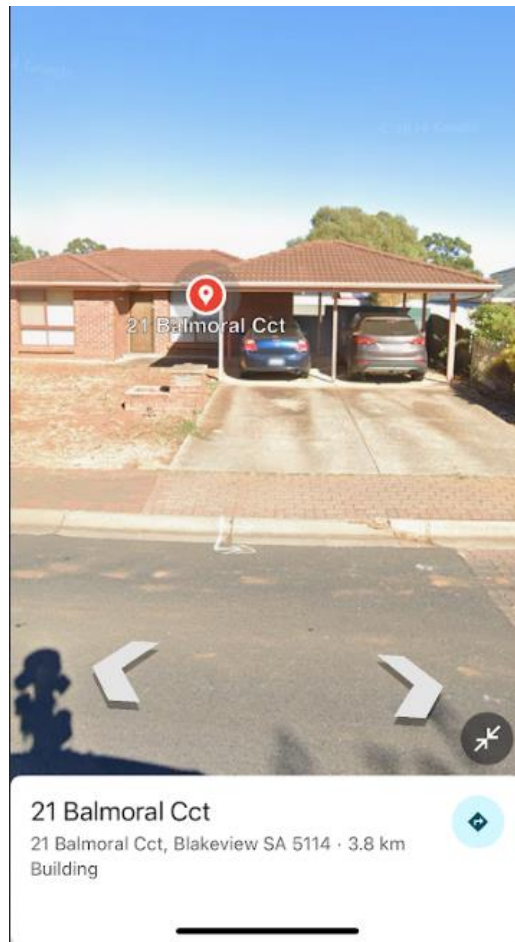


8 Cherrytree Crescent, Blakeview





4 Northridge Gardens, Blakeview





27 Balmoral Cct
27 Balmoral Ct, Blakeview



8 Pineridge Dr
8 Pineridge Drive, Blakeview.

While this is not a carport, they have a caravan parked across the front yard with someone living in it, and then have built a lean-to structure between the van and the fence with netting on the sides and it looks like a metal roof ????





5 Enford Street, Elizabeth





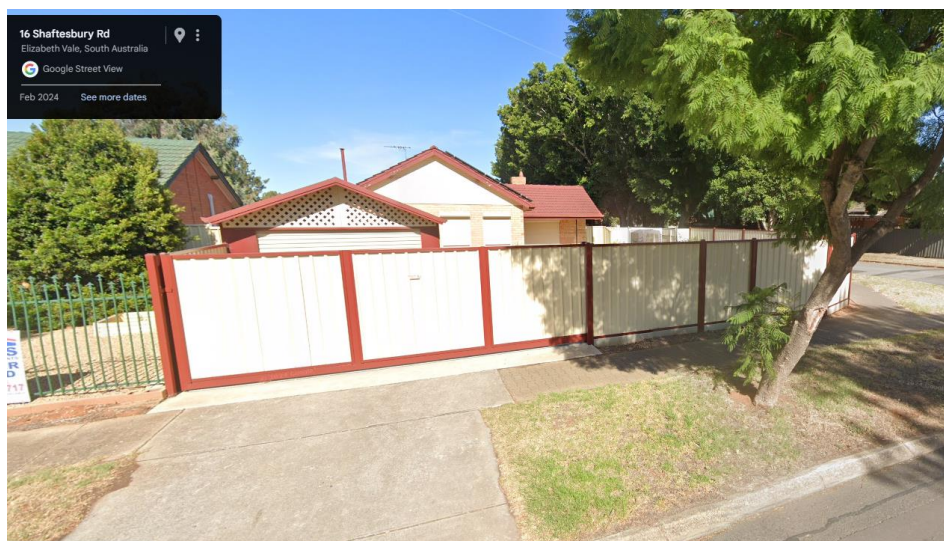
21 Wilcox Road, Elizabeth



This one has two carports in front of the house ?



22 Shaftesbury Rd. Elizabeth Vale . Huge pergola in front yard.

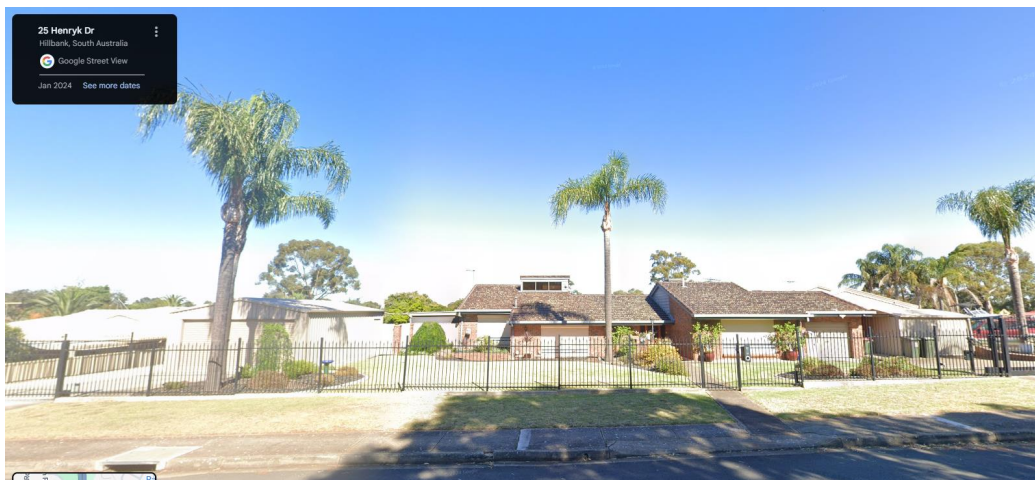


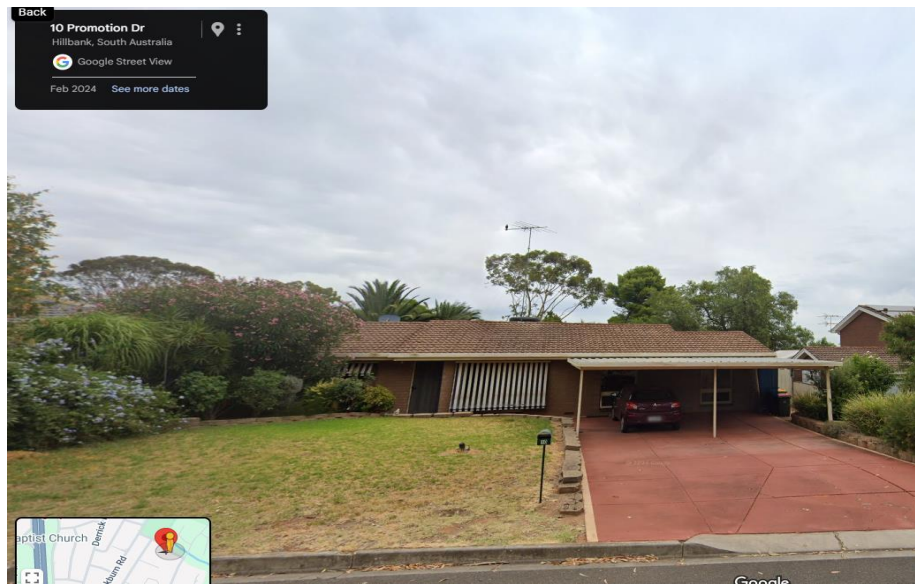


18 Green Crescent, Hillbank



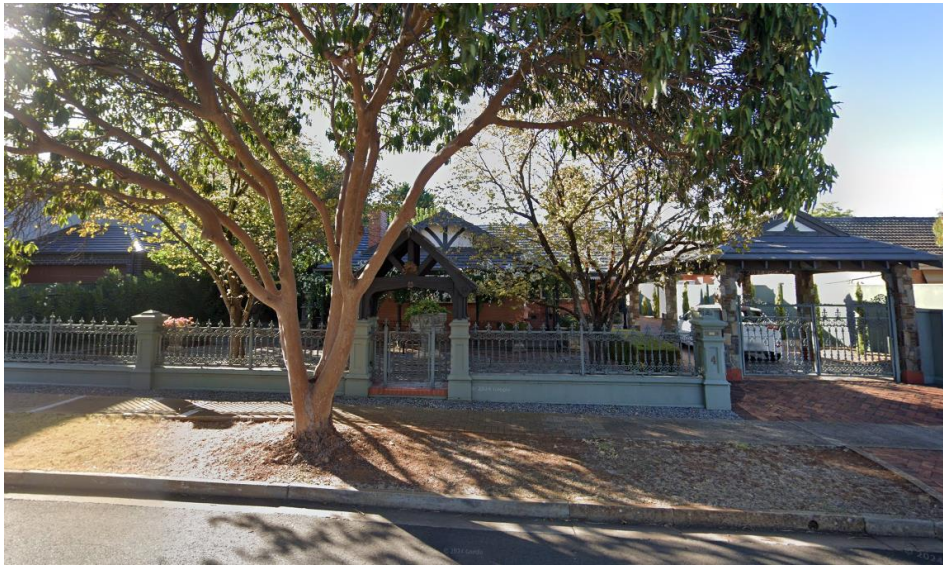
3 Green Crescent, Hillbank.







111 Halsey Rd, Elizabeth East

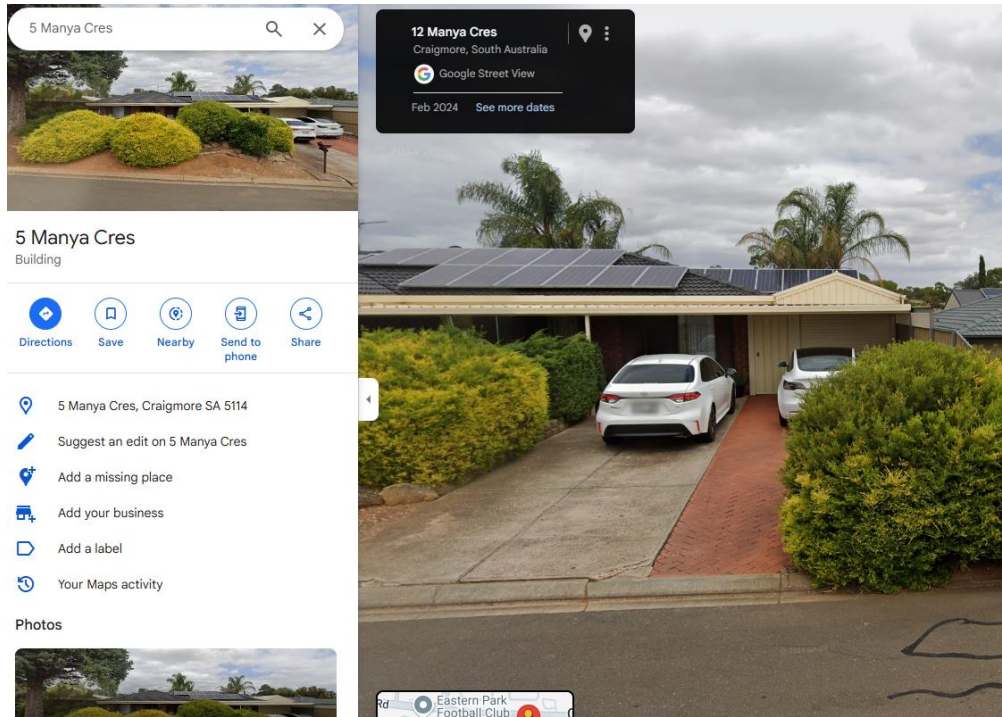


4 Minchington Rd, Elizabeth North





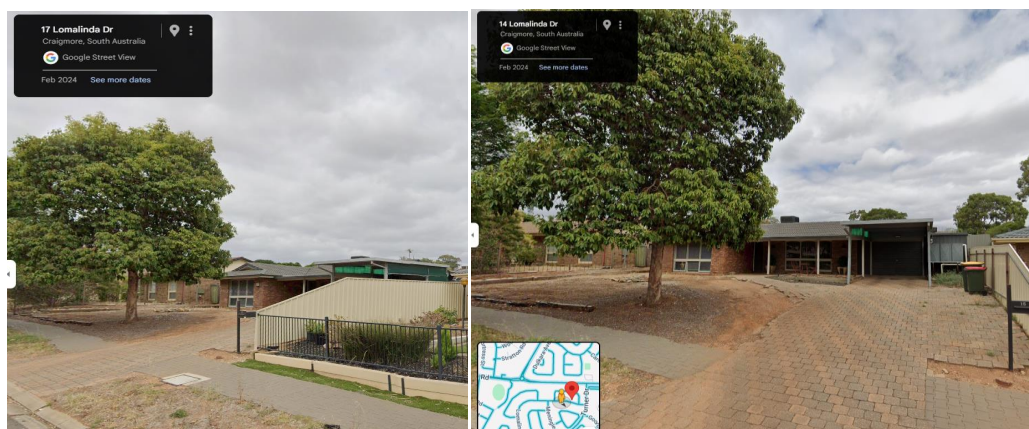
4 Tidworth street, Elizabeth North.



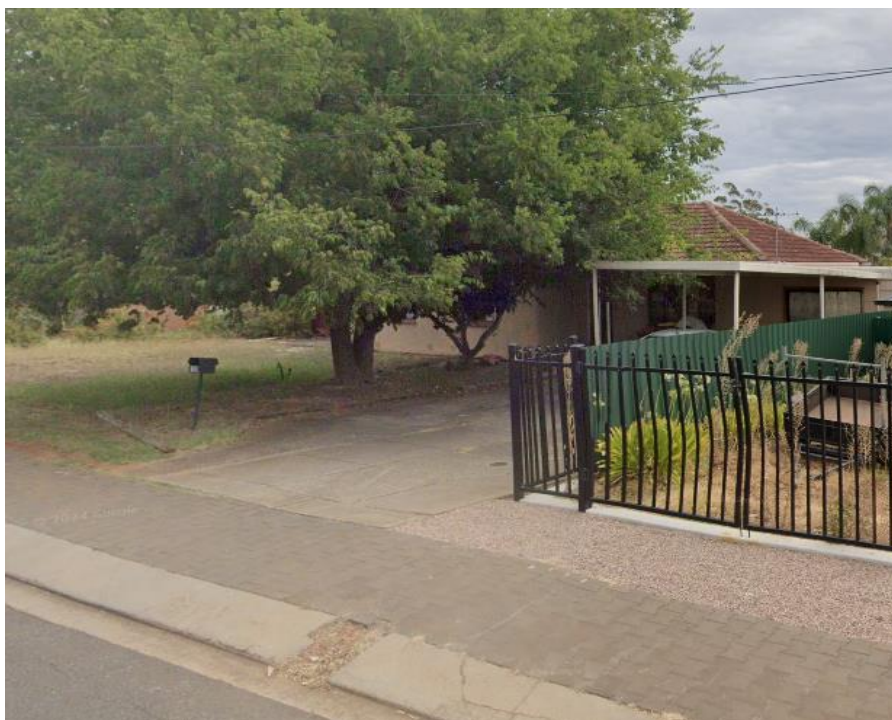
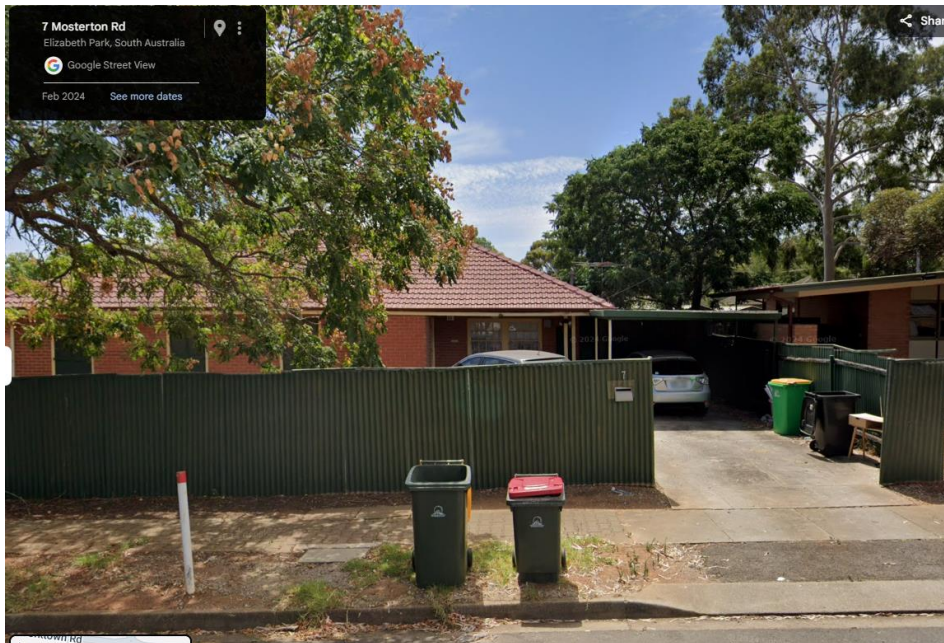
5 Manya Crescent, Craigmore



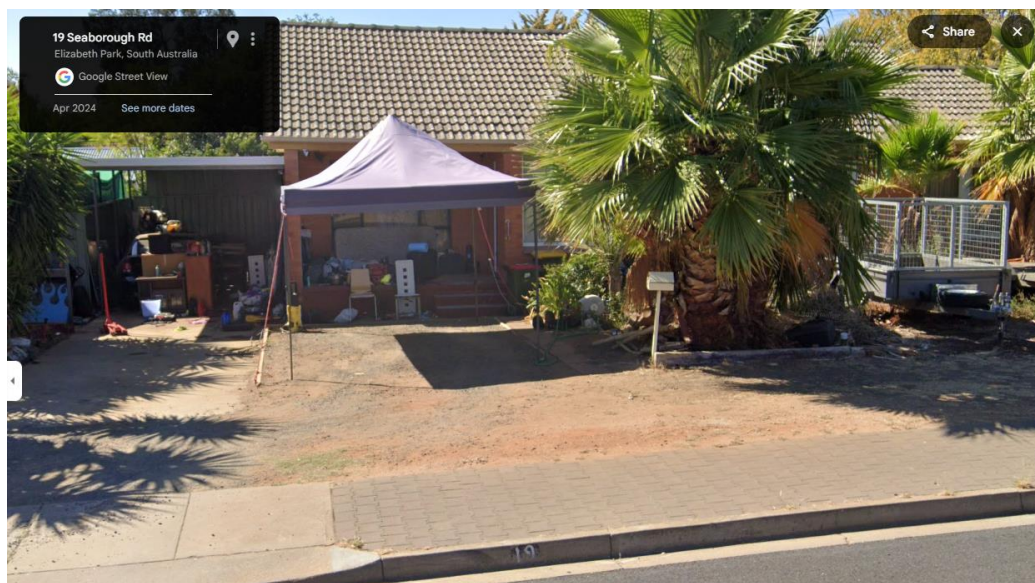
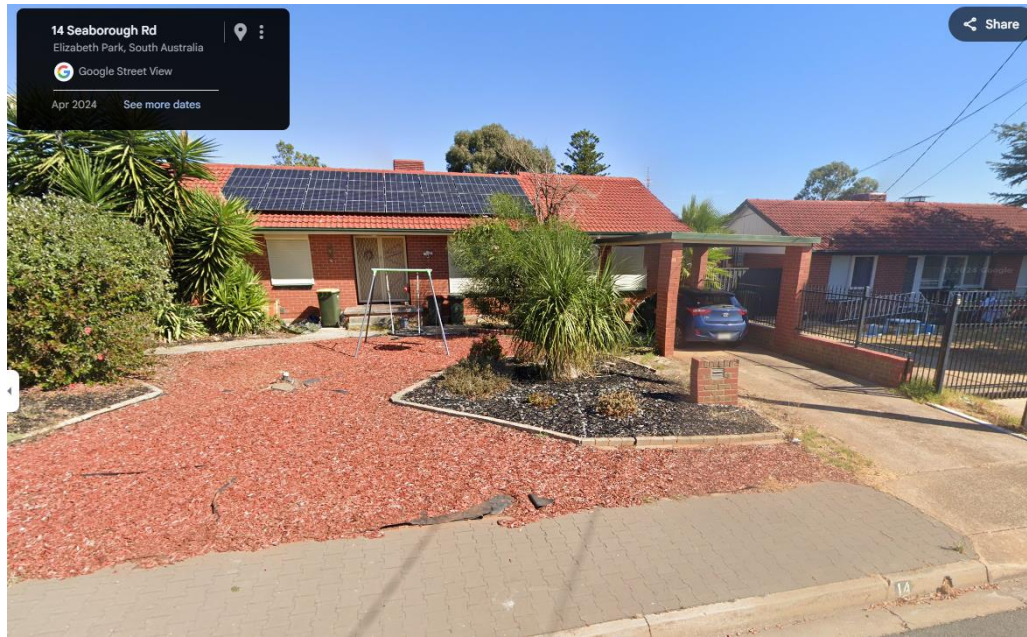




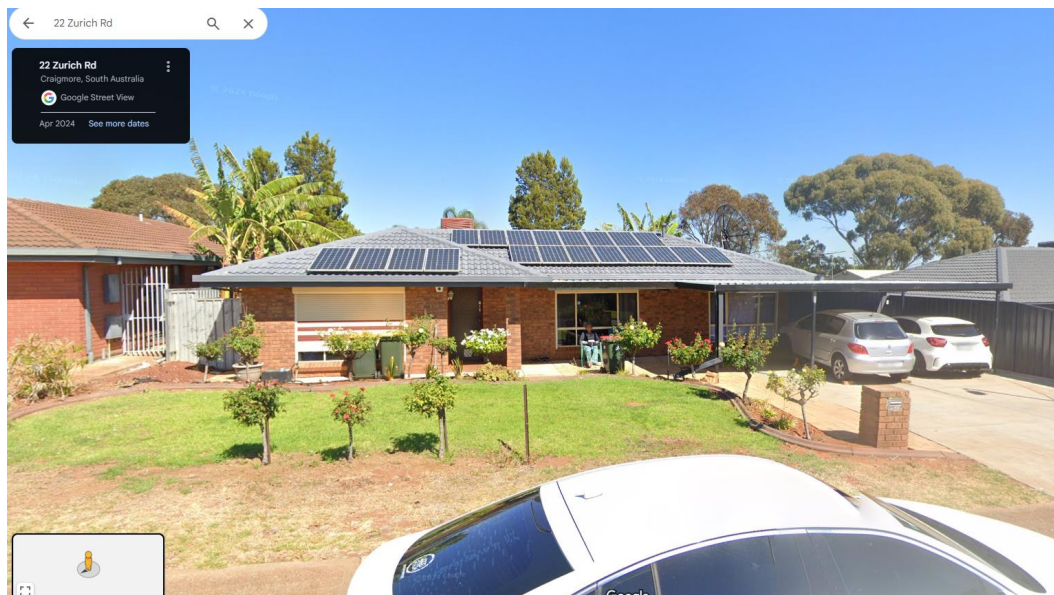
Both - 15 Lomalinda Drive, Craigmore



13 Marshalsea Road, Elizabeth Park







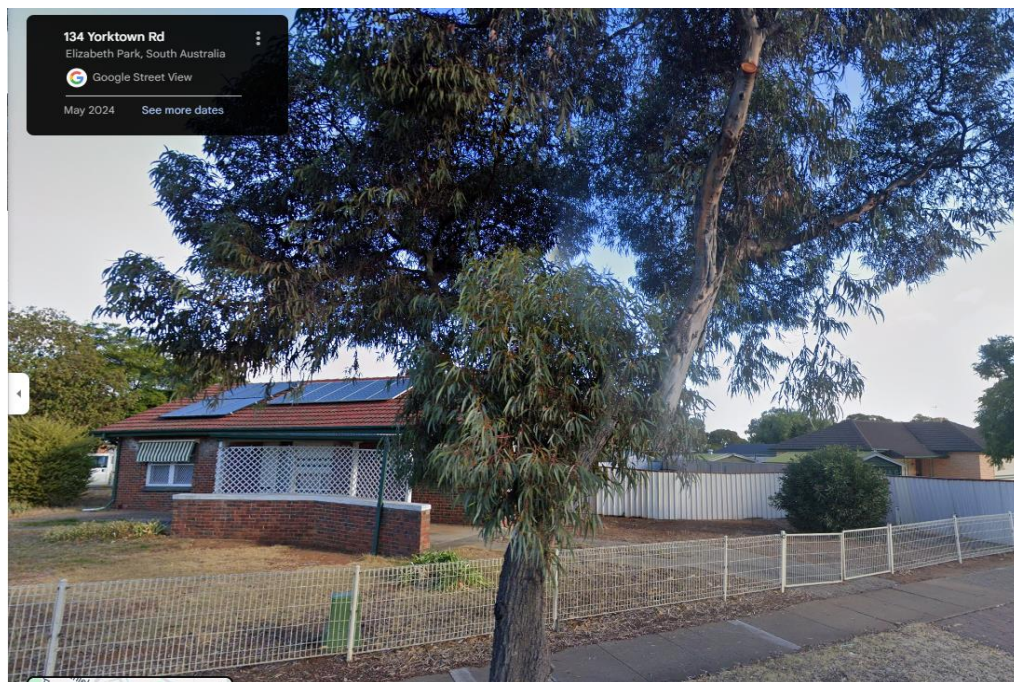
14 Tolmer Street Elizabeth Park .. Container in front yard. Looks like someone may be living in it?





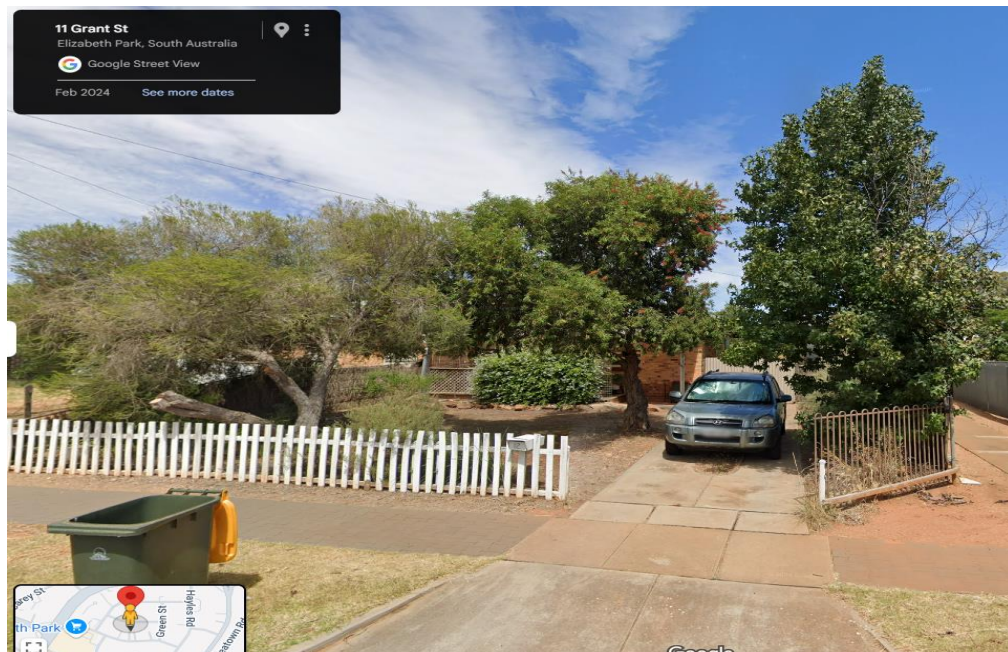
5 Tolmer Road, Elizabeth Park – Front veranda

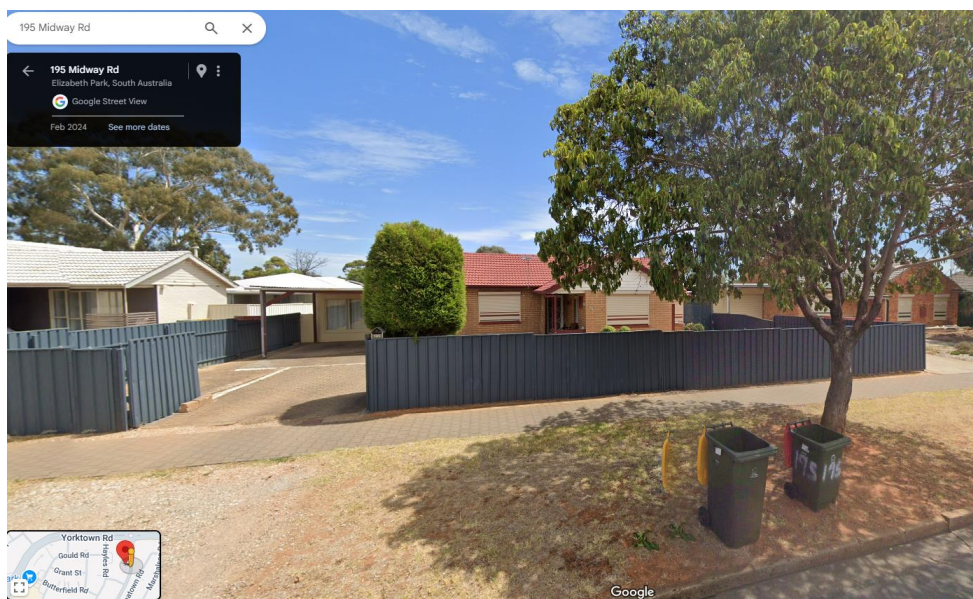
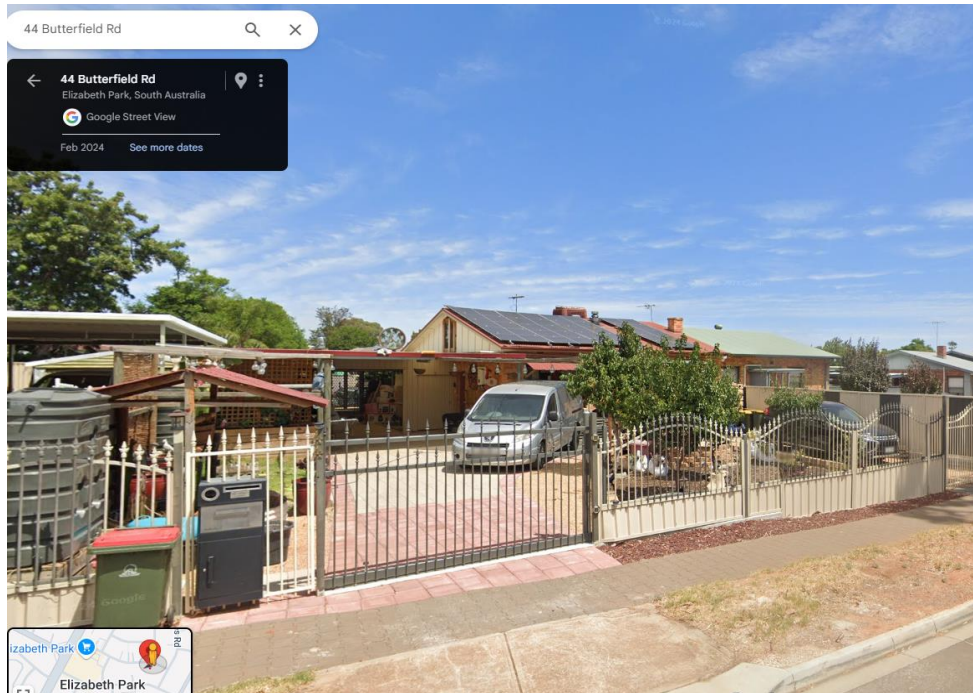


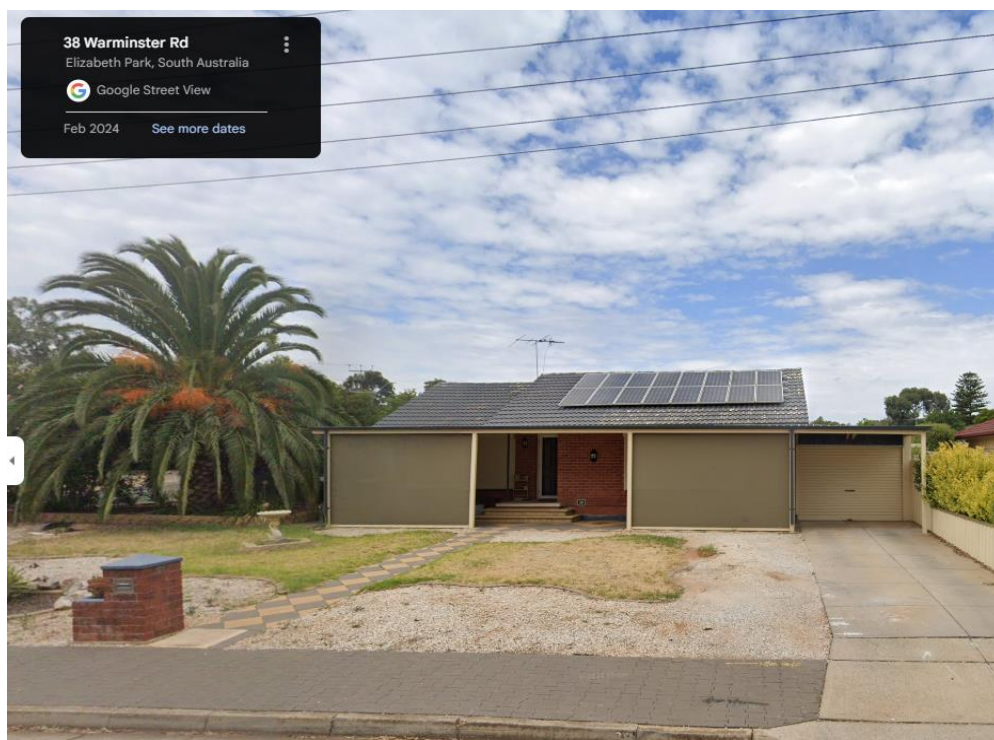




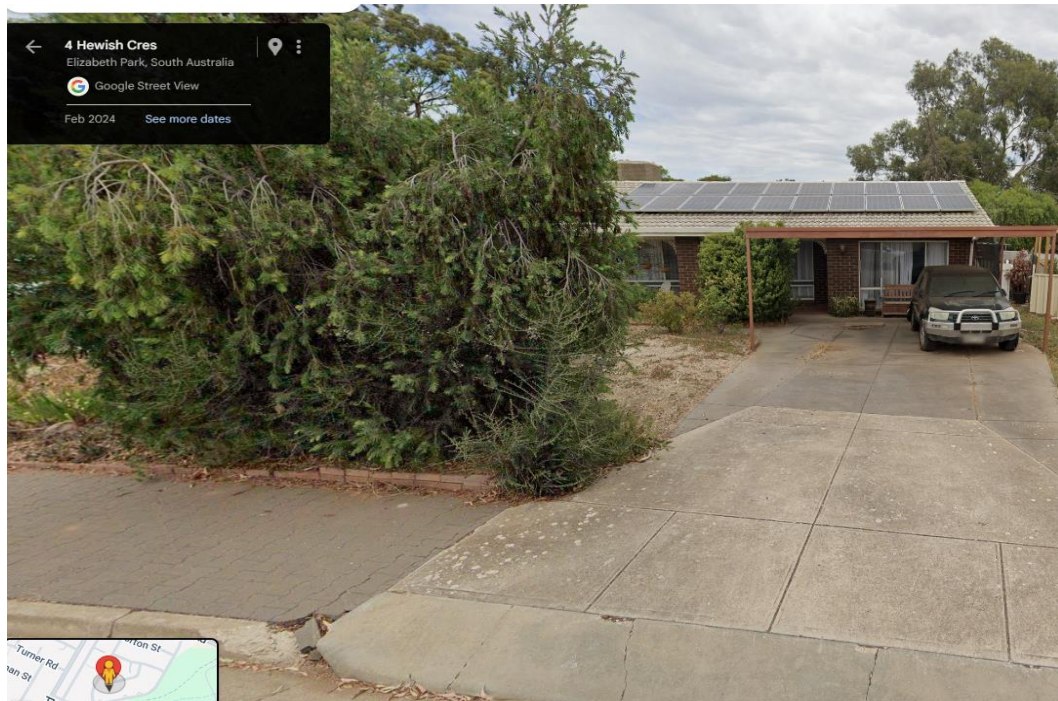
No. 12 Grant Street. Elizabeth Park. Veranda behind the trees



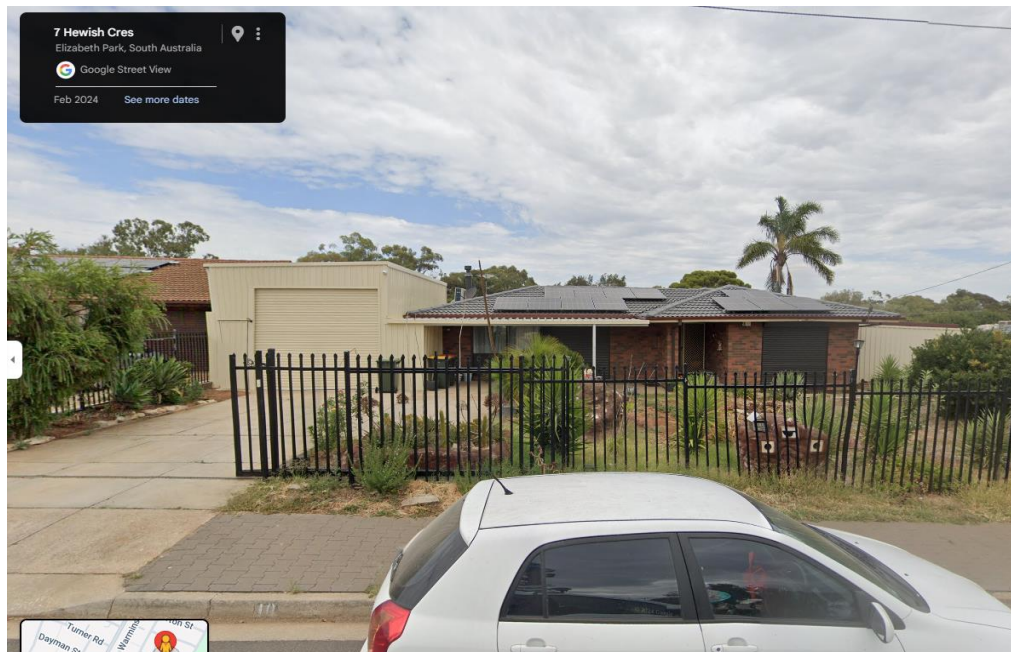




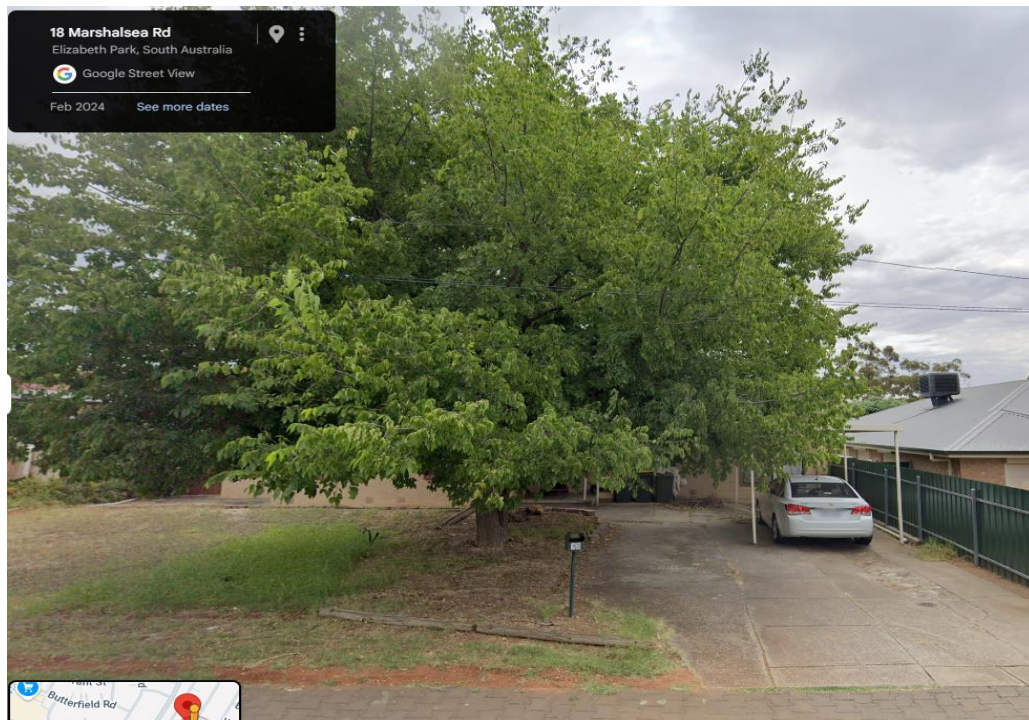




10 Hewish Crescent Elizabeth Park

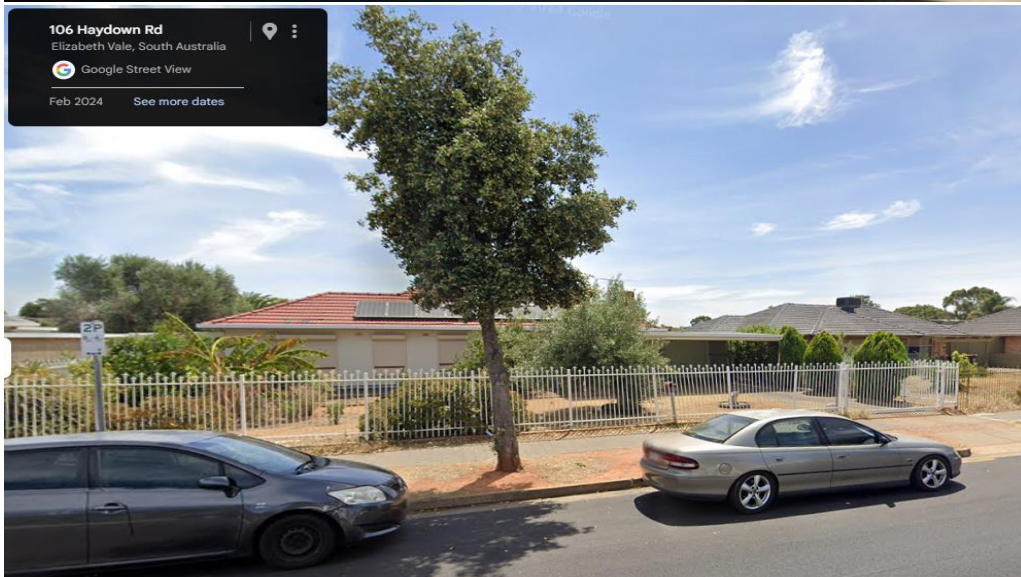


13 Marshalsea Road, Elizabeth Park

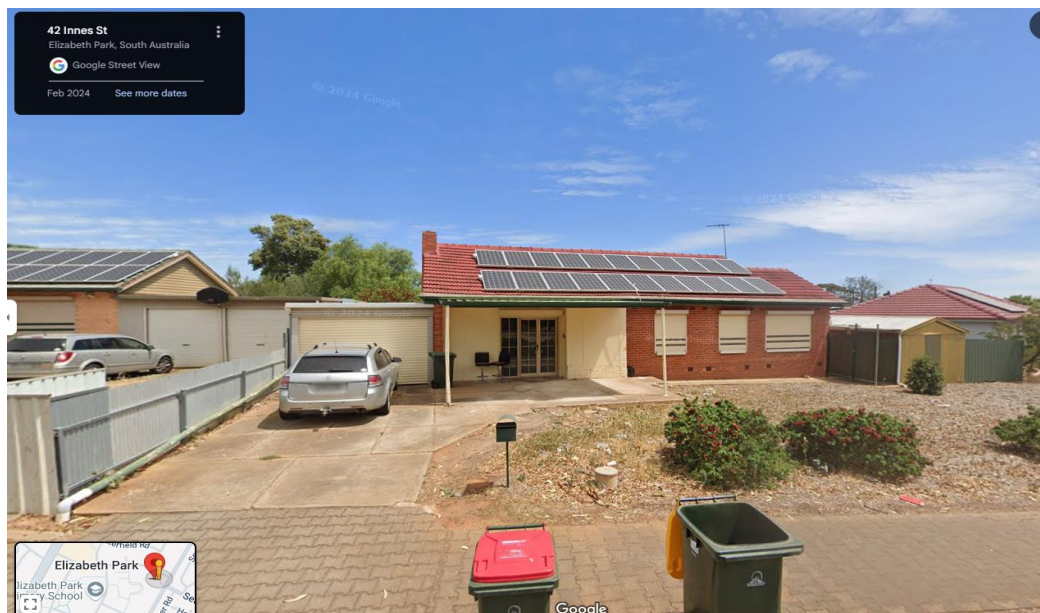
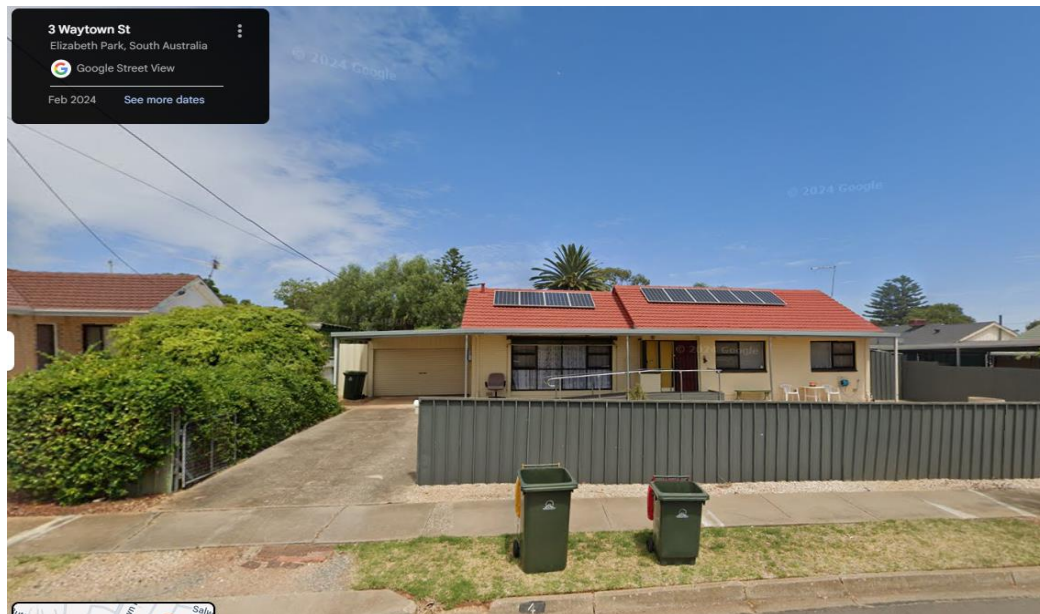


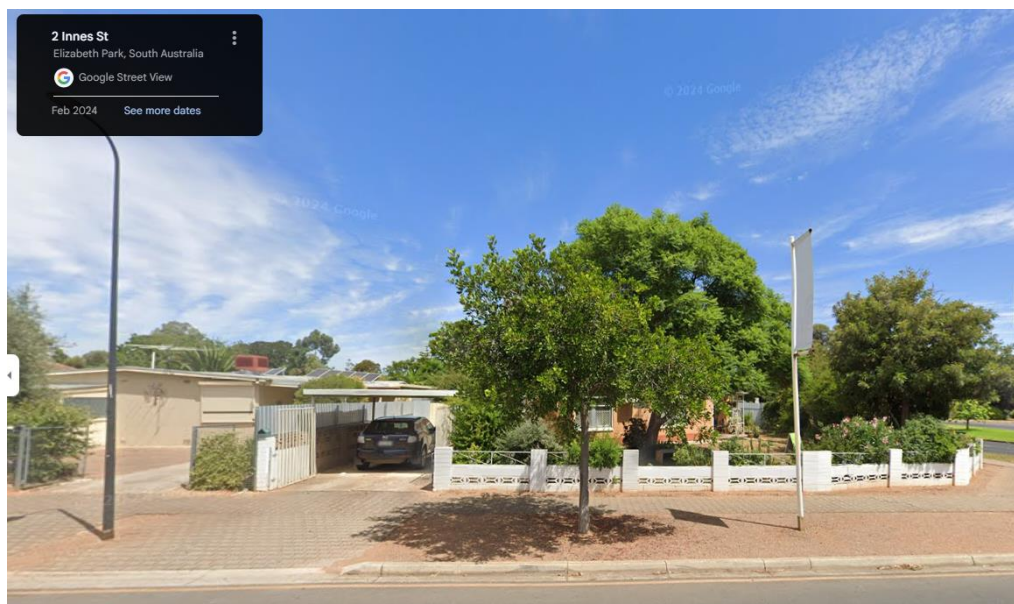
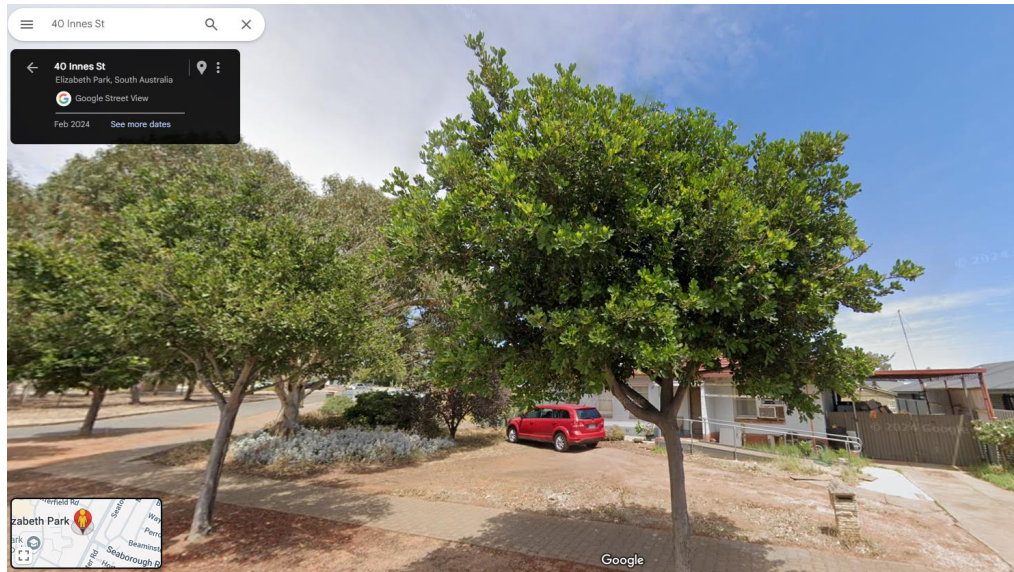
643 Andrews Road, Andrews Farm.

18 Pultney Road, Brahma Lodge SA Carport Looks newish ?

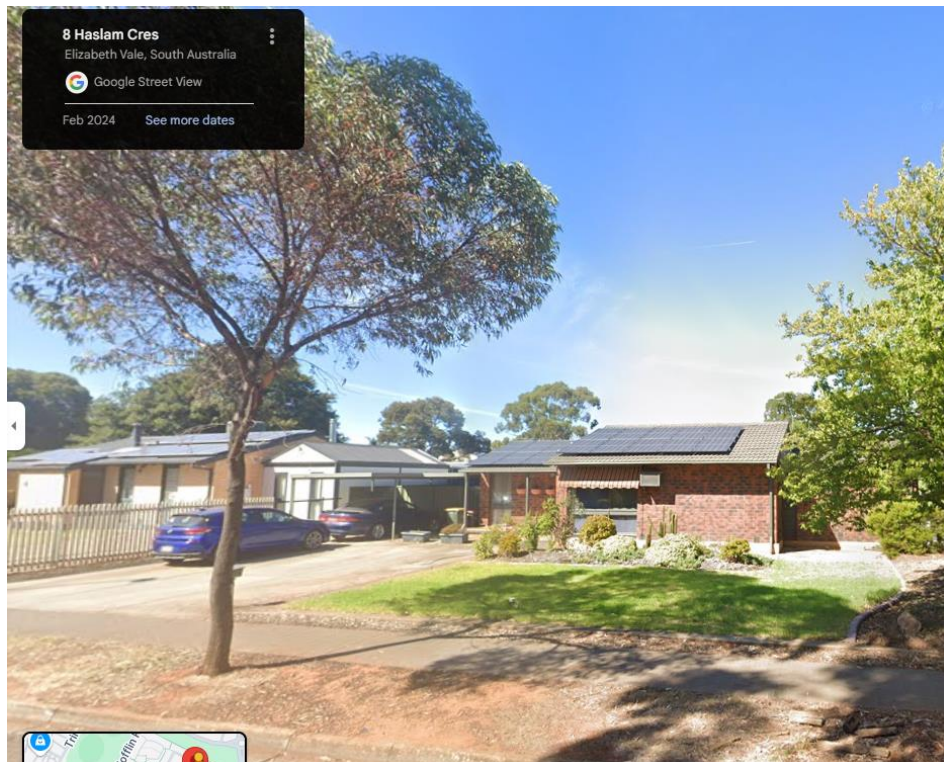
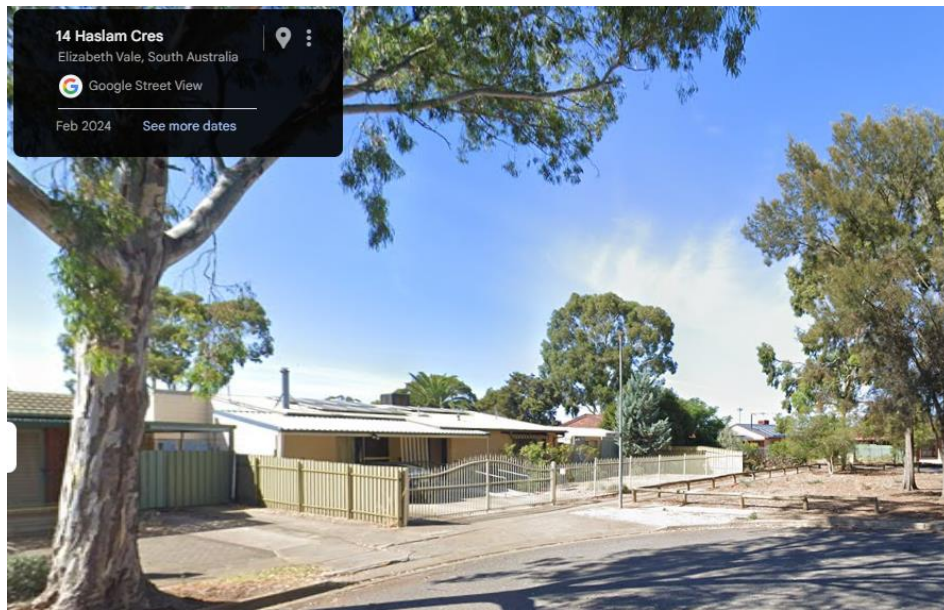


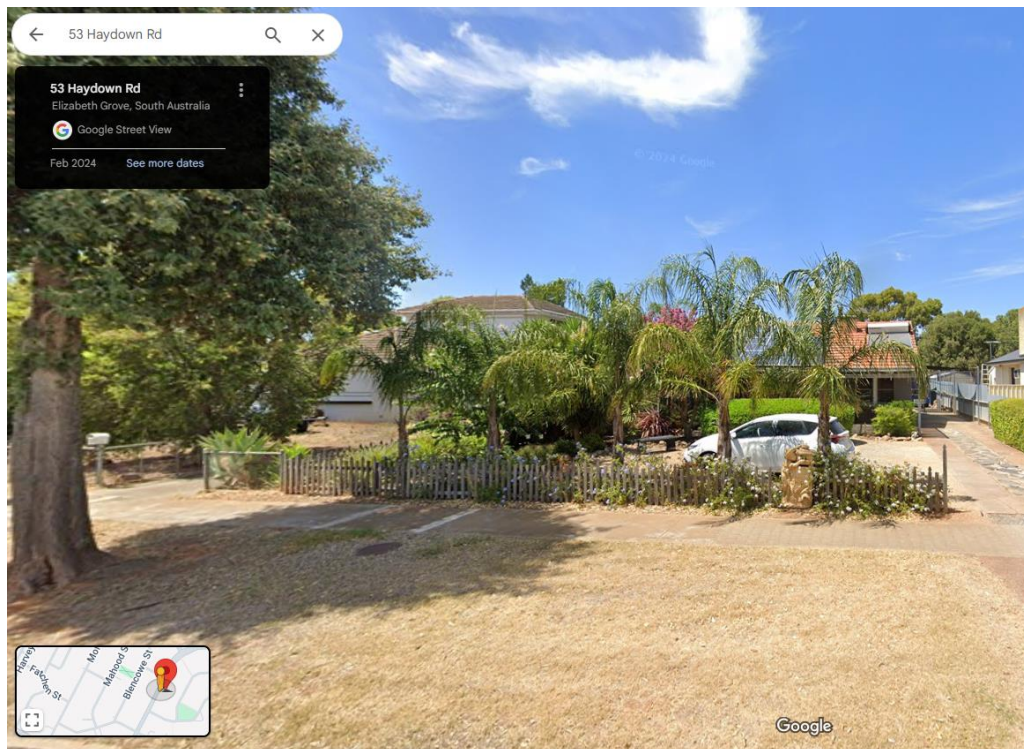
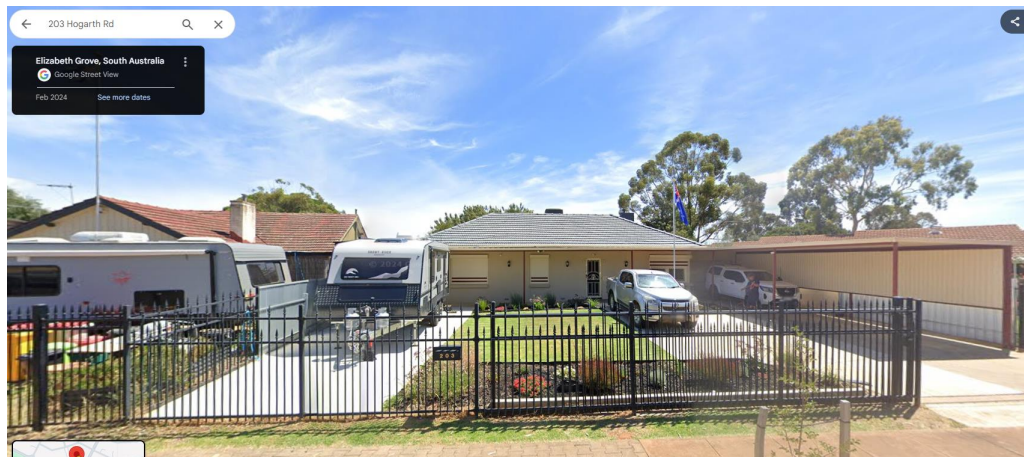
4 Waytown Street , Elizabeth Park

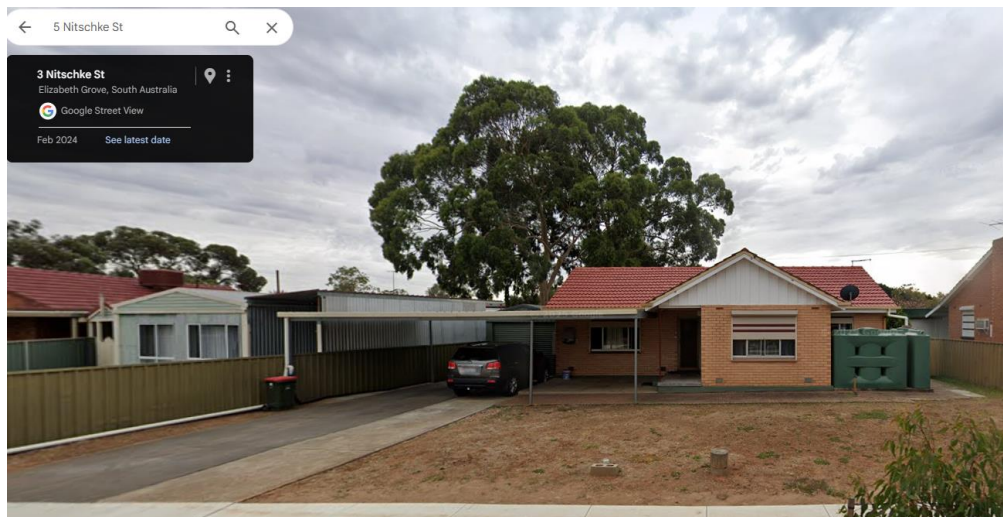
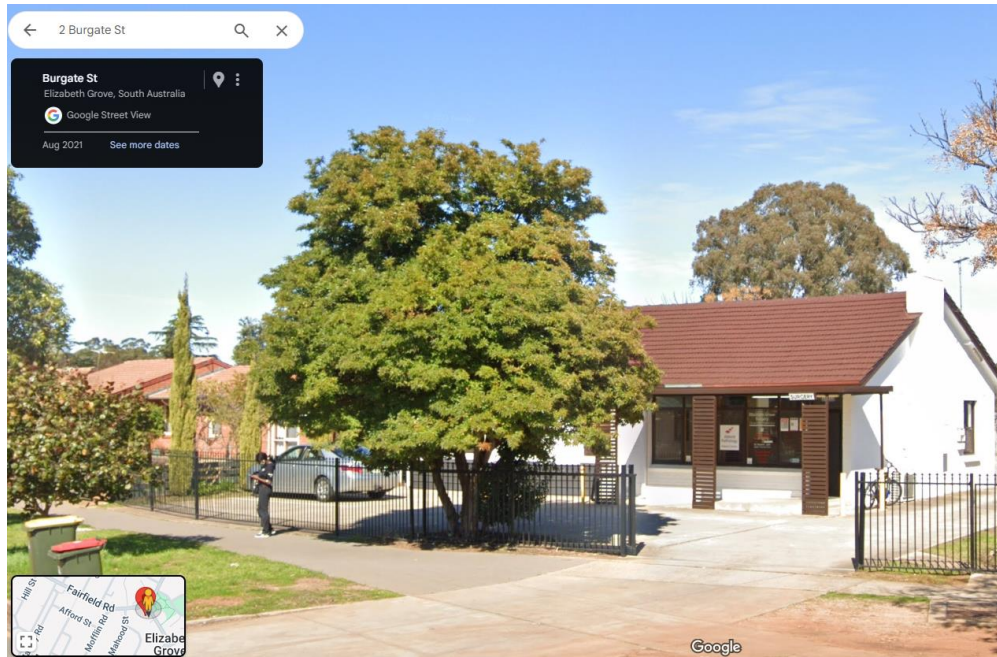


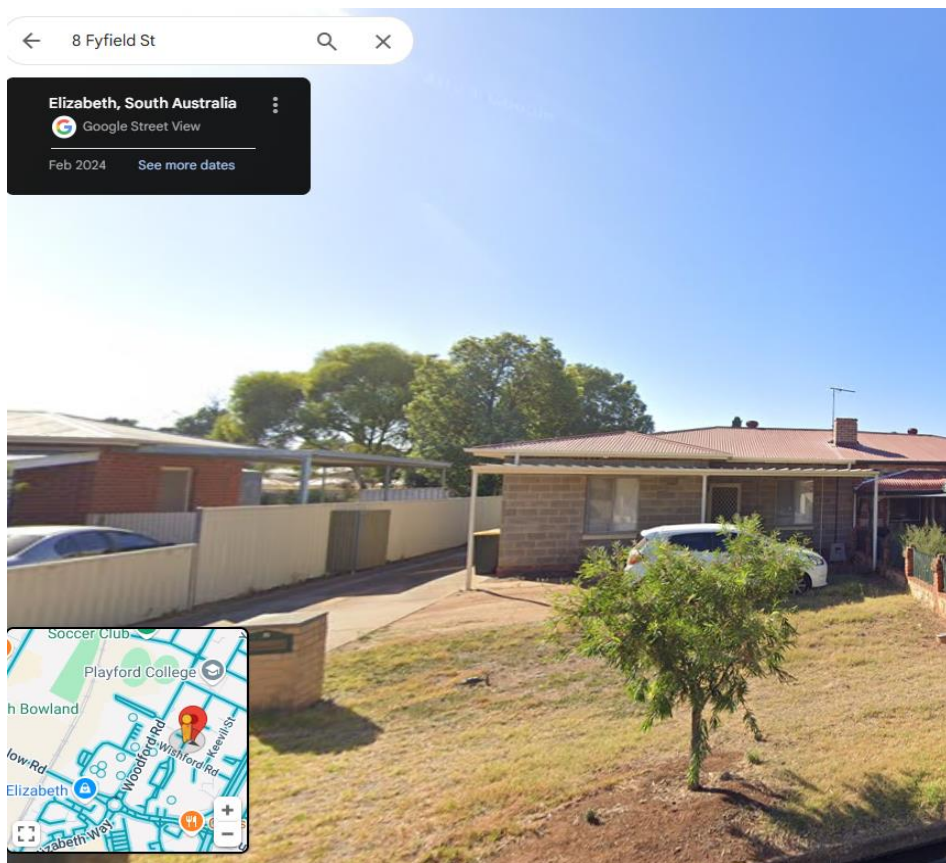
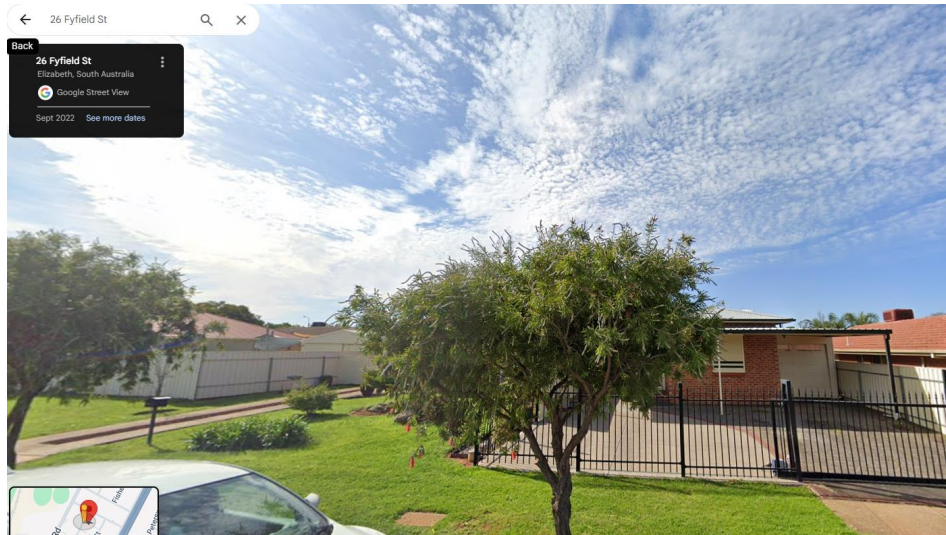


16 Haslam Crescent, Elizabeth Vale

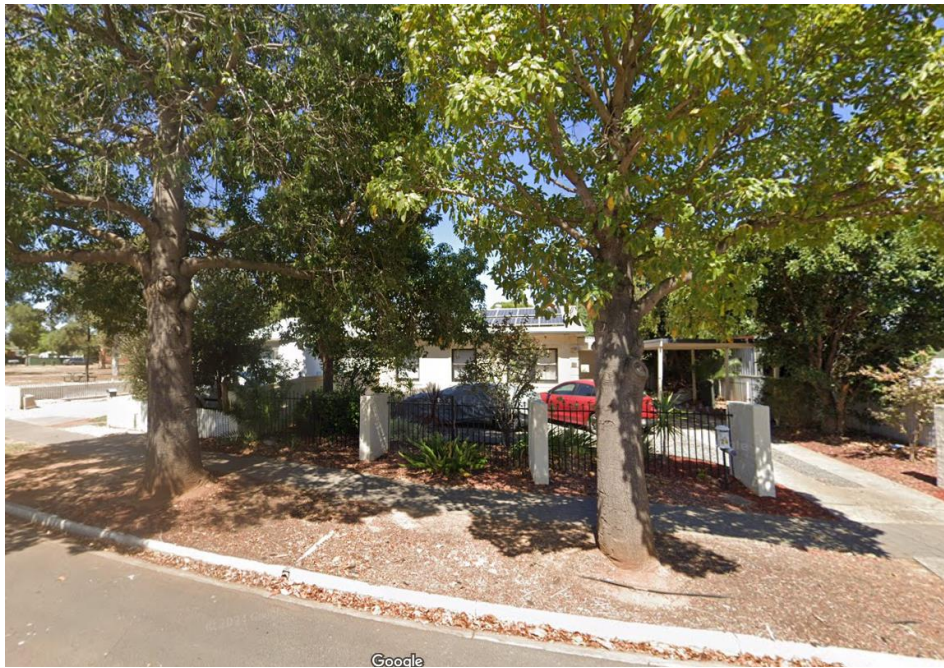




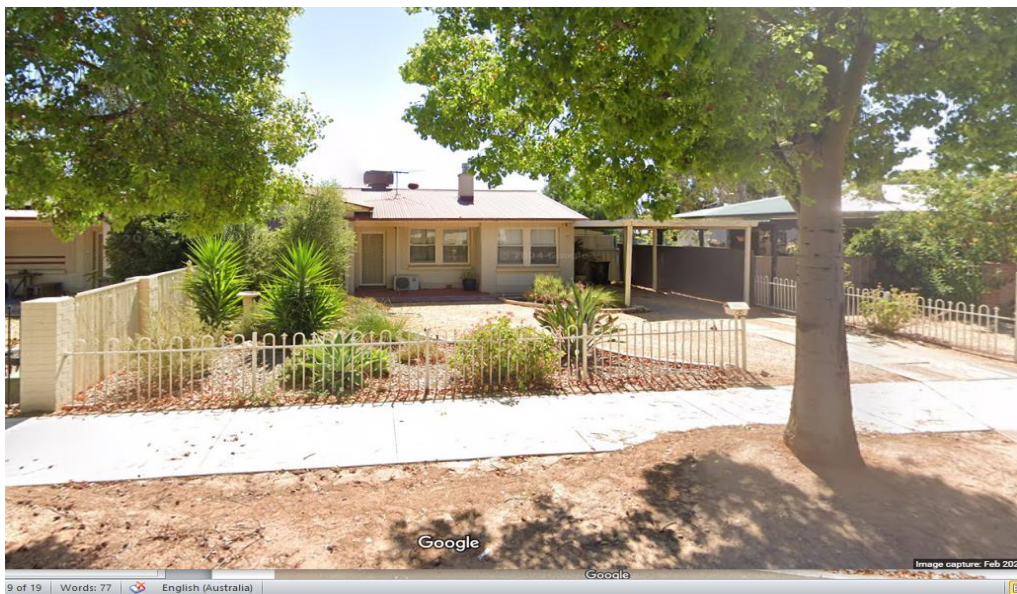




24 Yarnbury Road, Elizabeth North



21 Yarnbury Road, Elizabeth North

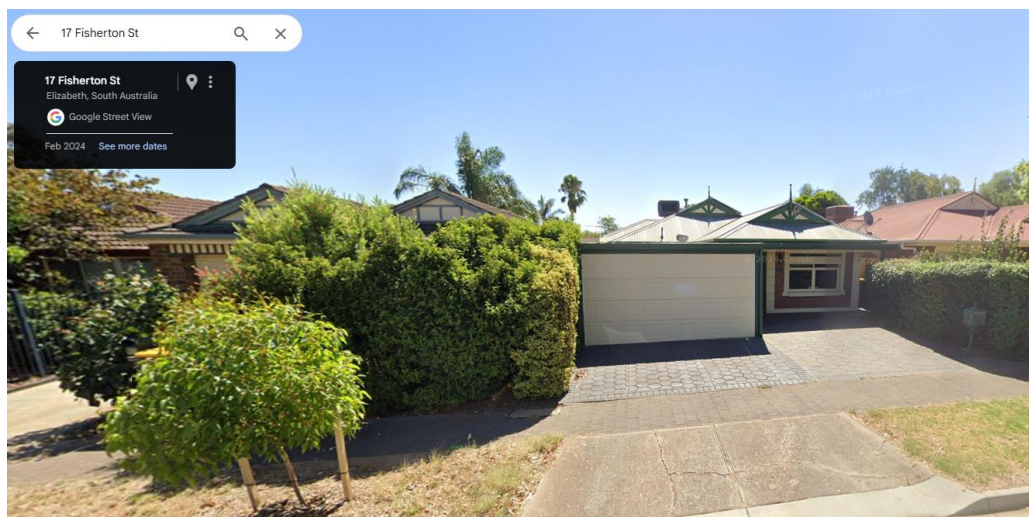
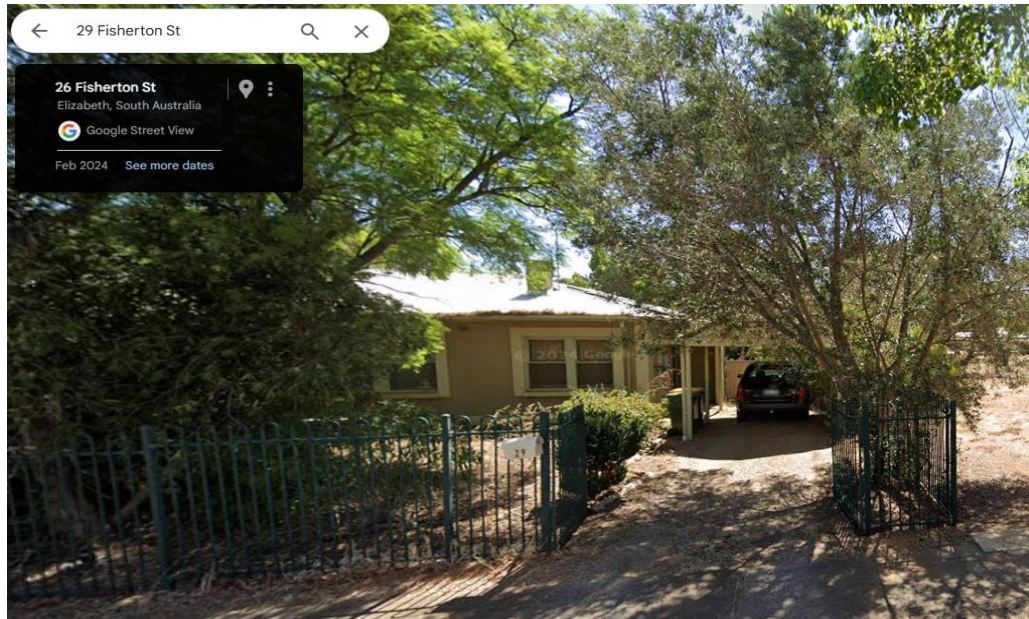


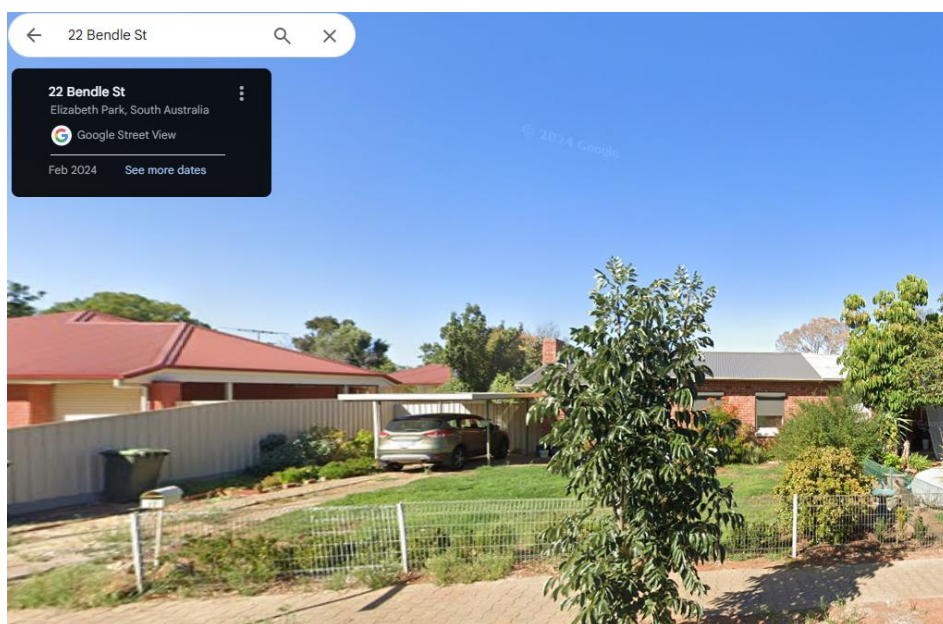
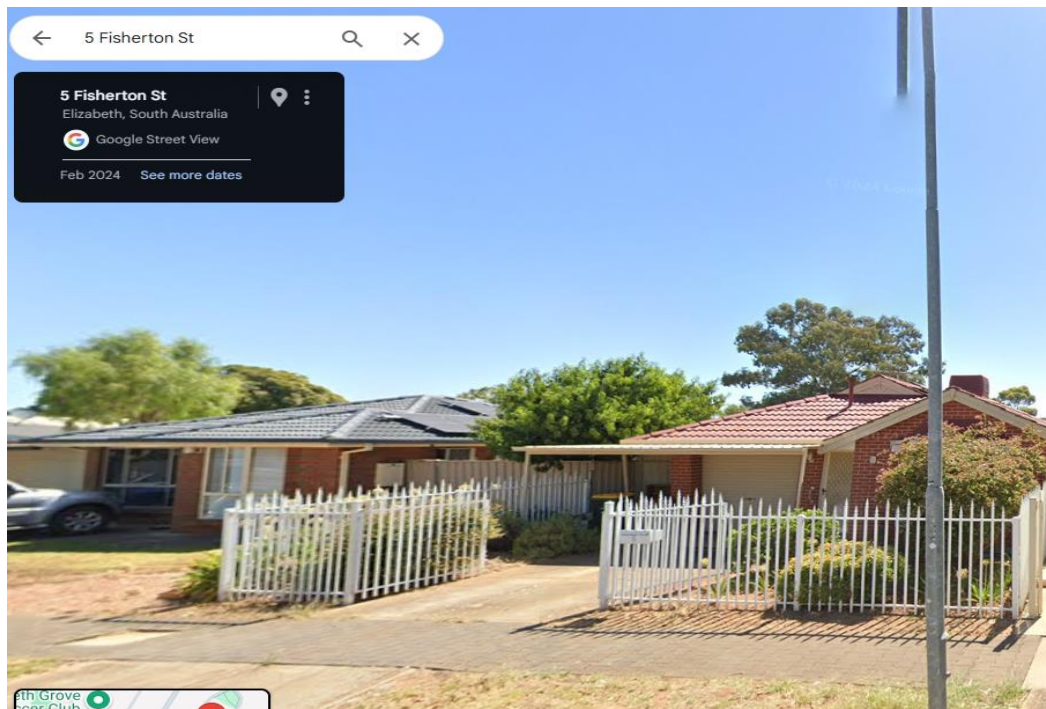
3 Rose Court, Elizabeth North

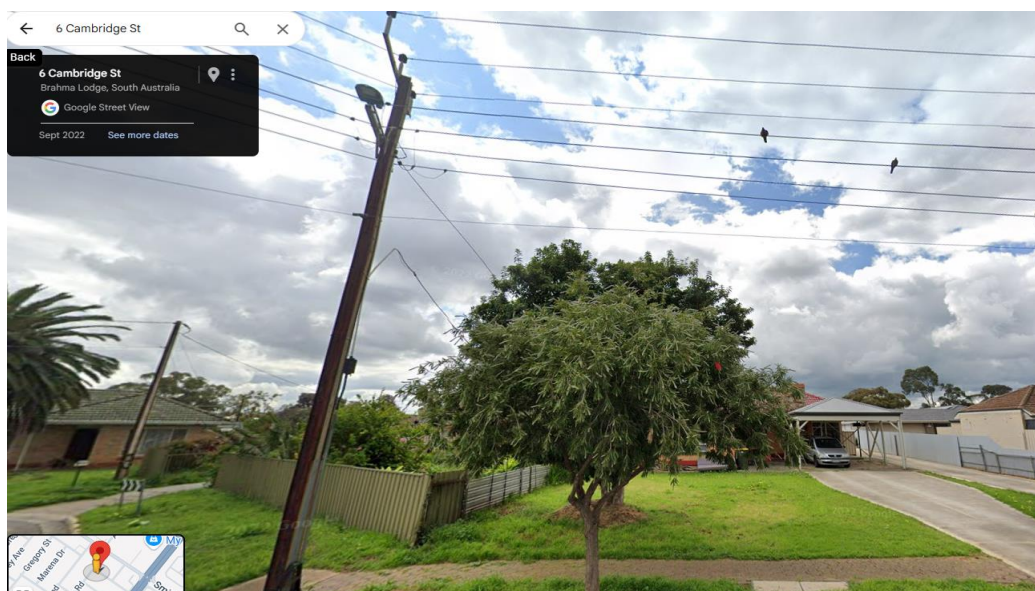
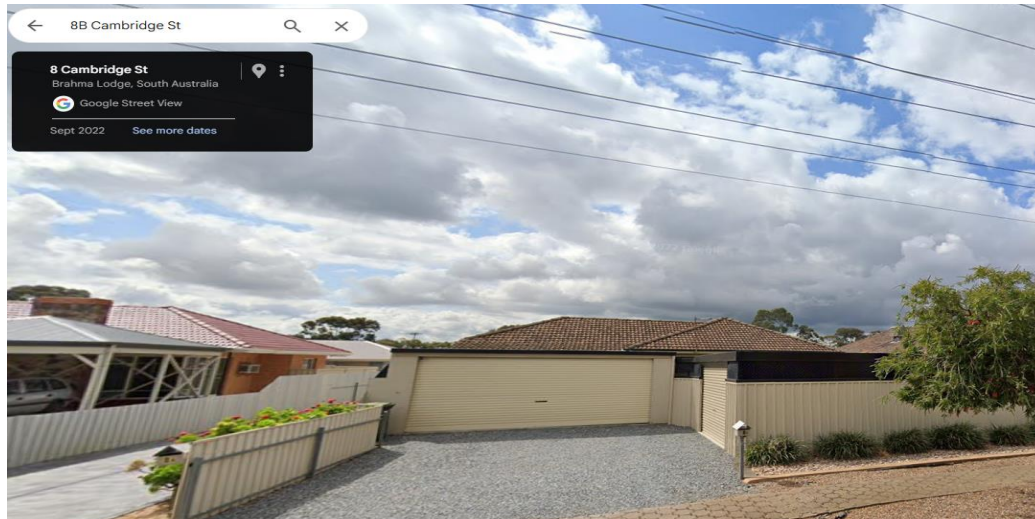


6 Rose Court, Elizabeth North

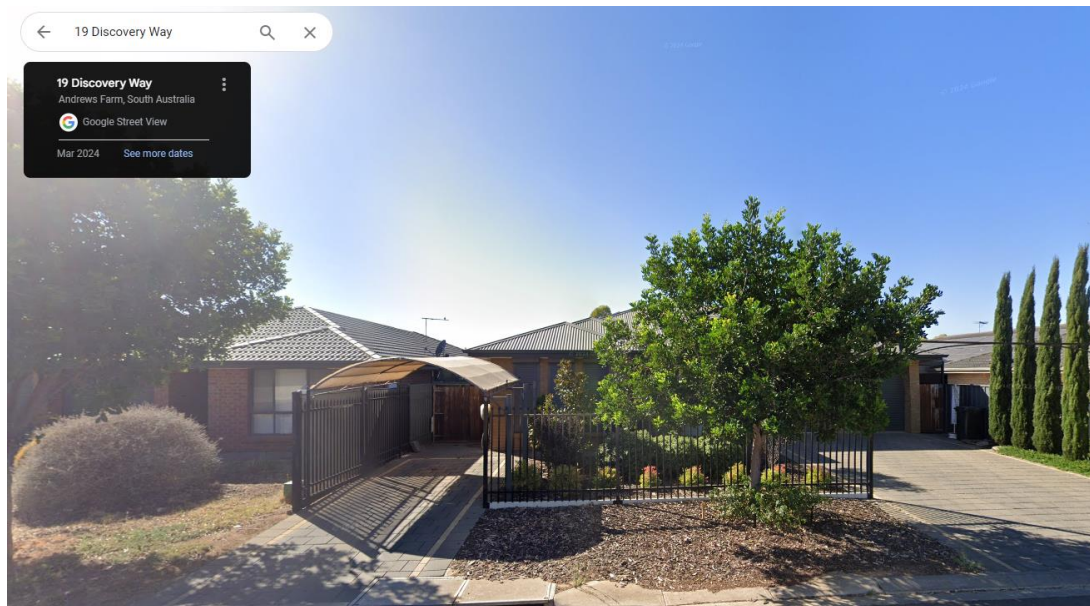




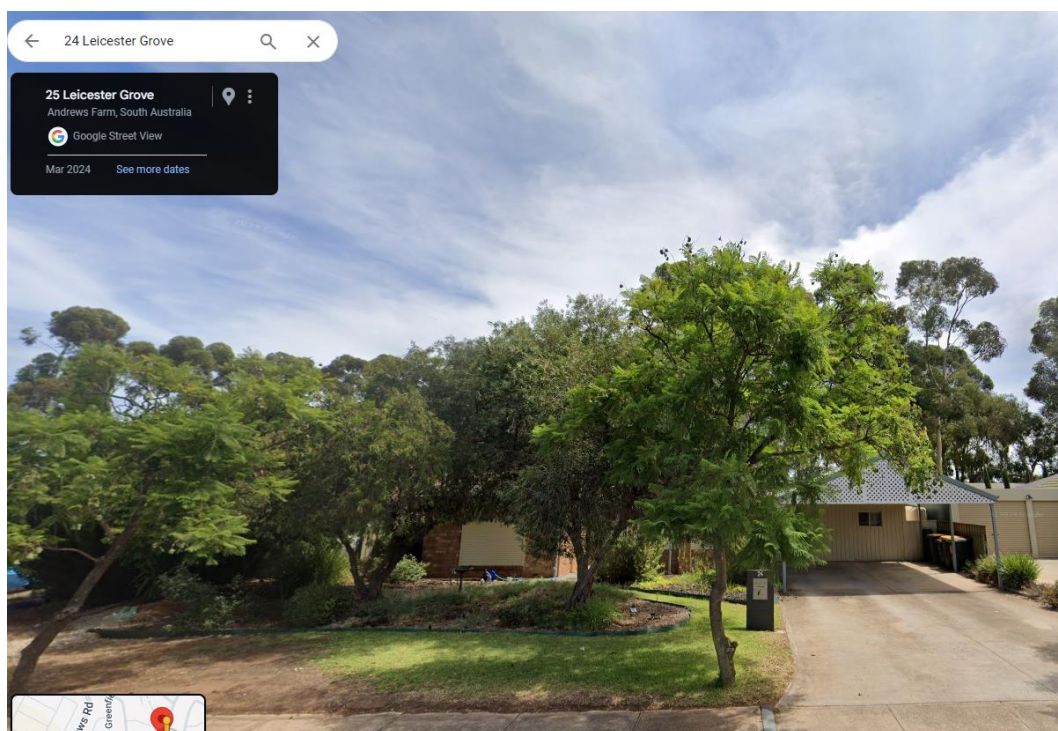


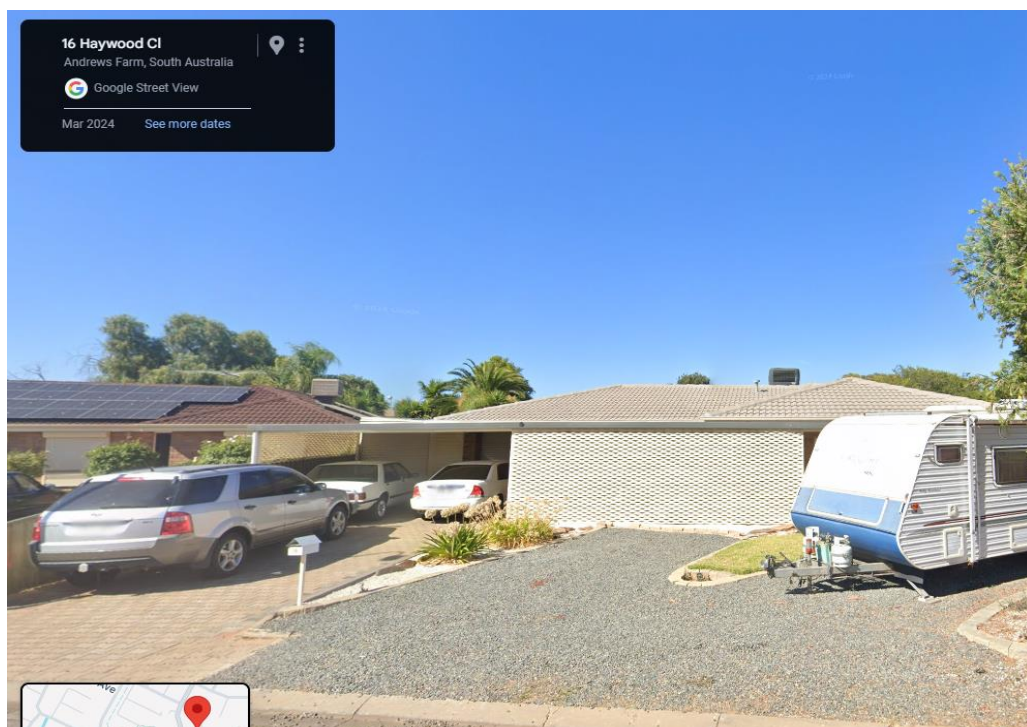
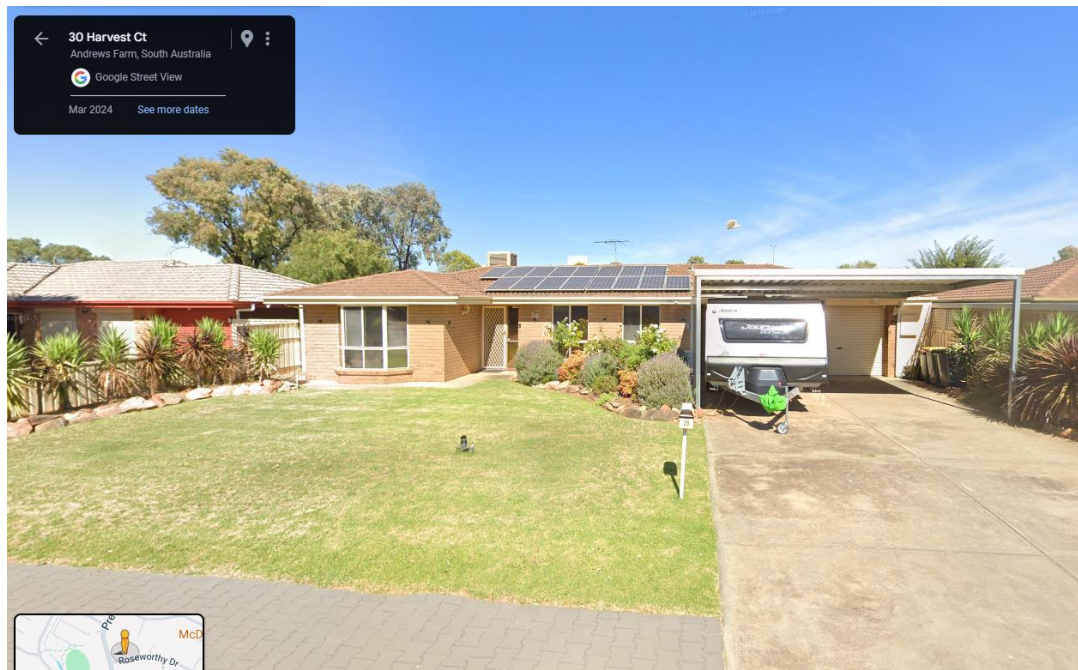


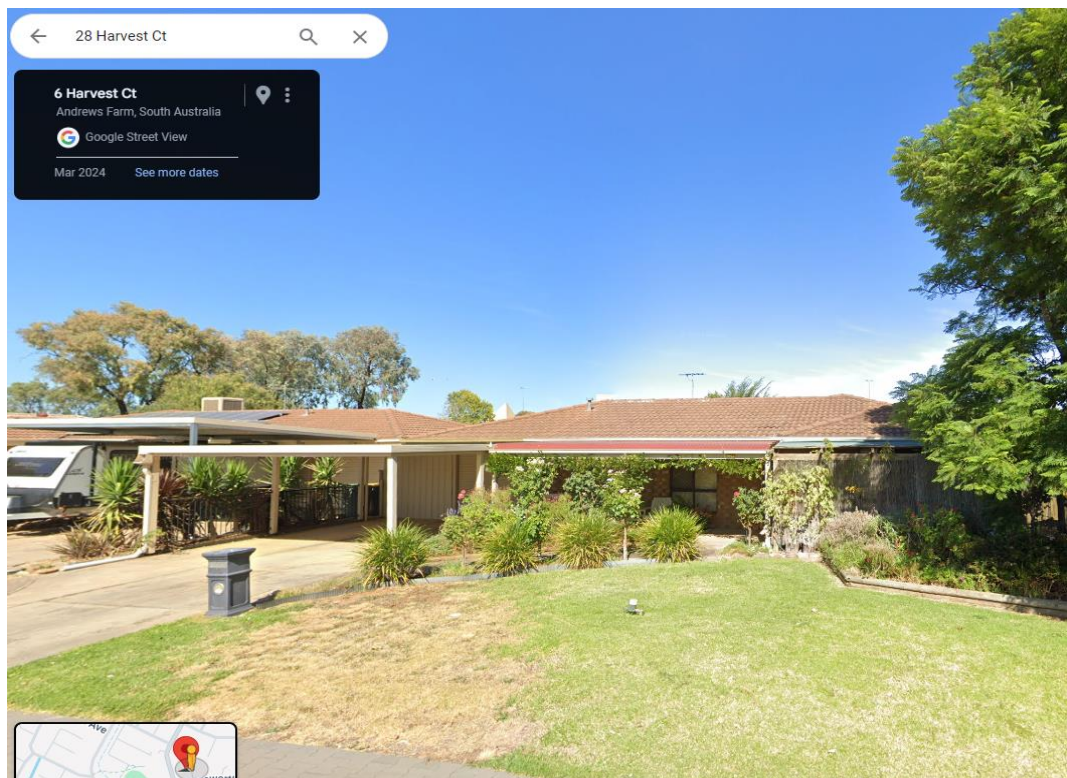
Richard Hoad, 12 Concord Way Andrews Farm 5114. Ph. 0433 189 666 email: richardh44475@gmail.com

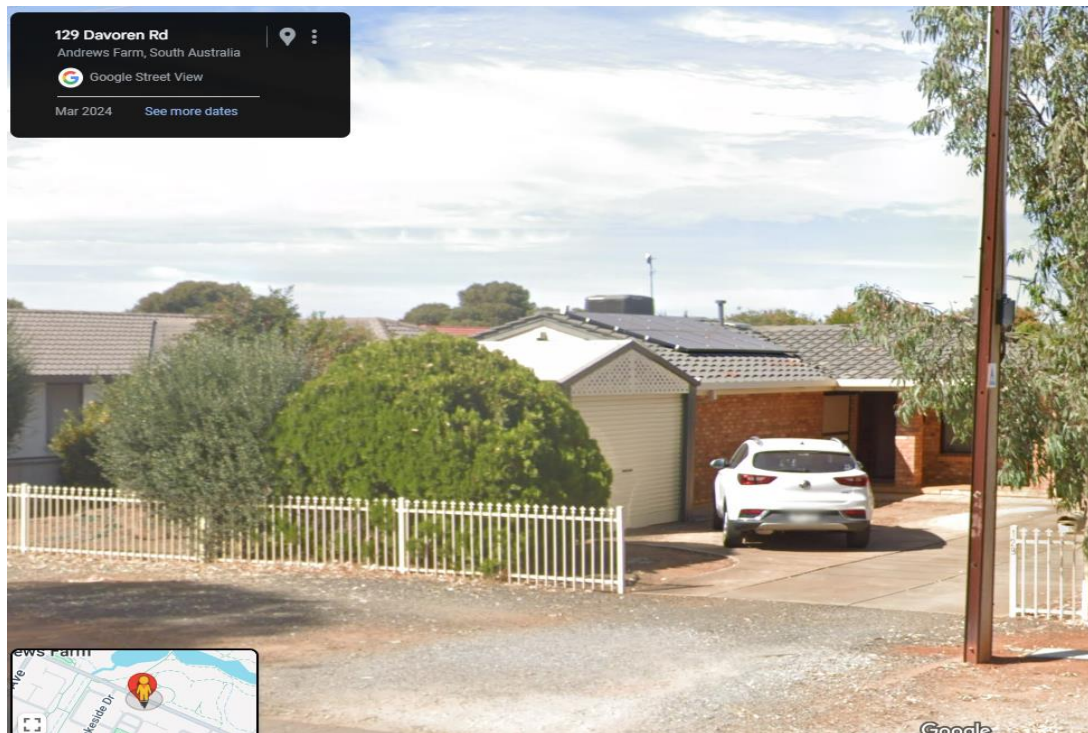












6 Springdale Ave

10 months ago · [See more dates](#) >

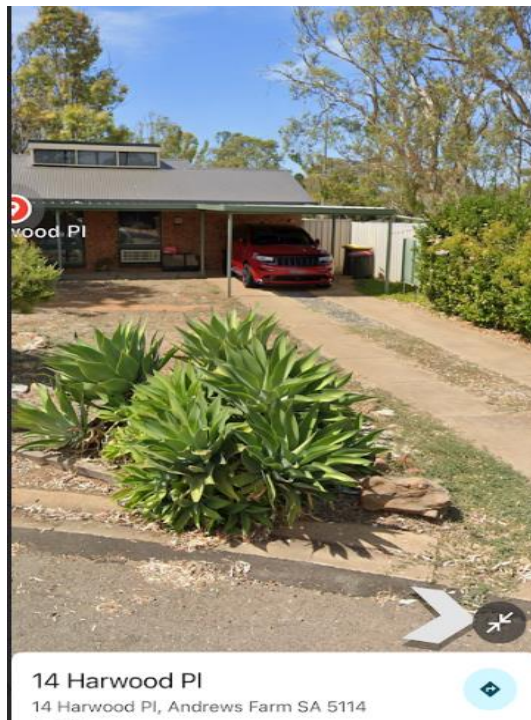
6 Springdale Ave, Andrews Farm

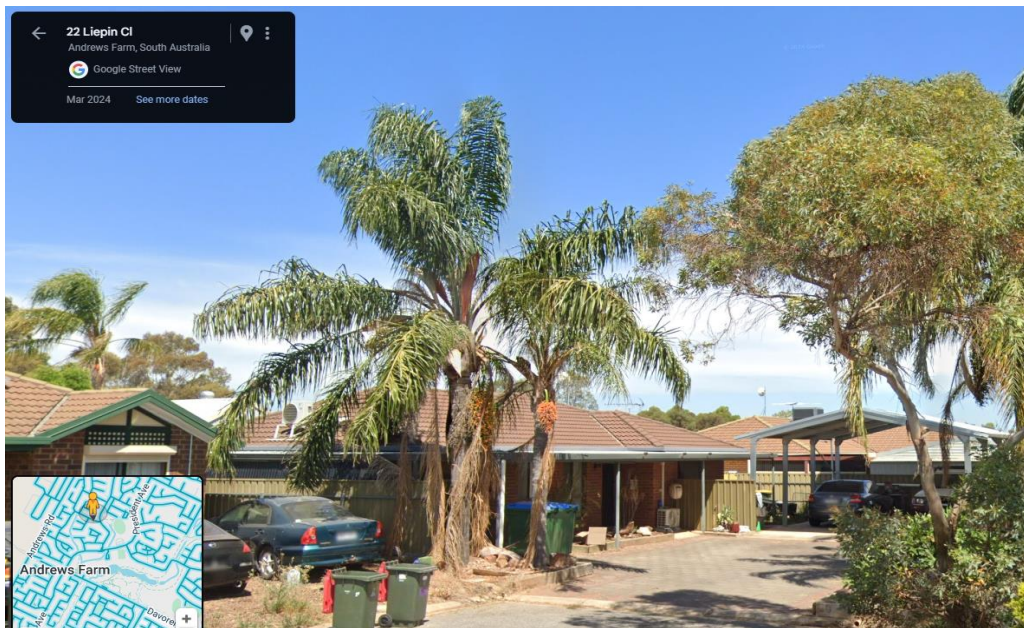


6 Harwood Pl

10 months ago · [See more dates](#) >

6 Harwood Place, Andrews Farm





● Off market ⓘ

2 Commodore Parade

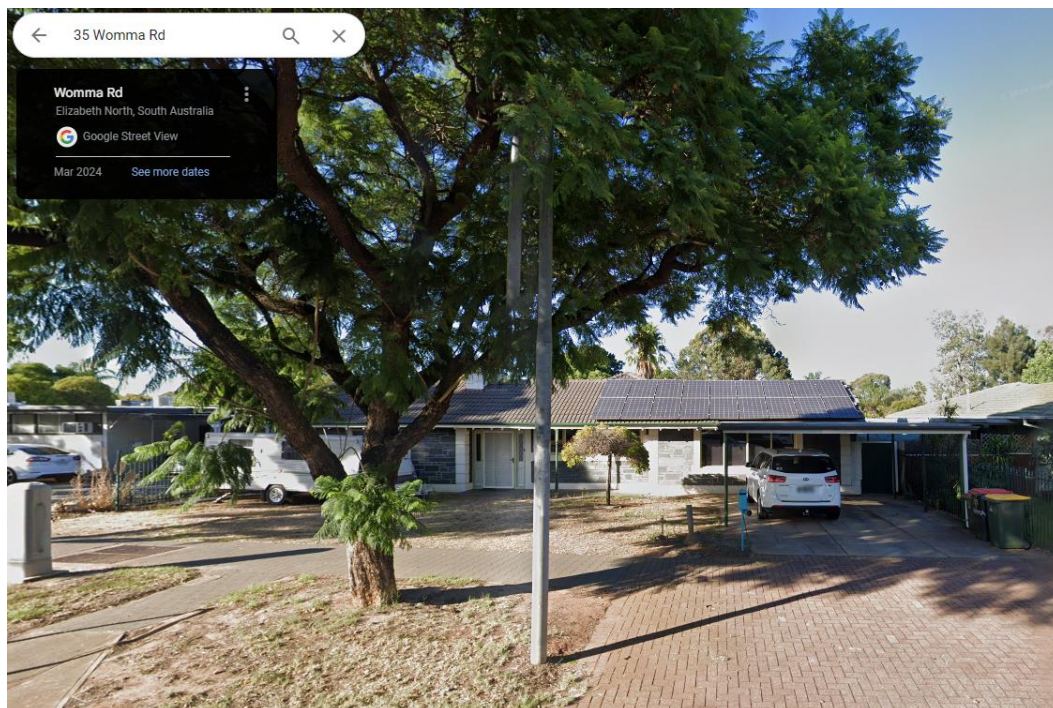
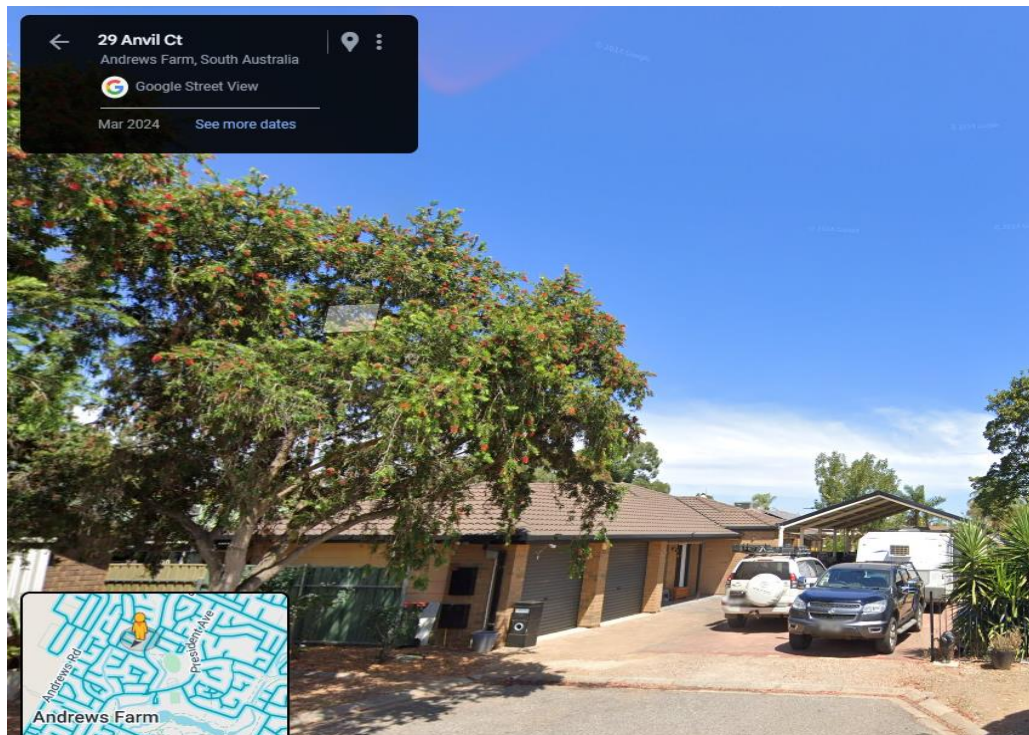
Andrews Farm, SA 5114

4 4 1 4 | House

🏠 Own this property?

Get access to view owner data and insights.

Track property



WHY does the Playford Council Allow this ?

Large caravans obstructing the footpaths and verges !

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly"

Wrecked cars, rubbish stored in front yard. Trailer stored on verge.

This has to be worse than a carport within the property boundary.

WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly"

19 Oxford Drive, Andrews Farm – Someone living in a van in front yard. (worse than a carport)

And they also have a carport.



WHY does the Playford Council Allow this ?

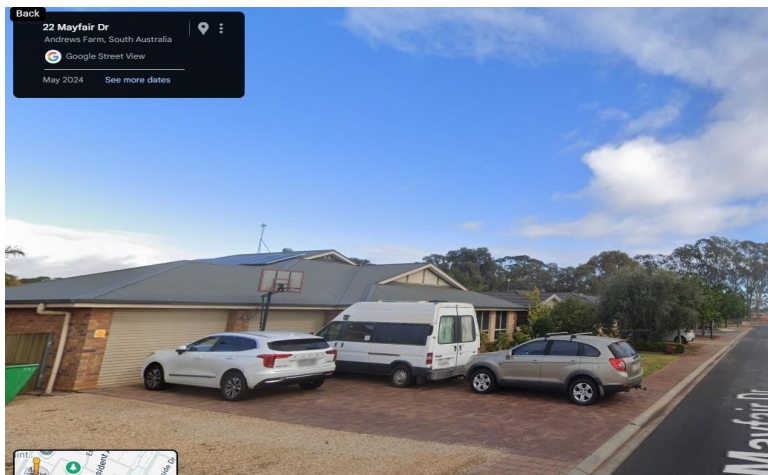
NOT what I call "Streetscape Friendly"

Properties to be built with short driveways.

Second car is basically Blocking most of the footpath. Hundreds of examples all throughout the new builds.

In this case their boundary is probably in the middle of the vehicle's front door!

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

Property owner has concreted the verge area so that they can permanently park off the road.
27 Discovery Way, Andrews Farm.



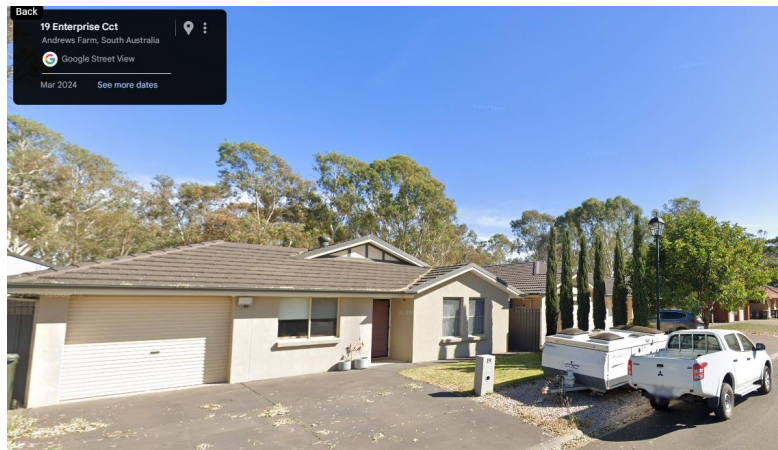
WHY does the Playford Council Allow this ?

Large caravans obstructing the footpaths and verges ! Towbar almost to the kerb and well outside of property line.
This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

Caravans obstructing the footpaths and verges ! Campervan permanently parked on the verge.
This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly"

Boat obstructing the footpath and verge ! Boat permanently parked like this.
This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly"

17 Enford Street, Elizabeth. – Front yard.

Rotting caravan, boat, cars in front yard. Whole front yard is a rubbish dump.

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

Caravans stored in front yards, blocking the house and closing in the street.

This has to be worse than a carport within the property boundary.

4 Serpentine Street, Andrews Farm.





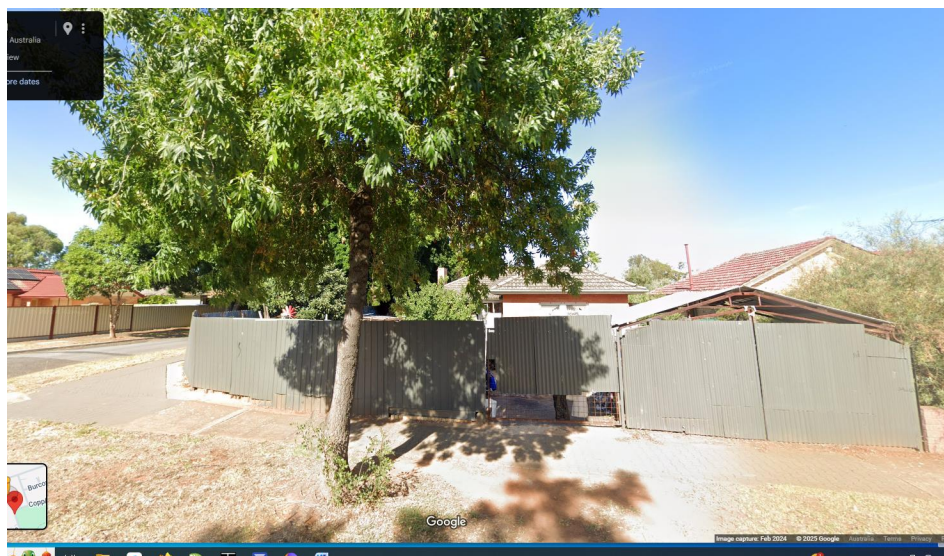
WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly !"

Shipping containers stored in front yards as workshops. Rest of yard is full of junk.

This has to be worse than a carport within the property boundary.

31 Manningford Rd, Elizabeth South.



WHY does the Playford Council Allow this ?

No one can say this is "Streetscape Friendly !"

14 Shaftsbury Rd. Elizabeth Vale – Hoarders Junk Yard. – Has been like this for around 20 yrs. Also has makeshift carport on fence line. This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly !"

7 Grovely Street, Elizabeth Vale – Junkyard and someone living in Caravan in front yard.

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly !"

47 President Ave, Andrews Farm. Normally has at least 10 cars, a Glider and Trailer in front yard, plus rubbish.

Looks much more intrusive than a carport/verandah.



WHY does the Playford Council Allow this ?

2 Oxford Street, Andrews Farm. Vehicle extends almost to the kerb blocking the footpath. Hundreds like this.
This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

MacfarlaneWay, Andrews Farm. Vehicle extends all the way to the kerb.



WHY does the Playford Council Allow this ?

15 Dawn Close, Andrews Farm - Caravan overhanging kerb in real life.
This has to be worse than a carport within the property boundary.





WHY does the Playford Council Allow this ?

20 Dawn Close, Andrews Farm - Rear two cars overhanging curb.

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

16 Dawn Close, Andrews Farm. – Tow bar sits level with the kerb ?

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

9 The Grove, Andrews Farm – Caravan extends to the Kerb?

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

11 The Grove, Andrews Farm – Caravan extends almost to the Kerb?

This has to be worse than a carport within the property boundary.



33 Manningford Road, Elizabeth South

WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly !"

Property looks like a junkyard.

This has to be worse than a carport within the property boundary.



WHY does the Playford Council Allow this ?

NOT what I call "Streetscape Friendly !"

Property has a shipping container in front yard to edge of boundary.

This has to be worse than a carport within the property boundary.



There are 40 examples of properties, that have had property changes take place, which could fit into the "After March 2021 category". The date when the said laws were changed.

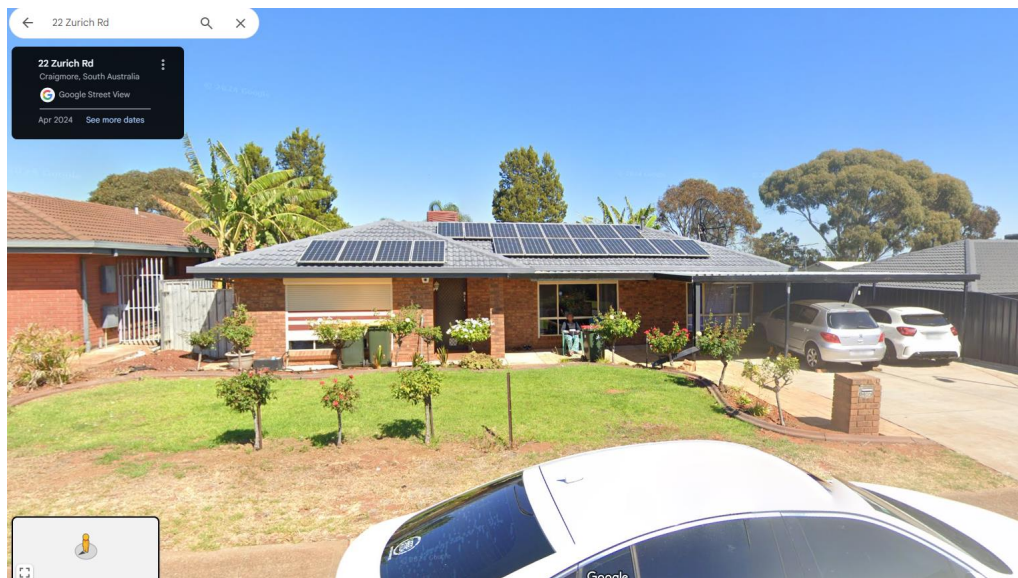
Using Google maps and realestate.com we have been able to determine that all of these properties could have had their modifications carried out after March 2021. Unfortunately, we do not have access to more accurate timelines, but never the less that all could be considered possible constructions after Mar 2021. Only council records can confirm the true timelines.

Each example shows a date when google maps took pictures of the property, and again a later date of the same property.

In these examples the property may not have a carport / veranda showing in the earlier date, but is present in the later date image. It can be determined that the object was constructed at sometime within the time frame. Eg: Not there in 2018, but visible in 2024. That leaves a six year period in which it may have been constructed. It also shows that there is a three year period after Mar 2021 in which it may have been constructed!

A detailed list of these properties is also attached in more detail.

Recent property changes (40)



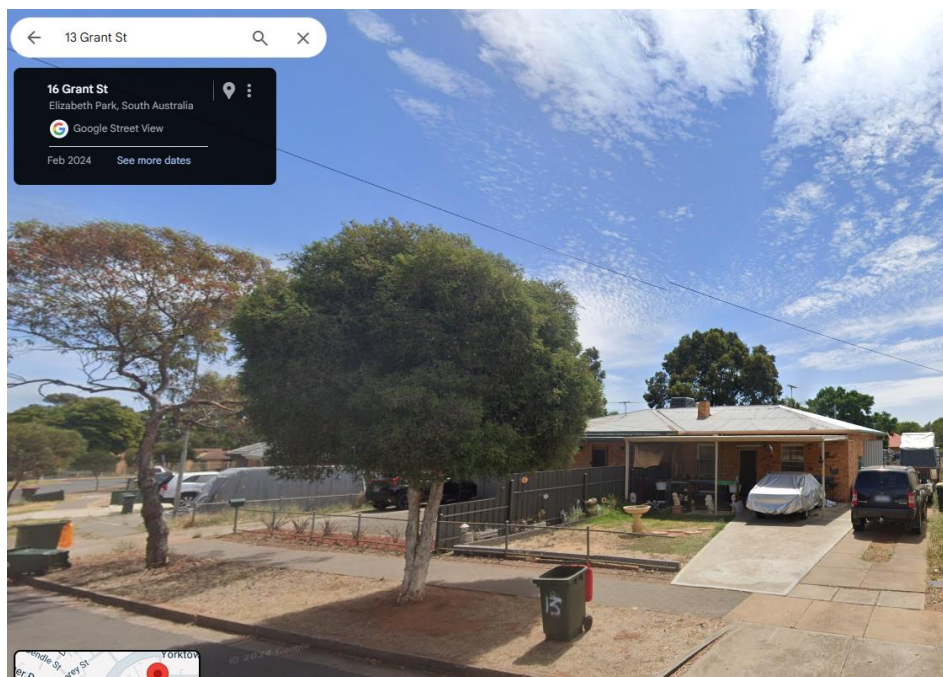
This carport and veranda were not present in August 2021, so they have been constructed between Aug 2021 and Apr 2024.

This shipping container has been placed in position sometime after February 2024. Looks like someone may be living inside it. 14 Tolmer Road, Elizabeth Park.

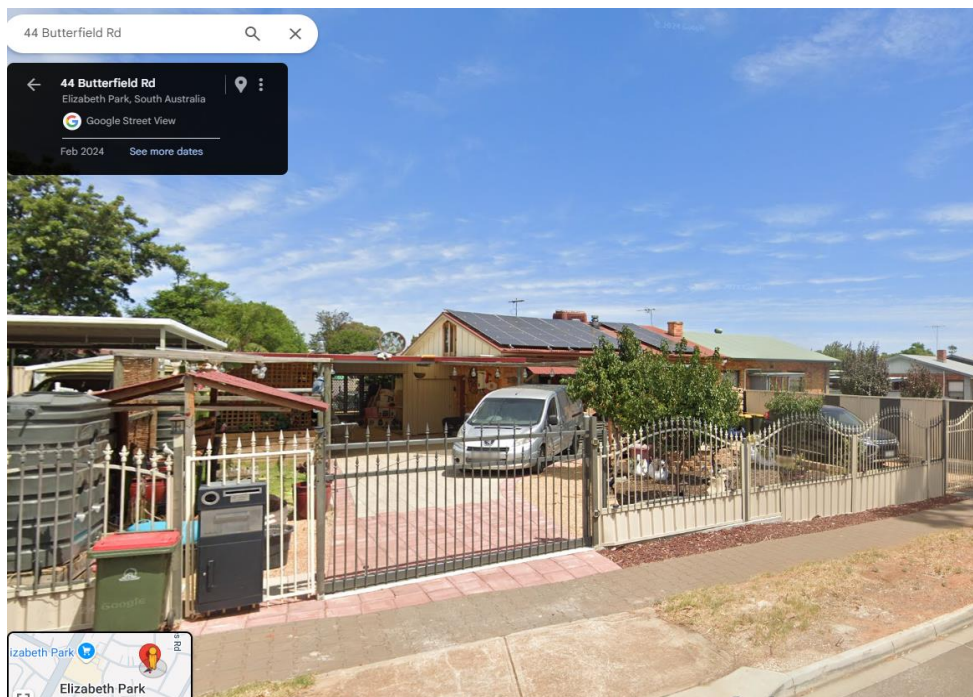




11 and 13 Grant Street Elizabeth Park have front verandahs. Both constructed between Jul 2013 and Feb 2024



Carports constructed at 44 Butterfield Road, between Feb 2013 and Feb 2024

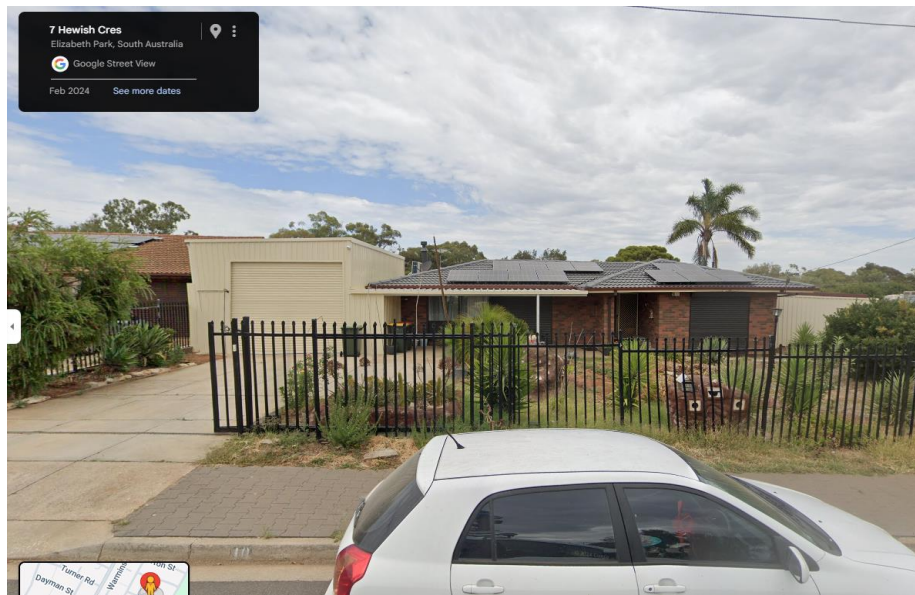


22 Warminster Rd, Elizabeth Park. This carport has been constructed between Feb 2018 and Feb 2024



10 Hewish Crescent Elizabeth Park.

This verandah and shed have been constructed between Oct 2015 and Feb 2024

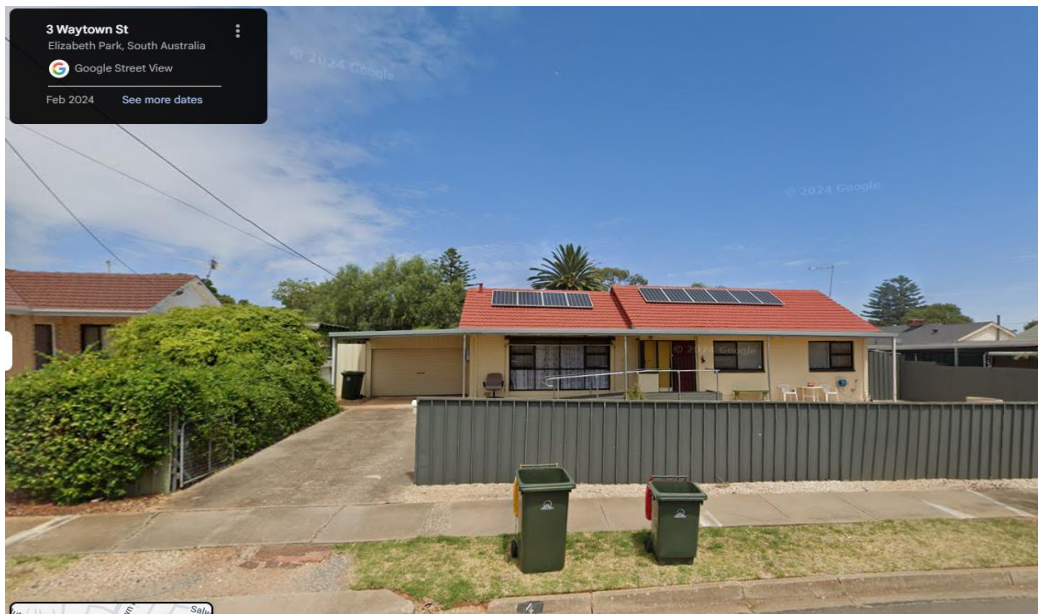


18 Pultney Road, Brahma Lodge



This carport has been constructed between June 2013 and Sept 2022

4 Waytown street, Elizabeth Park. This verandah has been constructed between Jun 2013 and February 2024.

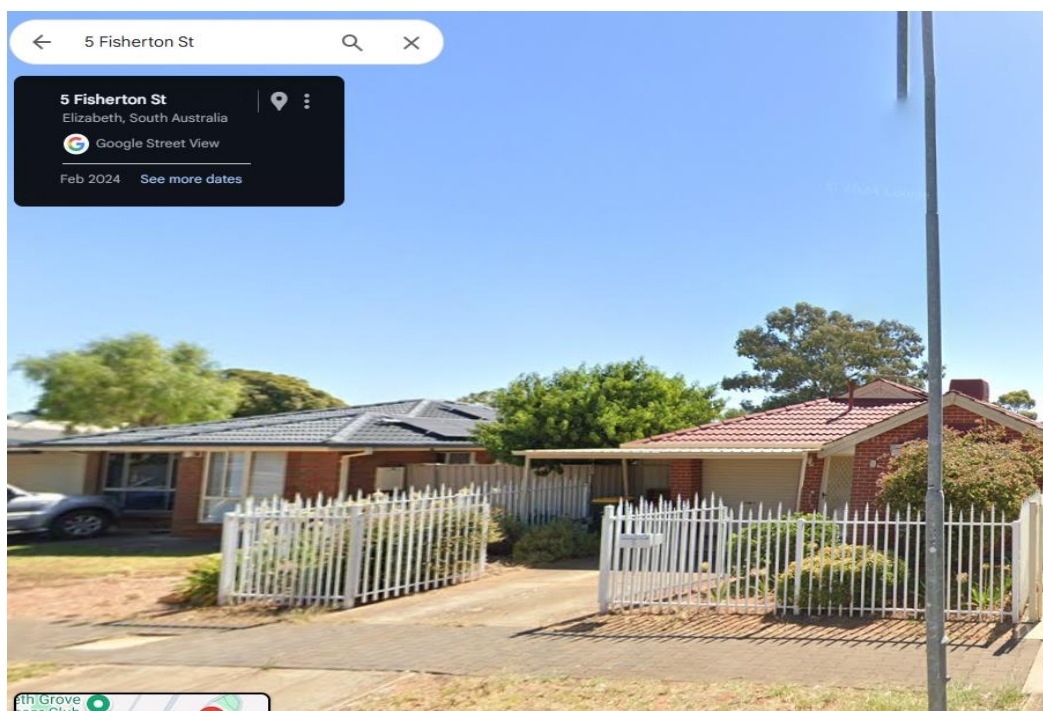


6 Rose Court , Elizabeth North.

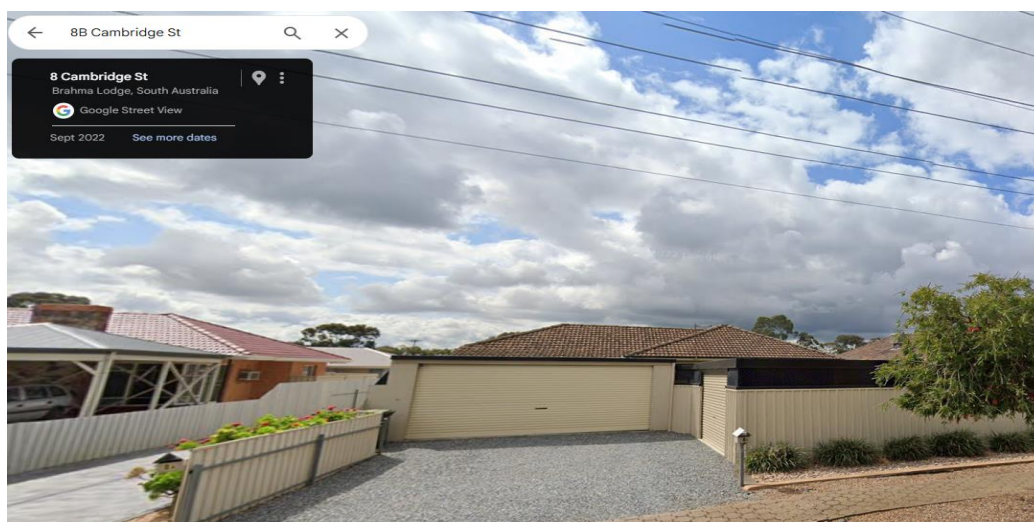
Carport has been constructed between Jul 2013 and Feb 2024



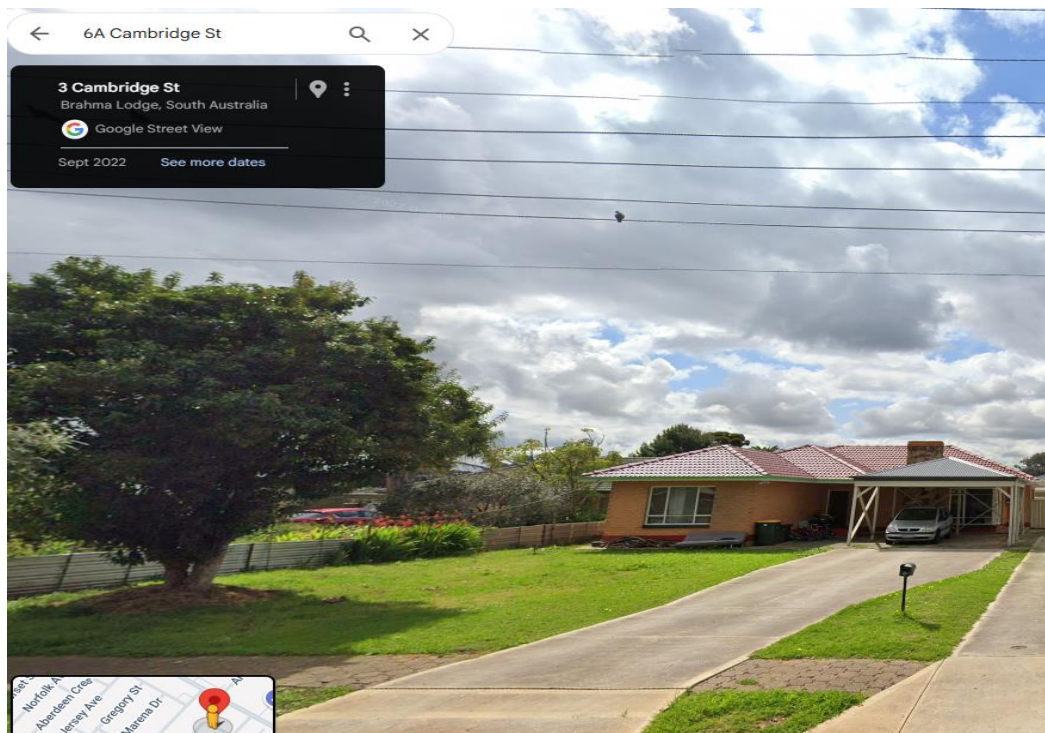
5 Fisherton Street, Elizabeth. Carport has been constructed between Oct 2015 and Feb 2024



8B Cambridge Street, Brahma Lodge. Front carport and closed in carport constructed between June 2013 and Sept 2022



6a Cambridge Street, Brahma Lodge. Carport constructed between June 2013 and Sept 2022



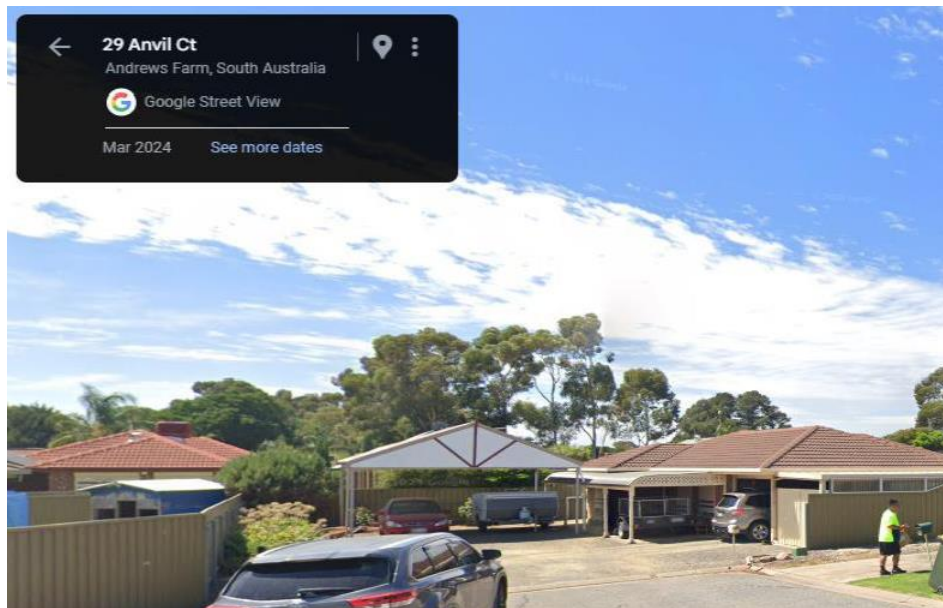
50 Peachey Road properties were on the market in April 2018. Have since been sold and upgraded to a medical centre. More recently steel veranda's have been erected over all entrances. (between 2018 – 2025.)



4 Harvest Court, Andrews Farm. Carport constructed between Jul 2013 and March 2024



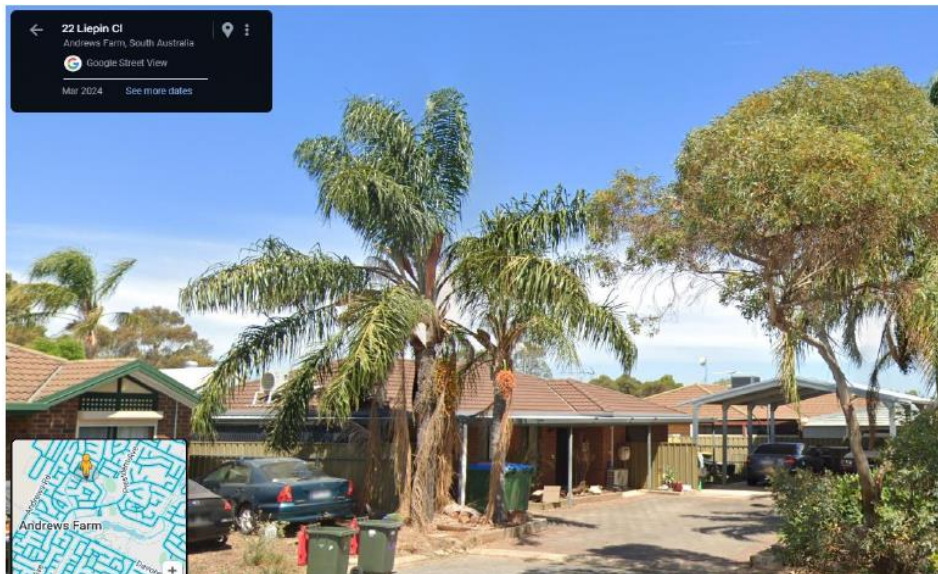
29 Anvil Ct, Andrews Farm. Large carport constructed between July 2013 and March 2024



92 Curtis road, Andrews Farm. Shadecloth removed from carport and replaced with sheet metal in Aug 2021



22 liepin Cl, Andrews Farm. Carport constructed between Apr 2013 and Mar 2024



Carport sail erected between June 2019 and Feb 2024



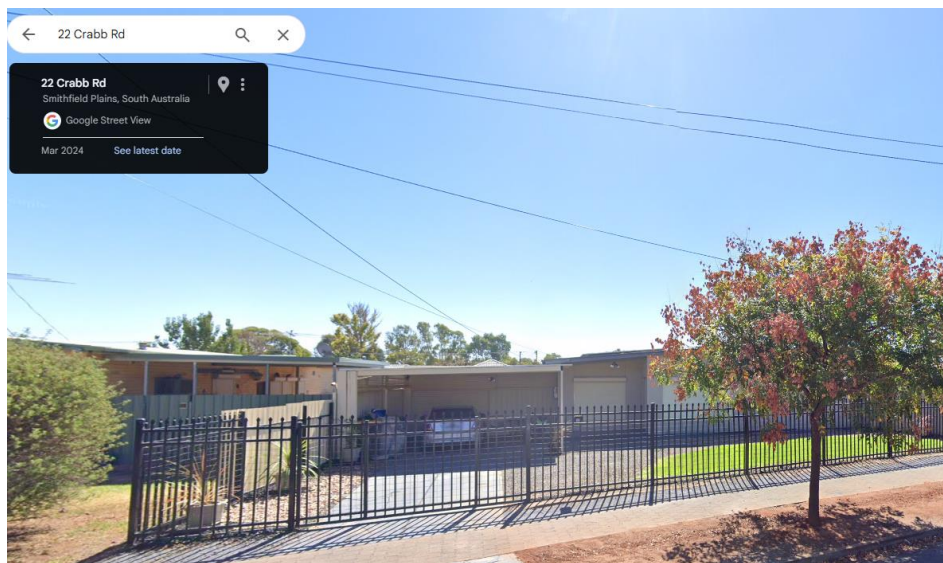
Carport erected between Jul 2019 and Aug 2021



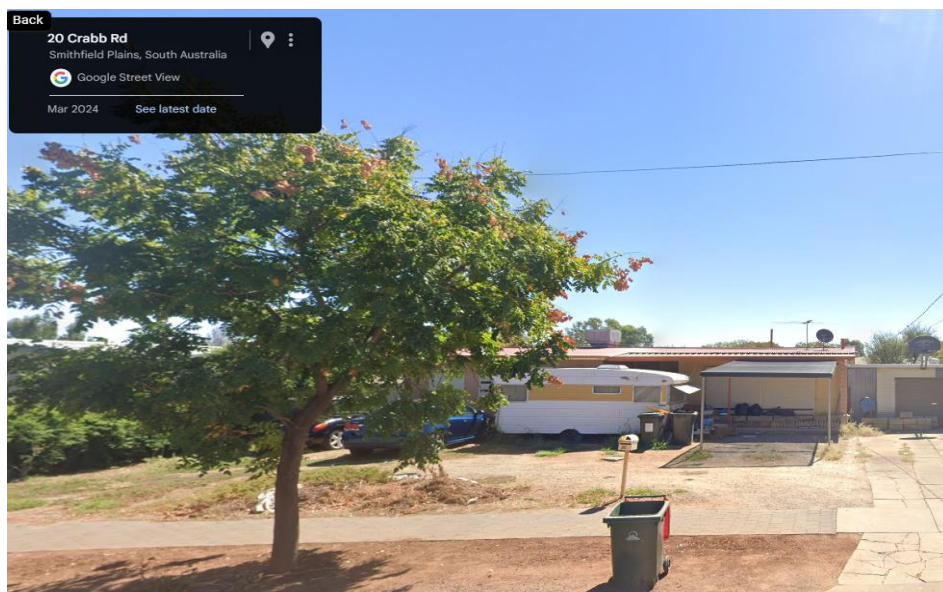
506 Womma West Road, This carport has been erected after Feb 2024 !!



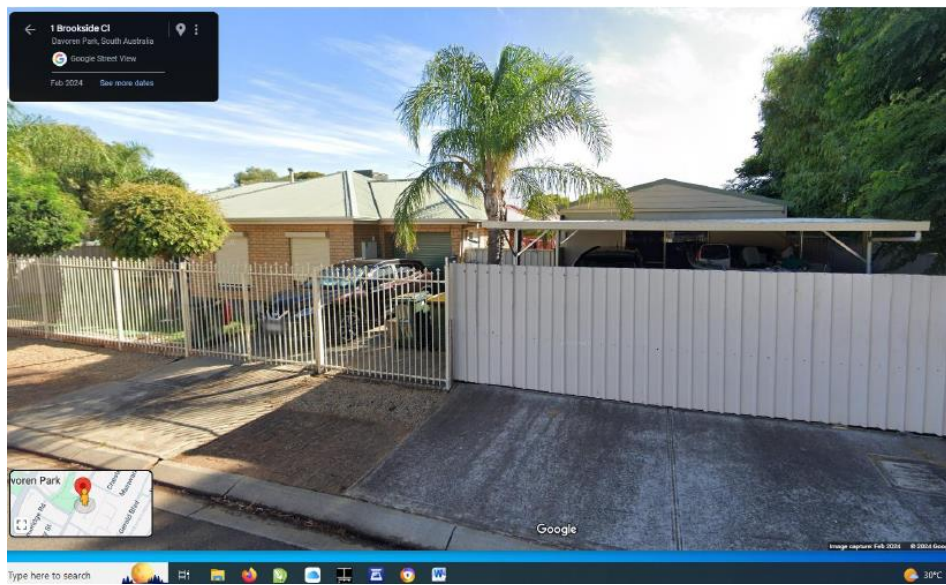
22 Crabb Rd, Davoren Park. Carport was constructed between July 2013 and Mar 2024



20 Crabb Rd, Davoren Park. Carport was constructed between July 2013 and Mar 2024



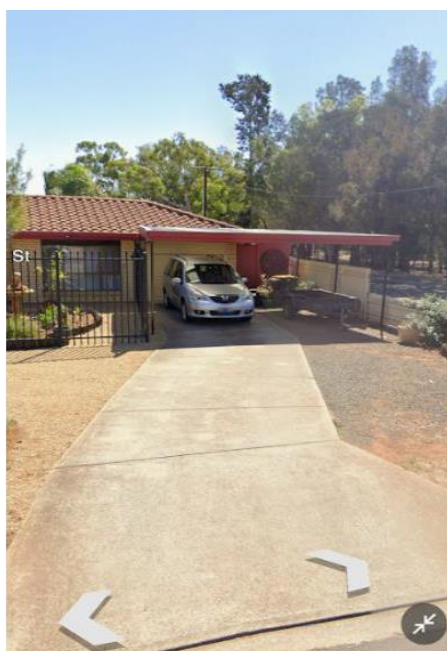
1 Brookside close, Davoren Park. Carport erected between Jul 2013 – Feb 2024



2 Montrose Ct, Elizabeth North. Carport has been erected after Feb 2024



57 Brandis Road, Munno Para West. Carport under construction. April 2024

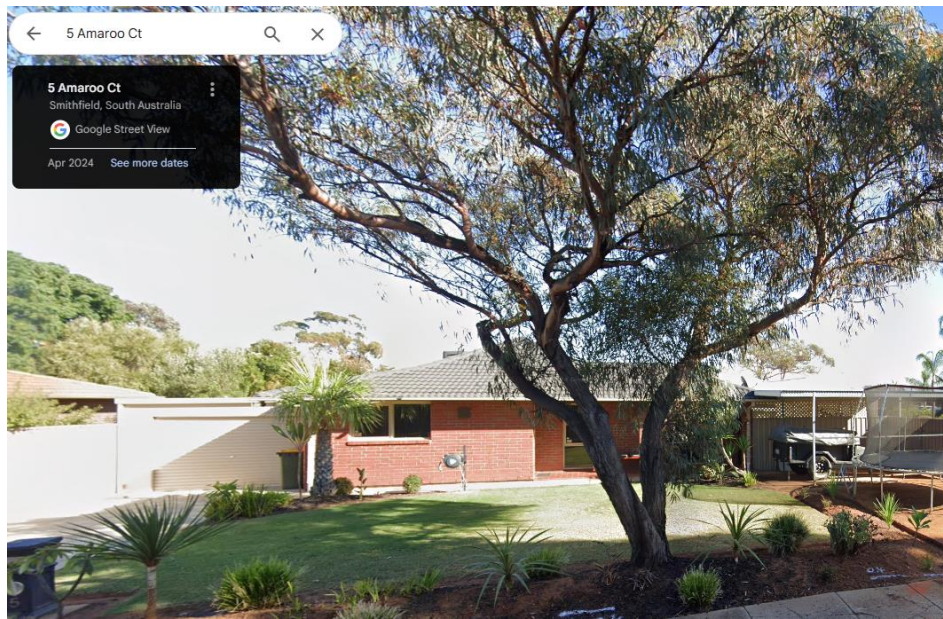


13 John St

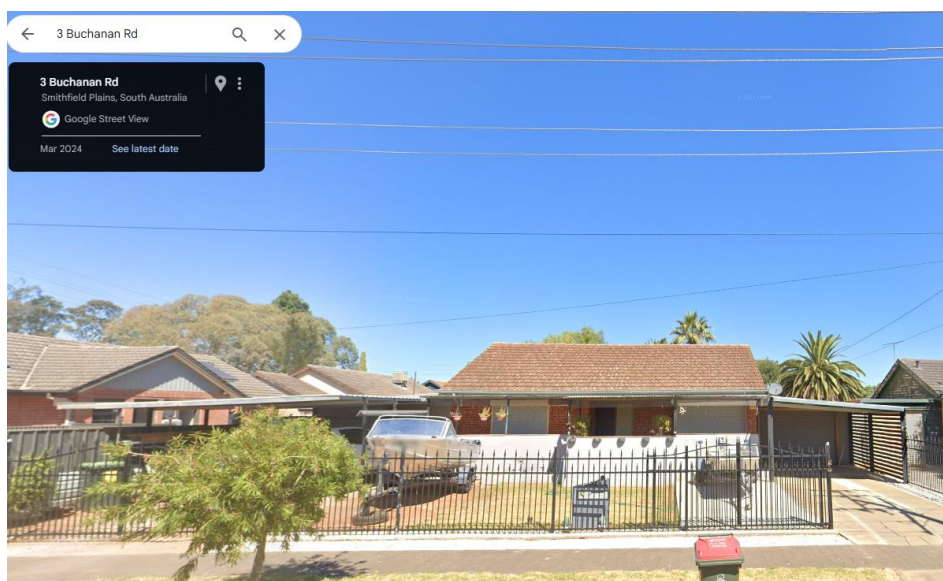
13 John St, Smithfield SA 5114 · 2.8 km
Building

13 John Street, Smithfield. Constructed between Jul 2013 and Mar 2024

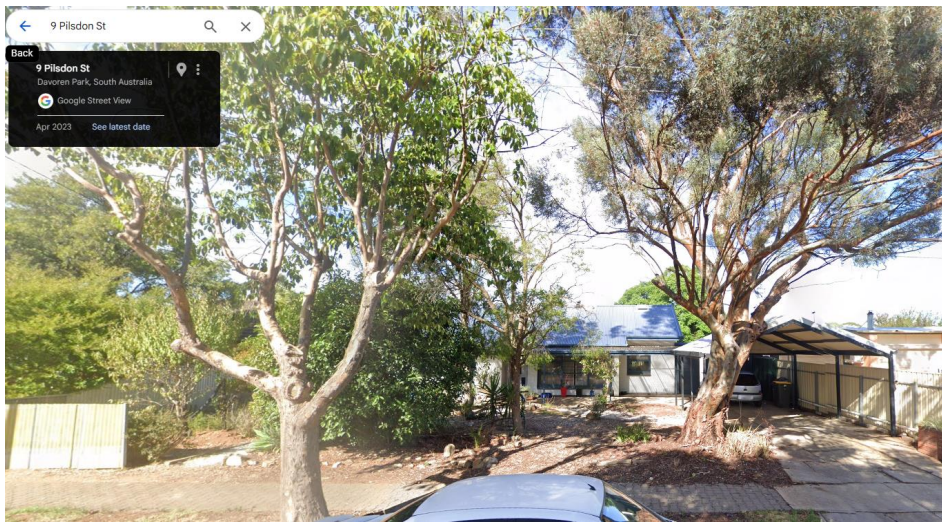
5 Amaroo Ct. Smithfield. Carport built at front of house between Jul 2013 and Apr 2024



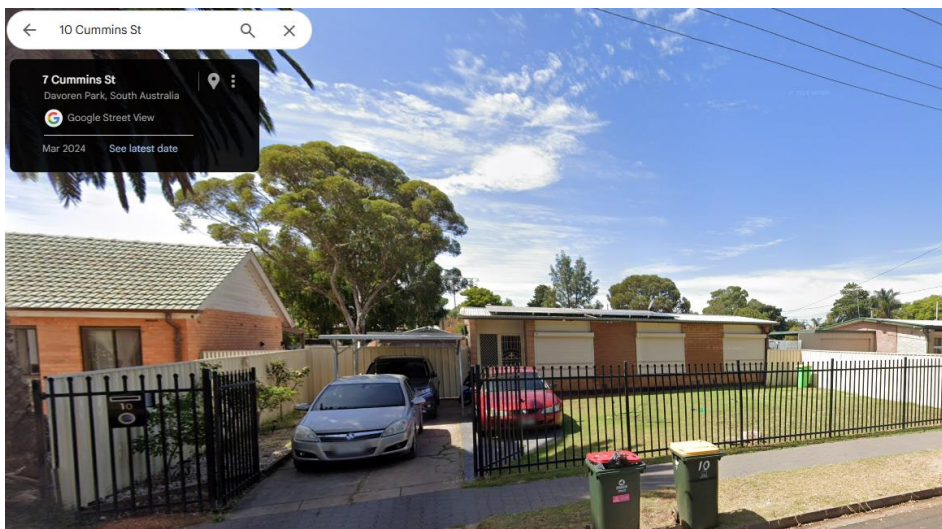
3 Buchanan Road, Smithfield Plains. --- Has two carports erected on front yard between Oct 2015 and Mar 2024
Also has a front veranda.



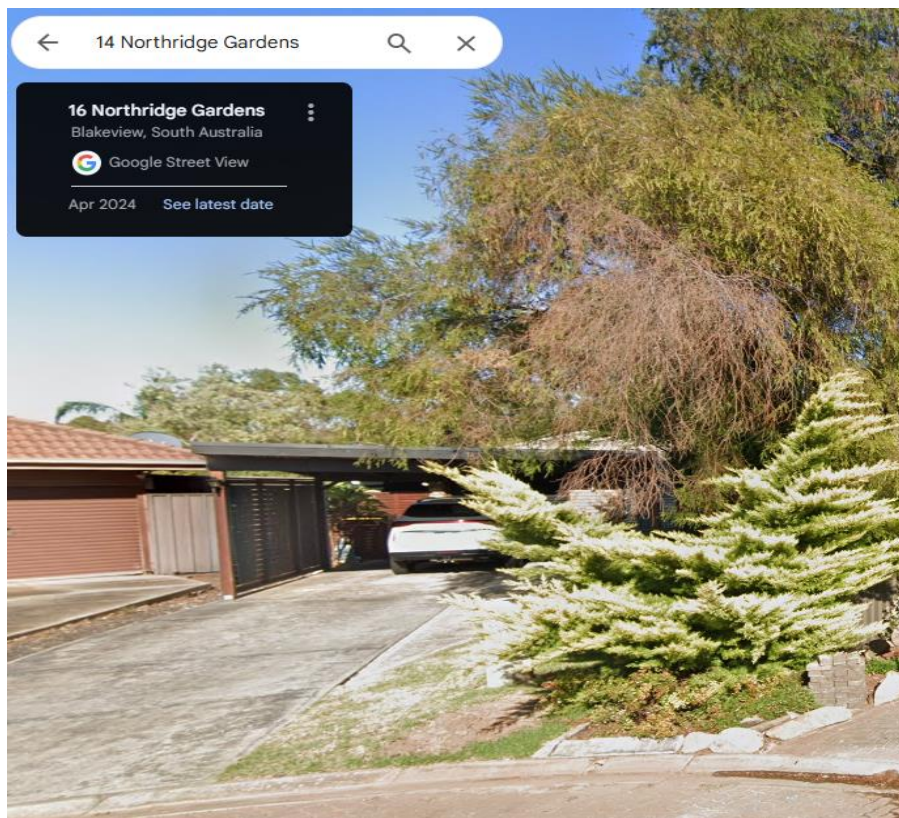
9 Pilsdon Street, Davoren Park – Carport constructed between July 2013 and April 2023



10 Cummins Street, Davoren Park – Carport constructed between April 2023 and Mar 2024



14 Northridge gardens, Blakeview. Carport has been erected between July 2013 and Apr 2024





4 Northridge Gardens

9 months ago · [See more dates](#) >

4 Northridge Gardens, Blakeview

Carport erected AFTER April 2024

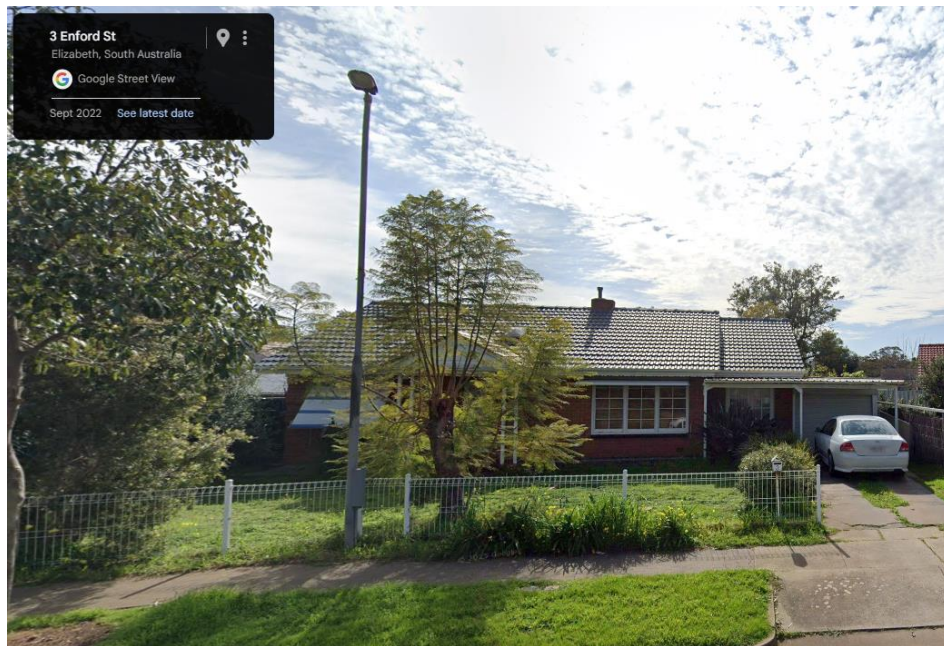
8 Pineridge Drive, Blakeview. Between Jul 2013 and April 2024 have embedded a Caravan with someone living in it, and added a workshop on the other end between the van and boundary fence.



5 Stanley Street, Hillbank. – Between June 2013 and Jun 2019 enclosed a three car carport to make a three car garage. All in front of the house.



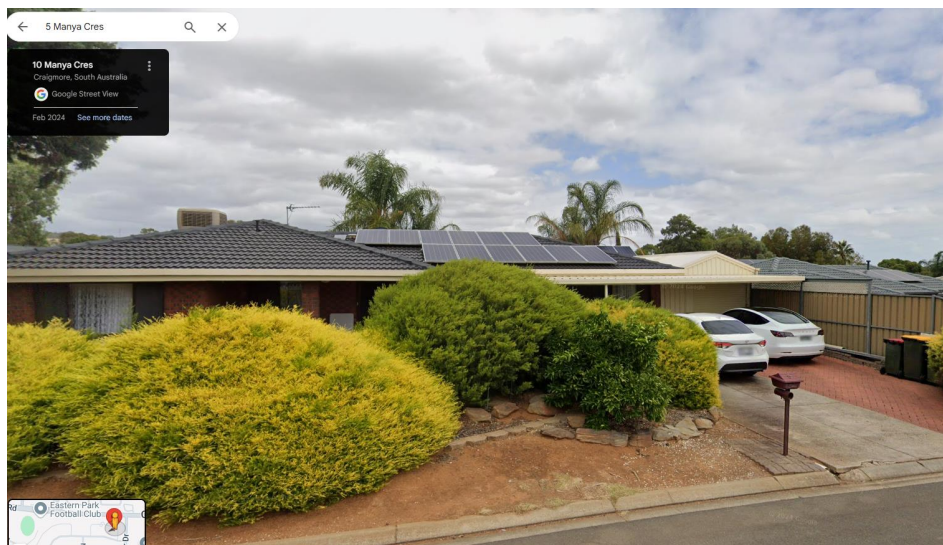
3 Enford Street, Elizabeth. Between June 2013 and Set 2022, the pergola was converted into a Carport with metal roof.



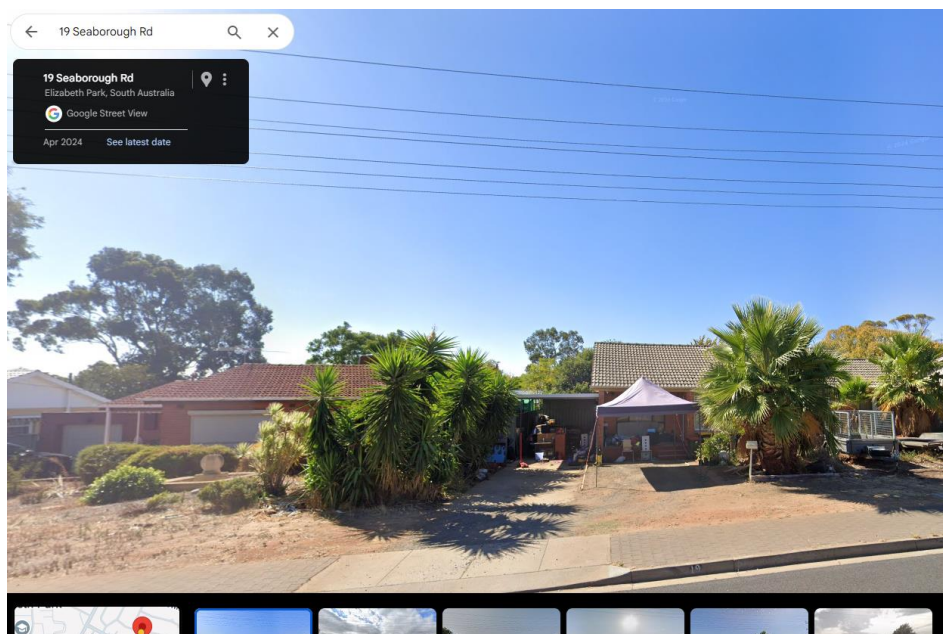
36 Manningford Road, Elizabeth South. – Has two carports in front yard. The second was erected between April 2023 and Feb 2024 !!



5 Manya Crescent, Craigmore. Carport and veranda have been constructed between June 2013 and Feb 2024



19 Seaborough Rd, Elizabeth Park. Canvas carport erected between Aug 2021 and Apr 2024



List of existing structures that have or could have been erected after Mar 2021
--

Address	Construction	Build Date - Start	Build Date - End	
50 Peachy Road, Davoren Park	Front Veranda's	After Jun 2018	Before Mar 2025	
22 Zurich Road, Craigmore	Carport and veranda	After Aug 2021	Before April 2024	***
14 Tolmer Road, Elizabeth Park	Shipping container in front yard on boundary (occupied)		After Feb 24	***
11 Grant Street, Elizabeth Park	Front Veranda	After Jul 2013	Before Feb 2024	
13 Grant Street, Elizabeth Park	Front Veranda	After Jul 2013	Before Feb 2024	
44 Butterfield Road, Elizabeth Park	Front Carports	After Feb 2013	Before Feb 2024	
22 Warminster Rd, Elizabeth Park	Front Carports	After Feb 2018	Before Feb 2024	
10 Hewish Crescent Elizabeth Park.	Veranda and Shed in front Yard (house sold Apr 21-shed & veranda constructed after apr 21)	After Oct 2015	Before Feb 2024	***
4 Waytown Street, Elizabeth Park	Front Veranda	After Jun 2013	Before Feb 2024	
6 Rose Court, Elizabeth North.	Front Carport and verandah	After Jul 2013	Before Feb 2024	
5 Fisherton Street, Elizabeth	Front Carport	After Oct 2015	Before Feb 2024	
4 Harvest Court, Andrews Farm.	Front Carport	After Jun 2018	Before Mar 2024	
29 Anvil Ct, Andrews Farm	Front Carport	After Jun 2013	Before Mar 2024	
20 Liepin Cl, Andrews Farm.	Front Carport	After Apr 2013	Before Mar 2024	
38 Christine Ave, Hillbank	Front Carport Sail	After Jun 2019	Before Feb 2024	
506 Womma West Road, Penfield Gardens	Front Carport		After Feb 2024	***
22 Crabb Rd, Davoren Park.	Front Carport	After Jul 2013	Before Mar 2024	
20 Crabb Rd, Davoren Park.	Front Carport	After Jul 2013	Before Mar 2024	
1 Brookside close, Davoren Park.	Front Carport --(House sold in Dec 2021. Carport constructed after that date)	After Jul 2013	Before Feb 2024	***
2 Montrose Ct, Elizabeth North	Front Carport		After Feb 2024	***
57 Brandis Road, Munno Para West.	Front Carport under construction		After Apr 2024	***
13 John Street, Smithfield.	Front Carport	After Jul 2013	Before March 2024	
5 Amaroo Ct. Smithfield	Front Carport	After Jul 2013	Before Apr 2024	
3 Buchanan Road, Smithfield Plains.	Front Carports (2) and Veranda	After Oct 2015	Before Mar 2024	
10 Cummins Street, Davoren Park	Front Carport	After Apr 2023	Before Mar 2024	***
14 Northridge gardens, Blakeview	Front Carport	After Jul 2013	Before Apr 2024	
4 Northridge gardens, Blakeview	Front Carport		After Apr 2024	***
8 Pineridge Drive, Blakeview	Front Caravan with shadecloth/metal Shed attached	After Jul 2013	Before Apr 2024	
36 Manningford Road, Elizabeth South	Front Carport (2) -- The second carport was erected	After Apr 2023	Before Feb 2024	
5 Manya Crescent, Craigmore	Front Carport	After Jun 2013	Before Feb 2024	
19 Seaborough Rd, Elizabeth Park	Front Carport	After Aug 2021	Before Apr 2024	***
9 Pilsdon Street, Davoren Park	Front Carport	After Jul 2013	Before Apr 2023	
18 Pultney Road, Brahma Lodge	Front Carport	After Jun 2013	Before Sept 2022	
8B Cambridge Street, Brahma Lodge.	Front Carport and Closed in second Carport	After Jun 2013	Before Sept 2022	
6a Cambridge Street, Brahma Lodge	Front Carport	After Jun 2013	Before Sept 2022	
3 Enford Street, Elizabeth.	Front pergola converted to carport with metal roof	After Jul 2013	Before Sept 2022	
92 Curtis road. Andrews Farm.	Front Carport. Shade cloth removed and replaced with iron		In Aug 2021	
11 Black Top Road, Hillbank	Front Carport	After Jul 2019	Before Aug 2021	
5 Stanley Street, Hillbank.	Front garages (three car carport enclosed and converted to garages)	After Jul 2013	Before Jun 2019	

Development Locations

Location 1

Location reference

12 CONCORD WAY ANDREWS FARM SA 5114

Title Ref

CT 6040/31

Plan Parcel

D81696 AL267

Additional Location Information**Council**

CITY OF PLAYFORD

Zone Overlays

Zones

- Master Planned Neighbourhood

Sub-zones

- Emerging Activity Centre

Overlays

- Affordable Housing
- Building Near Airfields
- Defence Aviation Area
- Prescribed Wells Area
- Regulated and Significant Tree

Variations

- Concept Plan (Concept Plan 18 - Playford North)
- Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

Application Contacts

Applicant(s)

Stakeholder info

Mr Richard Hoad
12 CONCORD WAY
ANDREWS FARM
SA
5114
Tel. 0433189666
richardh44475@gmail.com

Stakeholder info

Mrs Lindy Hoad
12 CONCORD WAY
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Tel. 0418440282
lindyh444@gmail.com

Contact

Stakeholder info

Mr Richard Hoad
12 CONCORD WAY
ANDREWS FARM
SA
5114
Tel. 0433189666
richardh44475@gmail.com

Invoice Contact

Stakeholder info

Mr Richard Hoad
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SA
5114
Tel. 0433189666
richardh44475@gmail.com

Land owners

Stakeholder info

Mr Richard Hoad
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ANDREWS FARM
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5114
Tel. 0433189666
richardh44475@gmail.com

Stakeholder info

Mrs Lindy Hoad
12 CONCORD WAY
ANDREWS FARM
SA
5114
Tel. 0418440282
lindyh444@gmail.com

Nature Of Development

Nature of development

To erect a Stratco Outback colourbond Veranda / Carport to protect the driveway area vehicles and occupants.

Development Details

Current Use

Driveway

Proposed Use

Driveway with Veranda / Carport

Development Cost

\$7,434.00

Proposed Development Details

To erect a Stratco Outback colourbond Veranda / Carport to protect the driveway area vehicles and occupants.

Element Details

You have selected the following elements

Carport or garage - \$0.00

- Carport

Verandah - \$0.00

Regulated and Significant Trees

Are you undertaking any works that will result in damage (includes impacts to roots and pruning) or removal to regulated or significant tree(s) on the site or neighbouring land?

No

Septic/Sewer information submitted by applicant

Does this development require a new septic system or amendment to an existing septic system? i.e. septic tank and / or wastewater disposal area?

No

Certificate of Title information submitted by applicant

Does the Certificate of Title (CT) have one or more constraints registered over the property?

No

Consent Details

Consent list:

- Planning Consent
- Building Consent

Have any of the required consents for this development already been granted using a different system?

No

Planning Consent

Apply Now?

Yes

Who should assess your planning consent?

Assessment panel/Assessment manager at City of Playford

If public notification is required for your planning consent, who would you like to erect the public notification sign on the land?

Applicant

Building Consent

Do you wish to have your building consent assessed in multiple stages?

No

Apply Now?

Yes

Who should assess your building consent?

City of Playford

Has a builder been engaged for the proposed development?

Yes

Is the development being constructed by an Owner Builder?

No

Consent Order

Recommended order of consent assessments

1. Planning Consent
2. Building Consent

Do you have a pre-lodgement agreement?

No

Declarations

Electricity Declaration

This development does not involve the construction of, or alteration to, a building to require a statement in accordance with Clause 6(1) of Schedule 8 of the Planning, Development and Infrastructure (General) Regulations 2017

Submission Declaration

All documents attached to this application have been uploaded with the permission of the relevant rights holders. It has been acknowledged that copies of this application and supporting documentation may be provided to interested persons in accordance with the Act and Regulations.

Documents

Document	Document Type	Date Created
HOAD Property_Search.pdf	All application documentation	7 Feb 2025 2:29 PM
HOAD Site Plan.pdf	All application documentation	7 Feb 2025 2:29 PM
HOAD Specs & Drawings.pdf	All application documentation	7 Feb 2025 2:29 PM
HOAD Proposed Carport Finished Colour BLACK.pdf	All application documentation	7 Feb 2025 2:29 PM
HOAD Combined Street View Looking North and South .pdf	All application documentation	7 Feb 2025 2:29 PM
045 Carport Needs.pdf	Correspondence - General	7 Feb 2025 2:29 PM

Application Created User and Date/Time

Created User

richard.hoad

Created Date/Time

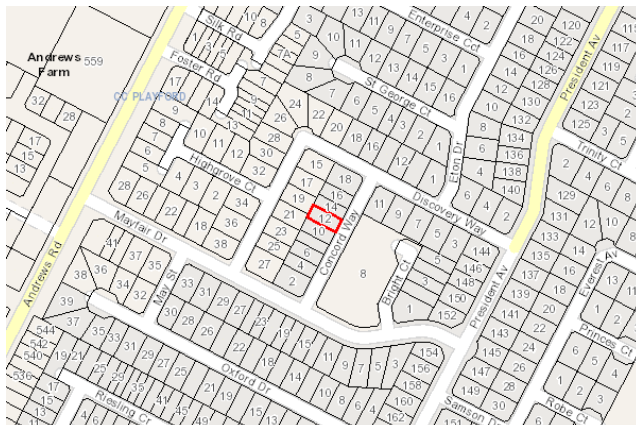
7 Feb 2025 2:29 PM

Policy24

P&D Code (in effect) Version 2025.4 27/2/2025

Address: 12 CONCORD WAY ANDREWS FARM SA 5114

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



Property Zoning Details

Zone

Master Planned Neighbourhood

Sub Zone

Emerging Activity Centre

Overlay

Affordable Housing
Building Near Airfields
Defence Aviation Area (*All structures over 15 metres*)
Prescribed Wells Area
Regulated and Significant Tree

Local Variation (TNV)

Concept Plan (*Concept Plan 18 - Playford North*)
Concept Plan (*Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints*)

Carport - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Master Planned Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A new or expanding community with a diverse range of housing that supports a range of needs and lifestyles located within easy reach of a diversity of services, facilities and open space.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Ancillary Structures and Buildings	
<p>PO 17.1</p> <p>Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.</p>	<p>DTSDPF 17.1</p> <p>Ancillary buildings and structures:</p> <ul style="list-style-type: none"> (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m² (c) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street
Policy24	P&D Code (in effect) Version 2025.4 27/2/2025

	<ul style="list-style-type: none"> (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour 						
<p>PO 17.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements and do not result in over-development of the site.</p>	<p>DTS/DPF 17.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design Table 1 - Private Open Space (b) less car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number. 						
<p>PO 17.3</p> <p>Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.</p>	<p>DTS/DPF 17.3</p> <p>Non-residential ancillary buildings and structures:</p> <ul style="list-style-type: none"> (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: <table border="1"> <thead> <tr> <th>Allotment size</th><th>Floor area</th></tr> </thead> <tbody> <tr> <td>≤500m²</td><td>60m²</td></tr> <tr> <td>>500m²</td><td>100m²</td></tr> </tbody> </table> <ul style="list-style-type: none"> (c) are not constructed, added to or altered so that any part is situated: 	Allotment size	Floor area	≤500m ²	60m ²	>500m ²	100m ²
Allotment size	Floor area						
≤500m ²	60m ²						
>500m ²	100m ²						

	<ul style="list-style-type: none"> (i) in front of any part of the building line of the main building to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) <p>(d) in the case of a garage or carport, the garage or carport:</p> <ul style="list-style-type: none"> (i) is set back at least 5.5m from the boundary of the primary street <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <ul style="list-style-type: none"> (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height (or post height) not exceeding 3m (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.</p>
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Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does not require notification.

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Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. All development undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.	Except development involving any of the following: 1. residential flat building(s) of 3 or more building levels 2. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 3. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
3. Any development involving any of the following (or of any combination of any of the following) where not located in an activity centre within the Emerging Activity Centre Subzone: (a) ancillary accommodation (b) child care facility (c) community facility (d) display home (e) dwelling (f) dwelling addition (g) educational facility (h) indoor recreation facility (i) residential flat building (j) retirement facility (k) supported accommodation.	Except development that: 1. does not satisfy Master Planned Neighbourhood Zone DTS/DPF 5.1 or 2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 11.5m (other than where in accordance with a building envelope plan or where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where in accordance with a building envelope plan or where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following) where not located in an activity centre within the Emerging Activity Centre Subzone: (a) consulting room (b) office (c) shop.	Except development that: 1. does not satisfy any of the following: (a) Master Planned Neighbourhood Zone DTS/DPF 1.4 (b) Master Planned Neighbourhood Zone DTS/DPF 5.1 or 2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and:

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	<p>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where in accordance with a building envelope plan or where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</p> <p>(b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where in accordance with a building envelope plan or where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</p>
5. Advertisement where not located in an activity centre within the Emerging Activity Centre Subzone.	Except advertisement that does not satisfy Master Planned Neighbourhood Zone DTS / DPF 15.1.
<p>6. Any development involving any of the following (or of any combination of any of the following) where located in an activity centre within the Emerging Activity Centre Subzone:</p> <ul style="list-style-type: none"> (a) advertisement (b) ancillary accommodation (c) child care facility (d) cinema (e) community facility (f) consulting room (g) display home (h) dwelling located above a non-residential building level (i) educational facility (j) emergency services establishment (k) health facility (l) hotel (m) indoor recreation facility (n) library (o) office (p) place of worship (q) public transport terminal (r) retail fuel outlet (s) service trade premises (t) shop (u) tourist accommodation. 	<p>Except development that exceeds the maximum building height specified in Emerging Activity Centre Subzone DTS/DPF 2.1 or does not satisfy any of the following:</p> <ul style="list-style-type: none"> 1. Emerging Activity Centre Subzone DTS/DPF 2.2 2. Emerging Activity Centre Subzone DTS/DPF 2.3.
<p>7. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola 	None specified.

Policy24		P&D Code (in effect) Version 2025.4 27/2/2025
	<ul style="list-style-type: none">(i) private bushfire shelter(j) recreation area(k) replacement building(l) retaining wall(m) shade sail(n) solar photovoltaic panels (roof mounted)(o) swimming pool or spa pool and associated swimming pool safety features(p) temporary accommodation in an area affected by bushfire(q) tree damaging activity(r) verandah(s) water tank.	
8. Demolition.		<p>Except any of the following:</p> <ul style="list-style-type: none">1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
9. Railway line.		<p>Except where located outside of a rail corridor or rail reserve.</p>
Placement of Notices - Exemptions for Performance Assessed Development		
None specified.		
Placement of Notices - Exemptions for Restricted Development		
None specified.		

Part 3 - Overlays

Building Near Airfields Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.3	DTS/DPF 1.3

Policy24		P&D Code (in effect) Version 2025.4 27/2/2025
Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.	

Procedural Matters (PM) - Referrals

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

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

Defence Aviation Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operations of Defence Aviation Areas.	DTS/DPF 1.1 Building height does not exceed the relevant height specified by the <i>Defence Aviation Area Overlay</i> .

Procedural Matters (PM) - Referrals

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

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

Part 4 - General Development Policies

Policy24

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Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: <ul style="list-style-type: none"> (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is: <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
Earthworks and sloping land	
PO 8.1	DTS/DPF 8.1

Policy24		P&D Code (in effect) Version 2025.4 27/2/2025	
Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.		Development does not involve any of the following:	
		<ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more. 	
PO 8.2	Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2	Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):
		<ul style="list-style-type: none"> (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface. 	
PO 8.3	Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):	DTS/DPF 8.3	None are applicable.
<ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 			
PO 8.4	Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4	None are applicable.
All Residential development			
Car parking, access and manoeuvrability			
PO 19.1	Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1	Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):
		<ul style="list-style-type: none"> (a) single width car parking spaces: <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space. 	
PO 19.3	Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement,	DTS/DPF 19.3	Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access

Policy24	P&D Code (in effect) Version 2025.4 27/2/2025
domestic waste collection, landscaped street frontages and on-street parking.	point provided on the site.
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
<p>PO 19.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 19.5</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram: <div data-bbox="893 1066 1315 1606" data-label="Diagram"> <p style="text-align: center;">CENTRE LINE OF DRIVEWAY TO BE BETWEEN 70° TO 110° OFF THE STREET BOUNDARY</p> <p style="text-align: center;">70° 110°</p> <p style="text-align: center;">0°</p> <p style="text-align: center;">STREET BOUNDARY</p> <p style="text-align: center;">ROAD</p> </div> (c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site

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Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Wastewater Services	
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTSDPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

PLANNING CHECKLIST

12 Concord Way Andrews Farm SA 5114

DEVELOPMENT NO	25003199
NATURE OF DEVELOPMENT	Construction of a carport
CATEGORY OF DEVELOPMENT	Element(s): Carport Overall application category: Performance Assessed
PUBLIC NOTIFICATION REQUIRED <i>Reason</i>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO Meets criteria within Table 5 and does not include any exceptions
STATUTORY REFERRALS	<input type="checkbox"/> DEW <input type="checkbox"/> CFS <input type="checkbox"/> EPA <input type="checkbox"/> DIT <input type="checkbox"/> LANDSCAPES BO <input type="checkbox"/> NVC
INTERNAL REFERRALS	<input type="checkbox"/> ENGINEERING <input type="checkbox"/> HEALTH <input type="checkbox"/> TRAFFIC <input type="checkbox"/> PROPERTY <input type="checkbox"/> TREE SERVICES
REFERRAL COMMENTS (if required)	Nil
ZONE / SUBZONE	Master Planned Neighbourhood/ Emerging Activity Centre
OVERLAYS	Affordable Housing Building Near Airfields Defence Aviation Area All structures over 15 metres Prescribed Wells Area Regulated and Significant Tree
Local Variation (TNV)	Concept Plan Concept Plan 18 - Playford North Concept Plan Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints

ASSESSMENT AND DECISION

Key Issues			Assessment / Comments
Setbacks	Ancillary to a dwelling	<input checked="" type="checkbox"/>	<p>The proposed development involves the construction of a carport associated with an existing dwelling within the Master Planned Neighbourhood Zone (MPNZ).</p> <p>The structure is proposed to be sited forward of the building line and within close proximity to the primary street boundary, 200 mm from the boundary. This raises significant concerns in relation to compliance with both Deemed-to-Satisfy/Designated Performance Features (DTS/DPF) and Performance Outcomes (PO) of the Planning and Design Code (the Code).</p> <p>Specifically, the proposal fails to meet DTS/DPF 17.1 which stipulates that:</p> <p><i>“Ancillary buildings and structures:</i> <i>(c) are not constructed, added to or altered so that any part is situated</i> <i>(i) in front of any part of the building line of the dwelling to which it is ancillary.”</i></p> <p>Furthermore, the proposal does not satisfy DTS/DPF 17.1, which requires:</p> <p><i>“Ancillary buildings and structures:</i> <i>(d) in the case of a garage or carport, the garage or carport:</i> <i>(i) is set back at least 5.5 metres from the boundary of the primary street.”</i></p> <p>These quantitative setbacks exist to ensure that residential ancillary structures do not dominate or disrupt the prevailing built form and streetscape character. Non-compliance with both provisions significantly undermines the corresponding PO 17.1, which seeks:</p> <p><i>“Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.”</i></p> <p>The siting of the proposed carport wholly in front of the building line and with an insufficient setback from the primary street boundary would result in a built form that is visually prominent and distracts from the established and emerging character of the locality. A detailed contextual analysis of Concord Way and the surrounding streetscape confirms that no similar approved structures exist that present such a significant departure from</p>
	Primary Street 5.5m min and Not in front of building line of dwelling	<input checked="" type="checkbox"/>	

			<p>PO17.1 (and DTS/DPF 17.1 (c)(i) and (d)(i)). The effect of such development, if supported, would erode the visual consistency and spatial pattern of front setbacks along the street, thereby detracting from the cohesive suburban character anticipated by the Code.</p> <p>The proposal also conflicts with the Desired Outcome (DO 1) of the MPNZ, which promotes: <i>"A new or expanding community with a diverse range of housing that supports a range of needs and lifestyles located within easy reach of a diversity of services, facilities and open space."</i></p> <p>Development that undermines the planned urban form and amenity through inappropriate siting of built form within the public realm fails to support the intent of the zone, particularly where built-to-street presentation is integral to legibility, walkability, and cohesive community design.</p> <p>In the absence of sufficient planning justification, contextual alignment, or demonstration of unique site constraints, the proposal as submitted is considered inconsistent with the MPNZ and is therefore not supported.</p>
Secondary Street Not within 900mm of boundary		<input checked="" type="checkbox"/>	NA
	Garage	<input checked="" type="checkbox"/>	<p>As per the approved building plans for the subject site, the existing dwelling includes a double garage designed and approved specifically for the purpose of on-site vehicle parking. The Code prioritises the provision and utilisation of on-site parking spaces in a manner that maintains visual amenity, street character, and functional urban design outcomes.</p> <p>It has been observed, and acknowledged by the applicant, that the double garage is not currently being used for vehicle parking, but rather has been repurposed for storage of furniture and miscellaneous household items. As a result, the applicant has been parking vehicles externally within the front yard area for ease of access, citing health-related reasons as justification, and is now seeking to construct a carport forward of the dwelling's building line for weather protection.</p> <p>While personal health considerations are acknowledged, such circumstances do not override planning policy objectives, particularly where the existing approved structure (double garage) was provided to accommodate on-site parking in accordance with the original development approval. The intent of the garage, as</p>

		<p>shown on the endorsed plans, is to satisfy parking and amenity objectives. Repurposing this space for storage does not constitute a valid planning rationale for the introduction of a non-compliant carport structure forward of the building line.</p> <p>Supporting a proposal on the basis of internal household management practices would set a concerning precedent, potentially leading to ad-hoc and visually intrusive front yard structures in situations where vehicle accommodation is already available but not utilised.</p> <p>An approval of the carport in this instance would directly contradict PO 17.1 of MPNZ, which requires that ancillary structures be sited and designed so as not to detract from the streetscape or the appearance of buildings on the site or neighbouring properties.</p> <p>Furthermore, the Code does not provide scope for discretion based on personal storage preferences, and continued compliance with the approved use of internal garage space remains a reasonable expectation under the approved development consent.</p> <p>Accordingly, the justification provided for constructing a carport in front of the building line is considered insufficient, particularly in the context of existing streetscape and on-site parking facilities. The proposal would result in an unnecessary and visually dominant structure within the front setback, to the detriment of the locality's streetscape, character and policy intent. It is therefore not supported.</p>	
On Boundary The length of the proposed wall (or structure) exceeds 11.5m (other than where in accordance with a building envelope plan or where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment)		<input checked="" type="checkbox"/>	Acceptable
Floor Area Does not exceed 60m2		<input checked="" type="checkbox"/>	29.58 m2 Satisfied the code
Wall / Post Height have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) have a roof height where no part of the roof is more than 5m above the natural ground level		<input checked="" type="checkbox"/>	wall height – 2.7 m Roof height – 2.7 m Satisfies Code
Private Open Space Carport does not result in less POS than below <301m2 = 24m2 ≥301m2 = 60m2		<input checked="" type="checkbox"/>	Adheres

single width car parking spaces: a minimum length of 5.4m per space a minimum width of 3.0m a minimum garage door width of 2.4m		<input checked="" type="checkbox"/>	Adheres
Access / Street Furniture	Frontage 10m or less = driveway width 3m – 3.2m and only access point provided on the site	<input checked="" type="checkbox"/>	Not satisfied
	Lawfully existing or authorised driveway or access point	<input checked="" type="checkbox"/>	Satisfied
	Not within 6m of intersection of 2 roads or pedestrian crossing	<input checked="" type="checkbox"/>	Satisfied
	Set outside marked lines or infrastructure dedicating a pedestrian crossing	<input checked="" type="checkbox"/>	Satisfied
	0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure, unless consent provided	<input checked="" type="checkbox"/>	No impact to any street trees or infrastructure
	Gradient from boundary of site to FFL of carport no steeper than 1:4 average	<input checked="" type="checkbox"/>	Satisfied
	Min 2m from base of trunk of a street tree unless consent provided	<input checked="" type="checkbox"/>	NA
	Aligned relative to the street so deviation from 90 degrees no greater than 20 degrees	<input checked="" type="checkbox"/>	Satisfied
	If access from alley, lane or right of way it is at least 6.2m wide	<input checked="" type="checkbox"/>	NA
Earthworks Excavation less than 1m Fill less than 1m Combined excavation and fill 2m		<input checked="" type="checkbox"/>	Site is predominantly flat
Native Vegetation Declaration		<input checked="" type="checkbox"/>	
Electricity Act Declaration		<input checked="" type="checkbox"/>	
Matters arising from Overlays	Affordable Housing	<input checked="" type="checkbox"/>	Nil
	Building Near Airfields	<input checked="" type="checkbox"/>	Nil
	Defence Aviation Area All structures over 15 metres	<input checked="" type="checkbox"/>	Nil
	Prescribed Wells Area	<input checked="" type="checkbox"/>	Nil
	Regulated and Significant Tree	<input checked="" type="checkbox"/>	Nil
		<input checked="" type="checkbox"/>	Nil
		<input checked="" type="checkbox"/>	Nil

ASSESSMENT

The proposed development has been assessed as a Performance Assessed development under the Code. In undertaking this assessment, it is evident that the proposal does not satisfy key quantitative and qualitative policy provisions relating to the siting and design of residential ancillary structures.

The proposal fails to meet the following Deemed-to-Satisfy / Designated Performance Features:

- **DTS/DPF 17.1 (C.01):** Ancillary buildings and structures are not constructed, added to or altered so that any part is situated in front of any part of the building line of the dwelling to which it is ancillary.
- **DTS/DPF 17.1 (D.01):** A garage or carport is set back at least 5.5 metres from the boundary of the primary street.

<p>It is acknowledged that the corresponding DTS/DPF is one way of achieving the PO 17.1. However, it is considered that the proposal does not meet the requirements of PO 17.1, which seeks to ensure that:</p> <p><i>“Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.”</i></p> <p>The carport is proposed in a highly visible location forward of the established building line and within the primary street setback. This location results in a structure that is inappropriate with the prevailing character of the streetscape, lacks contextual justification, and is inconsistent with the established pattern of development along Concord Way.</p> <p>While the applicant has identified personal circumstances as a reason for seeking the carport, it is noted that the subject site contains a double garage approved for the purpose of on-site vehicle parking. The underutilisation of approved parking infrastructure does not justify a significant departure from the MPNZ provision nor override the core planning objectives for site layout, residential amenity, and streetscape presentation.</p> <p>Given the above considerations, the proposal is considered to be at variance to the provisions of the Planning and Design Code. It is likely to result in adverse visual impacts on the streetscape and erode the intended urban character envisaged for the zone.</p> <p>Accordingly, the proposal does not warrant Planning Consent, and Planning Consent is refused pursuant to the <i>Planning, Development and Infrastructure Act 2016</i> and associated the Code.</p>
--

INFORMATION REQUESTS	
<p><u>Verification</u> Nil</p> <p><u>Request for Information</u> Nil</p>	
DECISION	Planning Consent is refused.
CONDITIONS	1. Reasons for the refusal explained in above section of the report
NOTES	Nil
Officer	Hasitha Bandara Development Officer – Planning
Date	05/05//2025

**DECISION NOTIFICATION FORM***Section 126(1) of the Planning, Development and Infrastructure Act 2016***TO THE APPLICANT(S):**

Name: Richard Hoad
Postal address: 12 CONCORD WAY ANDREWS FARM SA 5114
Email: richardh44475@gmail.com

Name: Lindy Hoad
Postal address: 12 CONCORD WAY ANDREWS FARM SA 5114
Email: lindyh444@gmail.com

IN REGARD TO:

Development application no.: 25003199	Lodged on: 3 Apr 2025
Nature of proposed development: Construction of a carport	

LOCATION OF PROPOSED DEVELOPMENT:

Location reference: 12 CONCORD WAY ANDREWS FARM SA 5114		
Title ref.: CT 6040/31	Plan Parcel: D81696 AL267	Council: CITY OF PLAYFORD

DECISION:

Decision type	Decision (granted/refused)	Decision date	No. of conditions	No. of reserved matters	Entity responsible for decision (relevant authority)
Planning Consent	Refused	5 May 2025			Assessment Manager at City of Playford
Building Consent					City of Playford
Development Approval - Planning Consent; Building Consent					City of Playford

FROM THE RELEVANT AUTHORITY: Assessment Manager - Section 96 - Performance Assessed at City of Playford
Date: 6 May 2025

REFUSAL REASONS**Planning Consent**

It is considered that the proposal is not consistent with the requirements of PO 17.1, which seeks:

This form constitutes the form of a decision notification under section 126(1) of the Planning, Development and Infrastructure Act 2016, as determined by the Minister for Planning for the Purposes of regulation 57(1) of the Planning, Development and Infrastructure (General) Regulations 2017. Published: 7 July 2022.



Government of South Australia
Department for Trade
and Investment

"Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties."

The proposal would be in a highly visible location forward of the established building line and within the primary street setback. This location results in a structure that is inappropriate with the prevailing character of the streetscape, lacks contextual justification, and is inconsistent with the established pattern of development along Concord Way.

ADVISORY NOTES

Planning Consent

The applicant is advised they have the right to apply for a review of any conditions and/or decision imposed as part of this Planning Consent. An application for review must be lodged with the Council Assessment Panel (CAP) within one (1) month, or such longer time as the CAP may allow, of the applicant receiving notice of the relevant decision. The CAP contact details are Plan@playford.sa.gov.au or 08 8256 0331.

For further information on lodging a review of a decision to an Assessment Panel and the required form please refer to the Decisions and appeals page on PlanSA - https://plan.sa.gov.au/development_applications/getting_approval/how_applications_are_assessed/decision

CONTACT DETAILS OF CONSENT AUTHORITIES

Name: City of Playford	Type of consent: Planning; Building
Telephone: 8256 0331	Email: plan@playford.sa.gov.au
Postal address: 12 Bishopstone Road, Davoren Park SA 5113	

From: Hasitha Bandara
Sent: Monday, 31 March 2025 11:10 AM
To: Richard Hoad
Subject: RE: Follow-Up on Proposed Carport Development at 12 Concord Way Andrews Farm

Thanks Richard

I will upload this document to the PlanSA portal.

Best Regards
Hasitha



Hasitha Bandara
Development Officer - Planning
City of Playford

P. (08) 8256 0480 • E. HBandara@playford.sa.gov.au
12 Bishopstone Road, Davoren Park, SA 5113

playford.sa.gov.au

playford.sa.gov.au/stayconnected →

We acknowledge that we work on Kurna Country and pay our respects to the Kurna people and their ongoing spiritual connection to country.

From: Richard Hoad <richardh44475@gmail.com>
Sent: Monday, 31 March 2025 10:45 AM
To: Hasitha Bandara <HBandara@playford.sa.gov.au>
Subject: Re: Follow-Up on Proposed Carport Development at 12 Concord Way Andrews Farm

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Thank you Hasitha. Basically it is a supporting list of properties typed out. The same information is in the file 008 38 properties with changes.
Except this file is an actual list rather than attached to each photo.

Many thanks, Kind Regards, Richard

On Mon, Mar 31, 2025 at 10:33 AM Hasitha Bandara <HBandara@playford.sa.gov.au> wrote:

Dear Richard

Thanks for the email. If you can email me the documents you want to upload in to PlanSA portal, I can do that for you.

Best Regards

Hasitha



Hasitha Bandara
Development Officer - Planning
City of Playford

P. (08) 8256 0480 • E. HBandara@playford.sa.gov.au
12 Bishopstone Road, Davoren Park, SA 5113

playford.sa.gov.au

playford.sa.gov.au/stayconnected →

We acknowledge that we work on Kurna Country and pay our respects to the Kurna people and their ongoing spiritual connection to country.

From: Richard Hoad <richardh44475@gmail.com>

Sent: Monday, 31 March 2025 10:00 AM

To: Hasitha Bandara <HBandara@playford.sa.gov.au>

Subject: Re: Follow-Up on Proposed Carport Development at 12 Concord Way Andrews Farm

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Dear Hasitha,

I've returned from my stay in hospital, and re-submitted our application on Friday. However, an error did occur during my uploading of documents

and as a result, my last file to upload didn't happen.

Are you able to advise how I may upload this last document so that it is included with our application.

Kind Regards, Richard Hoad

On Wed, Mar 12, 2025 at 10:26 PM Richard Hoad <richardh44475@gmail.com> wrote:

Thanks for your email. Will be in touch asap.

On Wed, 12 Mar 2025 at 09:53, Hasitha Bandara <HBandara@playford.sa.gov.au> wrote:

Dear Mr Hoad

Thank you for your time yesterday to discuss the proposed carport development with the Hon. Mayor and the Manager-Planning services.

As part of the assessment under the Planning, Development and Infrastructure (PDI) Act 2016, please be advised that any additional information submitted address with the requirements of the Planning and Design Code, in particular with the following provisions

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

Performance Outcome	Ancillary Structure
<p data-bbox="400 528 491 562">PO 17.1</p> <p data-bbox="400 611 1302 714">Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.</p>	<p data-bbox="1393 667 1409 689">(</p> <p data-bbox="1393 712 1409 734">(</p> <p data-bbox="1393 757 1409 779">(</p> <p data-bbox="1393 1003 1409 1025">(</p>

For your reference, full details of the assessment provisions related to carports (performance assessed) are attached to this email.

Please submit updated plans or additional information for consideration.

If you require clarification or additional time to provide the requested details, please contact the council using the information below.

Best Regards

Hasitha



Hasitha Bandara
Development Officer - Planning
City of Playford

P. (08) 8256 0480 • E. HBandara@playford.sa.gov.au
[12 Bishopstone Road, Davoren Park, SA 5113](https://www.playford.sa.gov.au/12-Bishopstone-Road-Davoren-Park-SA-5113)

[playford.sa.gov.au](https://www.playford.sa.gov.au)

[playford.sa.gov.au/stayc](https://www.playford.sa.gov.au/stayc)

We acknowledge that we work on Kaurna Country and pay our respects to the Kaurna people and their ongoing spiritual connection to country.



Hasitha Bandara
Development Officer - Planning
City of Playford

P. (08) 8256 0480 • E. HBandara@playford.sa.gov.au
[12 Bishopstone Road, Davoren Park, SA 5113](https://www.playford.sa.gov.au/12-Bishopstone-Road-Davoren-Park-SA-5113)

[playford.sa.gov.au](https://www.playford.sa.gov.au)



playford.sa.gov.au/stayco

We acknowledge that we work on Kaurna Country and pay our respects to the Kaurna people and their ongoing spiritual connection to country.

From: Leif Burdon
Sent: Friday, 30 May 2025 9:54 AM
To: Richard Hoad; Hasitha Bandara
Subject: RE: 25003199: 12 Concord Way Andrews Farm SA 5114

Good Morning Richard,

Thank you for your message, and please accept my apologies for missing your call.

I'm glad to hear that you were able to receive assistance and obtain the necessary information from our front counter staff during your visit yesterday. Please note that our planning staff are available at the Civic Centre only on Tuesdays and Thursdays. However, customer service remains available on other days and can receive any additional information you wish to submit as part of your application to the Assessment Panel.

Should you have any further questions or need additional assistance, please don't hesitate to contact either myself or Hasitha.

Kind regards,



Leif Burdon
Manager Planning Services
City of Playford

P. (08) 8256 0321 • M. 0439 097 757
E. LBurdon@playford.sa.gov.au
12 Bishopstone Road, Davoren Park, SA 5113

playford.sa.gov.au

playford.sa.gov.au/stayconnected →

We acknowledge that we work on Kurna Country and pay our respects to the Kurna people and their ongoing spiritual connection to country.

From: Richard Hoad <richardh44475@gmail.com>
Sent: Friday, 30 May 2025 8:52 AM
To: Leif Burdon <LBurdon@playford.sa.gov.au>; Hasitha Bandara <HBandara@playford.sa.gov.au>
Subject: Re: 25003199: 12 Concord Way Andrews Farm SA 5114

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Good morning Leif,

Please disregard my previous email and phone message. I visited the front counter yesterday and had all of my questions answered.

I will be emailing my request to attend the Council Assessment Panel a little later this morning.

I have a considerable amount of extra information, but the files are too big for me to send by email.

I will drop off a USB drive with the files to the front counter marked for your attention at about 12.30pm today.

Thank you for your assistance in this matter.

Kind Regards, Richard Hoad

On Wed, May 28, 2025 at 11:29 AM Richard Hoad <richardh44475@gmail.com> wrote:

Dear Leif / Hasitha

Further to your email above offering assistance regarding any appeal.

I have a couple of questions which I hope you can answer. (ASAP)

I am currently completing the required form "application to the Assessment Panel"
One of the questions...*[Briefly state the facts, circumstances and other relevant matters upon which this application is based. Attach additional pages as necessary]*

Can you tell me how much information is required here?

I have written a general description stating the facts. It says to attach additional pages as necessary, but there is nowhere showing where to attach any such documents?

Do I rely on all of the information already provided through the SA Planning Portal and will the panel have full access to that information?

I do have more information, so is it better for me to bring that along on the day of assessment?

If you could let me know as soon as possible so that I may complete and submit this form.

Kind Regards, Richard Hoad

PS: no need to answer my previous email regarding numbers on the panel. I have been advised that it is five people.

On Thu, May 8, 2025 at 11:43 AM Leif Burdon <LBurdon@playford.sa.gov.au> wrote:

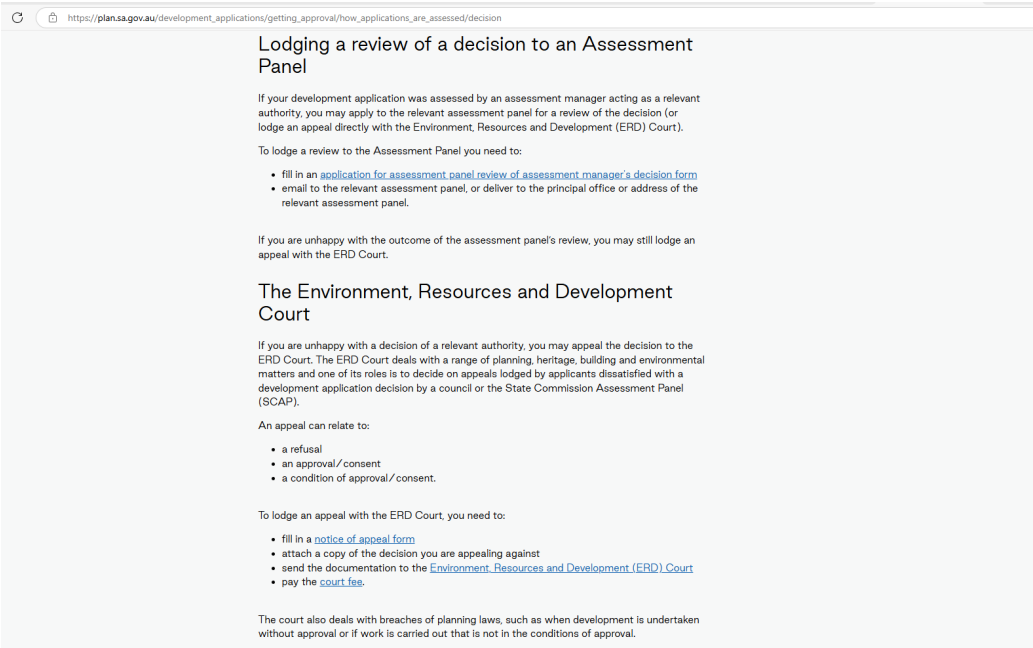
Dear Richard,

25003199: 12 Concord Way Andrews Farm SA 5114

In relation to the above-mentioned development application, we wish to advise that in addition to your right to appeal the decision to the Council Assessment Panel as noted on the Decision Notification Form, you also have the right to appeal the decision to the Environment, Resources and Development (ERD) Court.

The applicant has a right of appeal against the decision on this Planning Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

Please find further information regarding 'Decision and Appeals' via this link [Decisions and appeals | PlanSA](#)



The screenshot shows a web browser window with the URL https://plan.sa.gov.au/development_applications/getting_approval/how_applications_are_assessed/decision. The page content is as follows:

Lodging a review of a decision to an Assessment Panel

If your development application was assessed by an assessment manager acting as a relevant authority, you may apply to the relevant assessment panel for a review of the decision (or lodge an appeal directly with the Environment, Resources and Development (ERD) Court).

To lodge a review to the Assessment Panel you need to:

- fill in an [application for assessment panel review of assessment manager's decision form](#)
- email to the relevant assessment panel, or deliver to the principal office or address of the relevant assessment panel.

If you are unhappy with the outcome of the assessment panel's review, you may still lodge an appeal with the ERD Court.

The Environment, Resources and Development Court

If you are unhappy with a decision of a relevant authority, you may appeal the decision to the ERD Court. The ERD Court deals with a range of planning, heritage, building and environmental matters and one of its roles is to decide on appeals lodged by applicants dissatisfied with a development application decision by a council or the State Commission Assessment Panel (SCAP).

An appeal can relate to:

- a refusal
- an approval/consent
- a condition of approval/consent.

To lodge an appeal with the ERD Court, you need to:

- fill in a [notice of appeal form](#)
- attach a copy of the decision you are appealing against
- send the documentation to the [Environment, Resources and Development \(ERD\) Court](#)
- pay the [court fee](#).

The court also deals with breaches of planning laws, such as when development is undertaken without approval or if work is carried out that is not in the conditions of approval.

If you would like to discuss the details of the appeal process further, please do not hesitate to contact

Kind regards



Leif Burdon
Manager Planning Services
City of Playford

P. (08) 8256 0321 • M. 0439 097 757
E. L.Burdon@playford.sa.gov.au
12 Bishopstone Road, Davoren Park, SA 5113

playford.sa.gov.au

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We acknowledge that we work on Kaurna Country and pay our respects to the Kaurna people and their ongoing spiritual connection to country.

From: Richard Hoad <richardh44475@gmail.com>

Sent: Friday, 30 May 2025 9:54 AM

To: Leif Burdon <L.Burdon@playford.sa.gov.au>

Subject: Review of decision for Carport - Richard Hoad Andrews Farm Email 1

⚠ **EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe. ⚠

Dear Leif,

Please find attached, the completed CAP form, plus additional supporting files.

I have been able to reduce some file sizes, so will not need to drop the USB drive into your office. If the files end up being too large, I may have to send via a couple of emails.
Total number of files is 8.

Kind Regards, Richard Hoad
Ph: 0433 189 666

APPLICATION TO ASSESSMENT PANEL¹

Decision Review Request

Prescribed form pursuant to section 203(1) for review of a decision of an Assessment Manager under section 202(1)(b)(i)A) of the *Planning, Development and Infrastructure Act 2016* (Act)

Applicant details:	Name: Richard Hoad and Lindy Hoad Phone: 0433 189 666 Email: richardh44475@gmail.com Postal address: 12 Concord Way, Andrews Farm SA5114
Development Application Number:	ID 25003199
Subject Land:	12 Concord Way, Andrews Farm 5114 D81696, AL267, CT6040/31
Date of decision of the Assessment Manager:	6 th May 2025
Decision (prescribed matter²) for review by Assessment Panel:	19 th June 2025
Reason for review:	<p>We purchased our established house in the third quarter of 2024. It was not until we moved in and tried parking our vehicles in the garage where we soon discovered we were not able to open our car doors wide enough to allow easy access in and out of the car.</p> <p>My Wife and I are both aged pensioners with health issues. We need to be able to open the car doors fully, so that we may use our mobility aids (Walking Sticks and Walkers, and the occasional wheelchair), to give us support while alighting or entering the car. In addition, there is not enough clearance between the rear of the car and the garage brick pillars, to allow our walkers to pass through. (The garage has two doors with a centre pillar, and not just a large double doorway)</p> <p>For these reasons, we do need to park in our driveway. This allows us to open the car doors fully. However, this then exposes an additional problem. It leaves our vehicles exposed to the weather, but more importantly does not provide us with any protection from the weather. (either hot or wet)</p> <p>We have a right, to have easy and safe access to our vehicles. In addition, our driveway has a slight slope, which can be slippery when wet, and so a carport is a real necessity.</p>

¹ This application must be made through the relevant facility on the SA planning portal. To the extent that the SA planning portal does not have the necessary facilities to lodge this form, the application may be lodged—
(i) by email, using the main email address of the relevant assessment panel; or
(ii) by delivering the application to the principal office or address of the relevant assessment panel.

² **Prescribed matter**, in relation to an application for a development authorisation, means—

- (a) any assessment, request, decision, direction or act of the Assessment Manager under the Act that is relevant to any aspect of the determination of the application; or
- (b) a decision to refuse to grant the authorisation; or
- (c) the imposition of conditions in relation to the authorisation; or
- (d) subject to any exclusion prescribed by the regulations, any other assessment, request, decision, direction or act of the assessment manager under the Act in relation to the authorisation.

This form constitutes the form of an application to an assessment panel under section 202(1)(b)(i)A) of the *Planning, Development and Infrastructure Act 2016*, determined by the Minister for Planning and Local Government, pursuant to regulation 116 of the Planning, Development and Infrastructure (General) Regulations 2017. Last amended: 31 July 2020



Government of South Australia
Attorney-General's Department

	<p>The council approved the original design of the house and garage. We are all aware that previously approved garage dimensions have been underestimated, and it is only recently that new build houses with garages are having the dimensions increased to allow greater access.</p> <p>We disagree with the decision to refuse the construction of a Carport forward of our house. The decision to disallow should not just be based on the rulings and numbers. We require that the carport be approved for health and safety reasons.</p> <p><i>"While we acknowledge the proposed carport does not meet the Deemed-to-Satisfy criteria for building location, the Planning and Design Code clearly allows for performance-based consideration. In line with recent ERD Court decisions such as Pergolas of Distinction v City of Charles Sturt [2024], and in light of the open design, neutral impact on streetscape, and genuine accessibility need, we respectfully submit that the proposal satisfies the intent of the General Neighbourhood Zone and warrants approval on its merits."</i></p> <p><i>[Briefly state the facts, circumstances and other relevant matters upon which this application is based. Attach additional pages as necessary]</i></p>
Do you wish to be heard by the Assessment Panel?	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
Date:	30 th May 2025
Signature:	<p><input checked="" type="checkbox"/> <i>If being lodged electronically please tick to indicate agreement to this declaration.</i></p>

Dr. Nayeem Newaz
All Care Medical Centre
2 Mansfield Parade, Blakeview SA 5114
(08) 7078 4566
reception1@allcareblakescrossing.com.au

Date: 10.06.2025

To Whom It May Concern,

RE: Support for Carport Installation at 12 Concord Way, Andrews Farm 5112 for Medical and Accessibility Reasons

I am writing as the general practitioner for Mr. Richard Hoad and Mrs. Lindy Hoad, both of whom are aged pensioners and longstanding patients under my care.

Both Mr. and Mrs. Hoad have ongoing mobility issues and require the regular use of walking aids such as walking sticks and mobile walkers. As part of their daily routine, they must be able to safely enter and exit their vehicle with minimal physical strain and without exposure to adverse weather conditions.

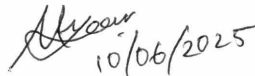
For these reasons, I fully support their request to install a carport structure forward of the main face of their dwelling. The carport would allow them to:

- Open their vehicle doors fully to accommodate the use of mobility aids;
- Enter and exit the vehicle with stability and without undue twisting or strain;
- Do so under shelter, which is critical for safety, particularly during wet or hot weather, where slippery surfaces or excessive heat pose genuine risks to their health and safety.

I believe the proposed carport will significantly assist with their independence, safety, and quality of life. In my professional opinion, this is a reasonable and necessary accommodation given their current health and mobility needs.

Please do not hesitate to contact me for any further information.

Sincerely,



Dr. N. Newaz
Allcare Blakes Crossing
2 Mansfield Parade
Blakeview SA 5114
Provider No. 4844696T

6.2 DA 25022483: LOT 8 PRINCE CHARLES ST ELIZABETH SA 5112 - VARIATION TO APPLICATION 23034253 – CHANGES TO INTERNAL FLOOR PLAN, MINOR ALTERATIONS AND INCREASE IN OVERALL BUILDING HEIGHT BY 1.65 METRES

Author:	Miro Todosijevic
Proposal:	DA 25022483: Lot 8 Prince Charles St Elizabeth SA 5112 - Variation to Application 23034253 - Changes to Internal Floor Plan, Minor Alterations and Increase in Overall Building Height By 1.65 Metres
Development Number:	25022483
Date of Lodgement:	5 August 2025
Owner:	City of Playford
Applicant:	Pelligra C/ - Future Urban
Location:	Lot 8 Price Charles Street, Elizabeth
Zone:	Urban Activity Centre
Classification:	Code Assessed - Performance Assessed
Public Notification Category:	Not Required
Representation Received:	N/A
Request for Additional Information Made?	N/A
Recommendation:	To grant Planning Consent

Attachments:	1 1. Application Documents
	2 2. Council Assessment Panel Report 15 June 2023
	3 3. Council Assessment Panel Minutes - 15 June 2023
	4 4. Council Assessment Panel Report 21 December 2023
	5 5. Council Assessment Panel Minutes 21 December 2023

1. The Subject Land

The subject is identified as Allotment 8 within D130466 of Certificate of Title Volume 6296 Folio 321.

The subject land is known as Allotment 8 Prince Charles Street, Elizabeth. It comprises a single parcel and is rectangular in shape.

The subject land is approximately 1035m² in area with a frontage of 29.57 metres to Princes Charles Street to the west and 29.57 metres to Main North Road.

The subject site is located directly adjacent the six (6) storey Windsor Car Park to the south and a vacant land to the north.

Vehicular access to the site is via Princes Charles Street, Elizabeth, noting however that parking relevant to the site is to be accommodated within the adjacent Windsor Car Park.

Subject Land Map



2. The Locality

The Subject land is located in Elizabeth and forming part of the greater 'Central Playford' central business district, the subject site is situated in a mixed-use setting and is located at the eastern edge of the town centre of Elizabeth.

The locality is characterised predominantly by a mix of shops, restaurants, bulky goods stores, community facility, library, and shopping centre.

The broader locality comprises residential properties and reserve spaces to the south and east respectively.

Notable places and features in the locality include:

- Playford Civic Centre to the west
- Windsor Car Park to the south
- Elizabeth City Centre shopping complex to the west
- Fremont Park and playground to the east
- Residential properties to the south and east.

It should be noted that the locality has not changed since the original Development Application (DA 23012195) was assessed.

2.1 Locality Plan



2.2 Zoning

The subject land is located entirely within the Urban Activity Centre Zone (UAC Zone) as identified in the Planning and Design Code (the Code). The following Overlays and Technical and Numerical Variations (TNVs) also apply:

Overlays:

- Advertising Near Signalised Intersections
- Building Near Airfields
- Defence Aviation Area
- Future Road Widening
- Hazards (Flooding – General)
- Major Urban Transport Routes
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

TNVs:

- Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

2.3 Zoning Map



3. Background

This application seeks to vary a Development Application (No. 23034253) that involves a proposal for a mixed-use development at (Lot 8) Philip Highway Elizabeth, now known as Allotment 8 Prince Charles Street, Elizabeth.

The Council Assessment Panel (CAP) at its meeting of 15 June 2023 resolved to grant planning consent for an eight (8) level mixed use development comprising office, childcare centre and shop subject to a number of conditions (DA 23012195 - see Attachment 4: Council Assessment Panel Minutes 21 December 2023).

The CAP at its meeting on 21 December 2023 granted planning consent for the variation request seeking the removal of the 'childcare facility' component of the development with amendments to alter office layouts, which incorporated changes to the gross leasable floor areas (GLFA) and a minor increase in the overall height of the building by 1.19 metres as a result of the addition of the rooftop/plant access stairs subject to a number of conditions under (DA 23034253 - see attachment 3: Council Assessment Panel Minutes 15 June 2023).

The application is before the CAP due to the independent nature of the CAP and what could be considered a perceived conflict of interest of the Assessment Manager. It is noted that the previous two associated Development Applications (23012195 and 23034253) were also placed before the CAP for decisions to be made.

Council staff have considered this variation request and resolved that the variation is not minor and is to be assessed as a variation to the original application.

4. The Proposal

The applicant (Pelligra C/- Future Urban) is seeking to undertake alterations to internal floor areas including changes to net lettable area (NLA) across the building and an increase in overall building height to accommodate an extended lift overrun.

The building will continue to remain as a mixed-use building, with the café and co-working space unchanged at ground level.

The associated site works, alterations to a roadway and tree damaging activity outlined in DA 23012195 are not affected by this variation application.

The proposed variations involved are listed below:

- An increase of 1.65 metres in the overall building height to accommodate an extended lift overrun
- A net decrease of 117 square metres in net lettable area ('NLA') across the building, comprising the following adjustments:
 - An increase of 22 square metres to the café area;
 - A reduction of 134 square metres in co-working space;
 - An increase of 11 square metres of Level 1;
 - A reduction of 16 square metres in typical NLA areas
- Modifications to the external tinting applied to the building's façade
- An increase of 3 square metres to the waste refuse room
- Inclusion of on-site bicycle parking facilities to support sustainable transport options
- Addition of personnel access and roller doors to the east and west elevation to accommodate building services.

An overall building height has increased to an overall height of 32.84 metres (from 31.19 metres) in order to accommodate an extended lift overrun. This proposed variation is due to a requirement for contractor accessibility and ongoing need for building operations. No changes are proposed to the built form of the building with setbacks from site boundaries also remaining consistent with the original approval.

External elevations are amended to include the addition of personnel access roller doors and external tinting has been added and are considered predominantly consistent with the original approval.

The proposed internal layout changes do not significantly vary the GLFA and therefore remains consistent with the approved development in relation to parking requirements. A car park licence agreement between Pelligra and Council exists which allows a 'per bay, as required' use of the available 362 spaces in the adjacent Windsor car park.

The addition of on-site bicycle parking facilities and minor increase to the waste refuse area (3 square metres) are both minor in nature in consideration of the original approval.

5. Procedural Matters

5.1 Classification

Section 128 of the *Planning Development and Infrastructure Act 2016* (PDI Act) establishes that a person may seek the variation of a development authorisation previously given under the PDI Act (including by seeking the variation of a condition imposed with respect to the development authorisation).

A variation application may only be made if the relevant authorisation is still operative and cannot seek to extend the period for which the authorisation remains operative.

As the development was granted planning consent on 15 June 2023 the authorisation is operative until 15 June 2025 (2 years). Until this time the applicant is entitled to seek approval of a variation request.

An extension of time to the original DA 23012195 was granted on 25 July 2025 where Council granted a further 12 month extension with the new operative date expiring 15 June 2026. Until this time the applicant is entitled to seek approval of a variation request.

The variation proposal comprising an increase to building height and internal building layout changes has been assessed using the Performance Assessment pathway in accordance with Section 106 of the PDI Act.

5.2 Public Notification

All classes of performance assessed development require public notification unless pursuant to Section 107(6) of the PDI Act, the class of development is excluded from notification by Table 5 of the Procedural Matters Section of the relevant Zone of the Code.

5.3 Statutory Referrals

Statutory referrals are identified within Part 9 of the Code and Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations). Upon review of both the Code and Regulations it is confirmed that no statutory referrals were required or undertaken.

6. Key Issues

The following matter is considered pertinent in reaching a recommendation for the proposal:

- Whether the altered proposal as outlined in the variation is consistent with the general policies of the Code that relate to Built Form and Character and Building Height and Setbacks.

7. Planning Assessment

7.1 Land Use and Intensity

The UAC Zone supports a broad range of land use activities including shops, offices, entertainment, health, education and recreation related uses and other businesses that provide a comprehensive range of goods and services to the region.

The variation application seeks to alter internal office areas and spaces that better support building operations and considered to continue to meet the intent of PO.1 of the UAC Zone.

7.2 Built Form and Character

The variation seeks to marginally increase the overall building height increased to 32.84 metres from 31.19 metres (original DA building height – 30.0 metres).

It is considered that this increase is relatively minor and is to accommodate an extended plant and lift overrun that does not result in any noticeable changes to the built form.

The proposed development is adjacent to and will integrate with the existing Built Form of the Windsor Car Park which is a dominant visual feature at the intersection of Philip Highway and Main North Road and exhibits a compatible scale to the locality.

The addition of personnel access/roller doors and addition of external tinting will maintain the building in a manner that is consistent with the original approval. These additions to the building will not detract from the visual and building interface in any way and are largely consistent with the original approval.

Accordingly, it is considered that PO 2.1 and PO 2.6 from the Built Form and Character section of the Zone is satisfied.

7.3 Building height and setbacks

In the original DA 23012195 the proposed building stands at eight (8) storeys and 28.5 metres to the top of the roof and 30.0 metres to the top of the lift overrun/rooftop plant.

The previous variation (DA 23034253) increased the overall building height by 1.19 metres from 30 metres to 31.19 metres by increasing the height of the rooftop plant access.

This variation proposes to further increase the overall building height by 1.65 metres from 31.19 metres to 32.84 metres to accommodate an extended lift overrun, which is required for contractor access and ongoing building operations.

PO 3.1 of UAC Zone states:

Building height is consistent with the form expressed in any relevant Maximum Building Height (Levels) Technical and Numeric Variation layer and Maximum Building Height (Metres) Technical and Numeric Variation layer or is generally medium-rise development, with the highest intensity of built form at the centre of the zone, and lower scale at the peripheral zone interface.

Part 8 – Administrative Terms and Definitions

Medium-rise means: In relation to development, means 3 to 6 building levels.

The proposed increase to the overall building height is considered minor as the increase does not result in an addition of a new level to the approved building. The proposed development remains at eight (8) building levels. Although this is beyond the building height generally anticipated for the UAC Zone (medium-rise up to six (6) levels). It is considered appropriate given that the variation only increases a portion being the lift overrun centrally located on the rooftop. The proposed development remains consistent with the original approval and scale to the adjoining Windsor Car Park facility.

Setbacks to relative site boundaries remain consistent with the original approval even though there is a proposed decrease of NLA to the building.

Accordingly, it is considered that PO 3.1 and PO 3.4 of the Building Height and Setbacks section of the Zone is satisfied.

7.4 Vehicle Parking

The variation application does not propose any changes to car parking on the site and does not propose any new vehicular access (driveway/access points) or crossovers.

The proposed development will continue to utilise car parking spaces within the Council-owned Windsor Car Park. There is an agreement in place between Pelligra and the City of Playford, whereby a clause within the contract for sale of the land binds Council to provide car parking spaces to the benefit of Pelligra for this development.

The Windsor Car Park provides for a total of 362 spaces, with 51 of those spaces assigned to the City of Playford and the proposed development adjacent, which results in 311 spaces. The decrease to the net lettable area for this variation does not increase the building floor area and therefore the current parking rates are achieved as outlined by the Planning and Design Code.

The inclusion of on-site bicycle storage facilities further supports varied transportation type options, which are both sustainable and convenient for occupants of the building and considered a great addition to the building.

8. Overlay

The variation does not alter the development requiring assessment against the policies prescribed in the Overlays.

9. Conclusion

The proposed variation is an appropriate development within the UAC Zone, the Overlays which apply to the site, and of the various sections of the General Development Policies of the Code. In summary:

- The variation results in a minor increase to overall building height and is consistent with the scale of the approved development and abutting Windsor Car Park facility
- The variation is minor when considering the visual impact and central location of the lift overrun portion on the rooftop
- The variation does not alter the architectural design and built form
- The variation to net decrease of 117 square metres in NLA as discussed in the report is considered minor with the built form remaining consistent with the original approval with no further car parking requirements
- The increase to the waste refuse room is considered minor and appropriate
- The addition of on-site bicycle parking facilities provides for alternative transport options and provides storage for occupants of the building that like to ride their bicycles.

For the reasons listed in the summary above and the assessment against policy contained in this Planning Statement, it is considered that the proposal displays sufficient merit to warrants Planning Consent.

10. Recommendation**STAFF RECOMMENDATION**

It is therefore recommended that the Council Assessment Panel resolves to:

1. DETERMINE that the variation is not seriously at variance with the provisions of the Planning and Design Code
2. GRANTS Planning Consent to vary the application by Pelligra C/- Future Urban as detailed in Development Application ID. 25022483 subject to the following conditions:

Conditions

1. The development shall be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application except where varied by any condition(s) listed below:



Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

August 7, 2025

Matt Dineen
Assessment Manager
City of Playford
Via: *The Plan SA Portal*

Dear Matt,

RE: VARIATION TO APPLICATION 23012195

We write on behalf of Pelligra ('the Applicant'), who intends to vary the planning consent in relation to Application 23012195 ('the Consent') at Lot 8 Prince Charles Street, Elizabeth ('the site') – previously referred to as 2 Philip Highway Elizabeth – located within the Playford Innovation Hub.

Planning consent was originally granted on June 15, 2023 for the construction of a an eight-storey mixed-use development comprising offices, a shop, and a child care facility in addition to associated site works, alterations to a roadway and tree damaging activity. A subsequent variation (Application 23034253) to this consent was approved on December 21, 2023 to accommodate a building height increase of 1.19 metres, various minor amendments and to remove the child care component.

The purpose of this brief statement is to describe the nature and extent of the proposed second variation and the reasons why it is deserving of planning consent.

The Proposed Variation

The proposed variation involves the following:

- an increase of 1.65 metres in the overall building height to accommodate an extended lift overrun;
- a net decrease of 179 square metres in net lettable area ('NLA') across the building, comprising the following adjustments:
 - » an increase of 22 square metres to the café area;
 - » a reduction of 134 square metres in co-working space;
 - » an increase of 11 square metres on Level 1; and
 - » a reduction of 16 square metres in typical NLA areas;
- modifications to the external tinting applied to the building's façade;
- a minor increase of 3 square metres to the waste refuse room;
- inclusion of on-site bicycle parking facilities to support sustainable transport options; and
- addition of personnel access and roller doors to the east and west elevation to accommodate building services.



Section 128 Variation

An extension of time request has since been submitted to Council on July 22, 2025.

Subject to endorsement, we confirm that the development authorisation is, and will remain, operative until June 15, 2026, thereby satisfying the requirements of Section 128(2)(a) of the *Planning Development and Infrastructure Act 2016* ('the Act').

Further to the above, we note that Section 128(2)(b) of the Act states that a variation is to be assessed only to the extent of the proposed variation. The Act does not provide for the consideration of other elements or aspects of the development that are not being varied.

Procedural Matters

The following table below provides a summary of the key procedural matters which are of relevant to this proposal.

Table 1 *Procedural Matters Table*

Zone	Urban Activity Centre
Overlays	<ul style="list-style-type: none"> • Advertising Near Signalised Intersections • Building Near Airfields • Defence Aviation Area All structures over 15 metres • Future Road Widening • Hazards (Flooding - General) • Major Urban Transport Routes • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development
Concept Plan	Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints
Nature of Development	Variation to Application 23012195 – Changes to internal floor plan, minor alterations and increase in overall building height by 1.65 meters.
Elements	Office Shop
Assessment Pathway	Code Assessment – Performance Assessed
Public Notification	Not required
Referrals	Nil
Code Version	July 17, 2025 (Version 2025.13)
Relevant Authority	Assessment Manager at the City of Playford

The Merits

In support of the proposed variation, we wish to emphasise the following:

- The overall building height has increased from 30 metres to 31.1 metres to a now proposed 32.8 metres to accommodate an extended lift overrun, which is required for contractor access and ongoing building operations (shown in **Figure 1** overleaf). We consider the revised height acceptable for the following reasons:



- » while the Zone does not specify a maximum building height, the proposed increase is modest (just 1.65 metres above the previously approved variation height) and remains generally consistent with the scale of the approved development;
- » the increase does not result in the addition of a new storey; it simply allows for a functional element essential to the operation of the building;
- » the lift overrun is centrally located on the rooftop, minimising its visual impact from the public realm. As such, it is considered minor and inconsequential in terms of visual impact; and
- » we acknowledge that the Department of Defence will need to be consulted regarding the increased height, and further engagement is currently occurring to ensure no conflict arises. Noting that this is a separate approval process which occurs outside of the variation assessment;



Figure 1: Side-by-Side Comparison

- The proposed internal layout changes will not significantly alter the Gross Leasable Floor Area ('GLFA') in a way that affects parking requirements. The Windsor car park provides a total of 362 spaces, with 312 allocated to the proposed development, an amount considered sufficient to meet the hypothetical minimum requirements under the Planning and Design Code, noting that:
 - » while the café tenancy will increase slightly in area, this is offset by a corresponding reduction in the size of the co-working space. The net result is a neutral impact on measurable GLFA, thereby maintaining consistency with the previously assessed parking rates; and
 - » sustainable transport options are included via on-site bicycle parking facilities;
- a net decrease in NLA to the building maintains setbacks from relative site boundaries in a manner that is consistent with the original consent;
- a 3 square metre increase to the waste refuse room is considered minor in nature; and
- the addition of personnel access/roller doors and modifications to the external tinting are inconsequential from a planning perspective and maintain the development in a manner that is largely consistent with the original consent.

This variation raises minimal planning considerations, albeit not minor in nature because of the building height increase, the above assessment demonstrates that the proposed changes have negligible impact when compared to the originally approved development.

Should you have any questions, please do not hesitate to contact me on 0477 982 823 or via email laura@futureurban.com.au.

Yours sincerely,



L. Goulden

Laura Goulden
Consultant

PLAYFORD INNOVATION HUB
OFFICE DEVELOPMENT

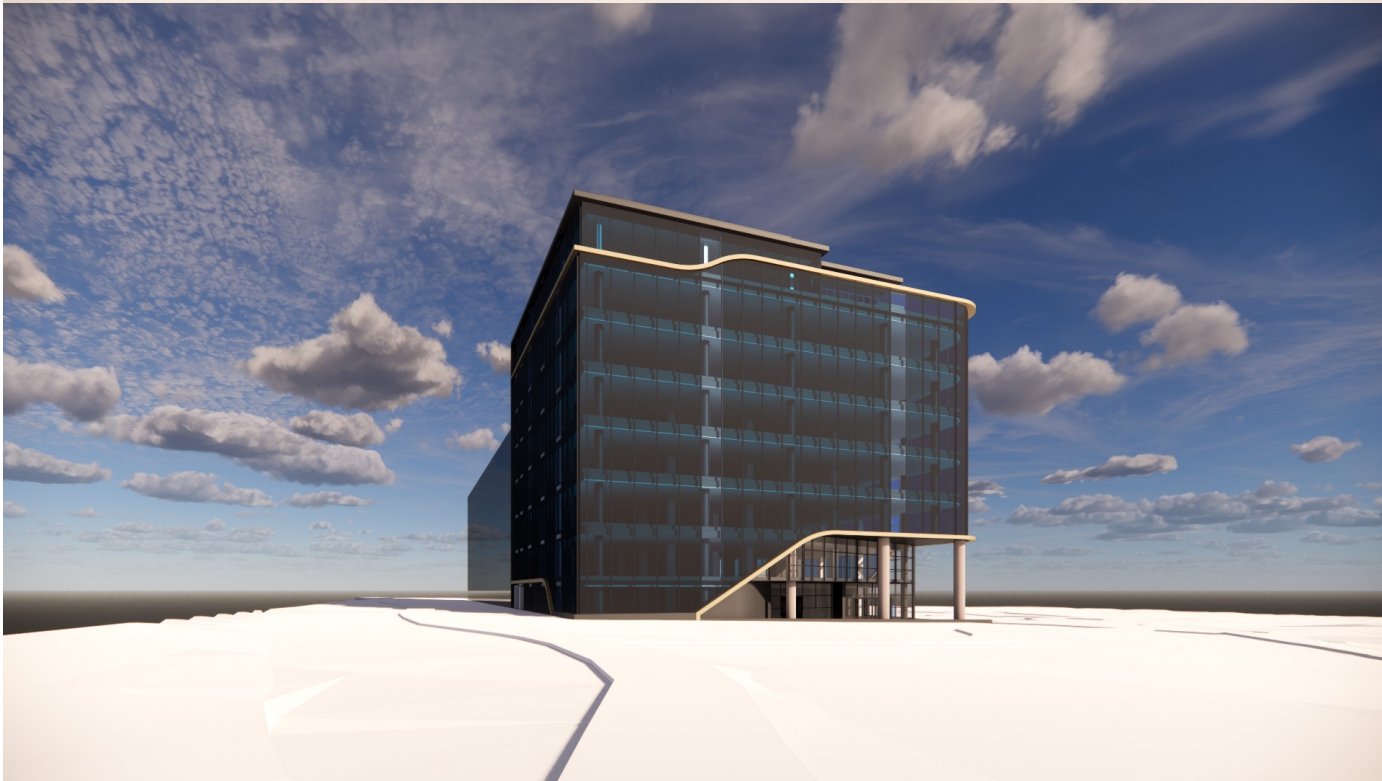
LOT 8, PRINCE CHARLES STREET
ELIZABETH, SA - 5112

PLANNING AMMENDMENT DRAWINGS
PREPARED FOR PELLIGRA

APPLICATION ID: 23034253

DRAWING INDEX

SHEET NO.	SHEET NAME	Revision
DD0001	COVER SHEET	1
DD2001	LOCALITY PLAN	1
DD2101	SITE PLAN	1
DD2201	FLOOR PLAN - GROUND LEVEL	1
DD2202	FLOOR PLAN - LEVEL 1	1
DD2203	FLOOR PLAN - LEVEL 2 - 6	1
DD2205	FLOOR PLAN - LEVEL 7	1
DD2206	FLOOR PLAN - PLANT LEVEL	1
DD2401	ROOF PLAN	1
DD3001	NORTH ELEVATION	1
DD3002	SOUTH ELEVATION	1
DD3003	EAST ELEVATION	1
DD3004	WEST ELEVATION	1
DD4101	SECTION - NORTH	1
DD4102	SECTION - WEST	1



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BE AS SHOWN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE PRIOR TO THE COMMENCEMENT
OF WORK.
Client: Elizabeth Playford Innovation Hub (BAA250057) PELLIGRA PLAYFORD OFFICE
DEVELOPMENT - RFL_RenewalPartnership
14/07/2025 8:02:24 AM

ISSUE	DATE	DESCRIPTION	ISSUED BY
I	10.07.2025	ISSUED FOR PLANNING CONSENT AMENDMENT	BA
D	04.07.2025	Issued for Review	BA
C	01.07.2025	Issued for Information	BA
B	19.06.2025	Issued for Information	BA
A	16.06.2025	Issued For Review	BA

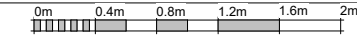
CLIENT
PELLIGRA

ARCHITECT
BELL Architecture Pty Ltd ABN 26 189 961 174
Level 1, 14 Ebenezer Place, Adelaide 5000 PO Box 3029 Rundle Mall SA 5000 M +61 439 907 719 P +61 8 8373 3870

BELL

JOB TITLE
PELLIGRA PLAYFORD OFFICE DEVELOPMENT

DRAWING TITLE
COVER SHEET



JOB NO
BAA250057

DRAWING SCALE @ A1

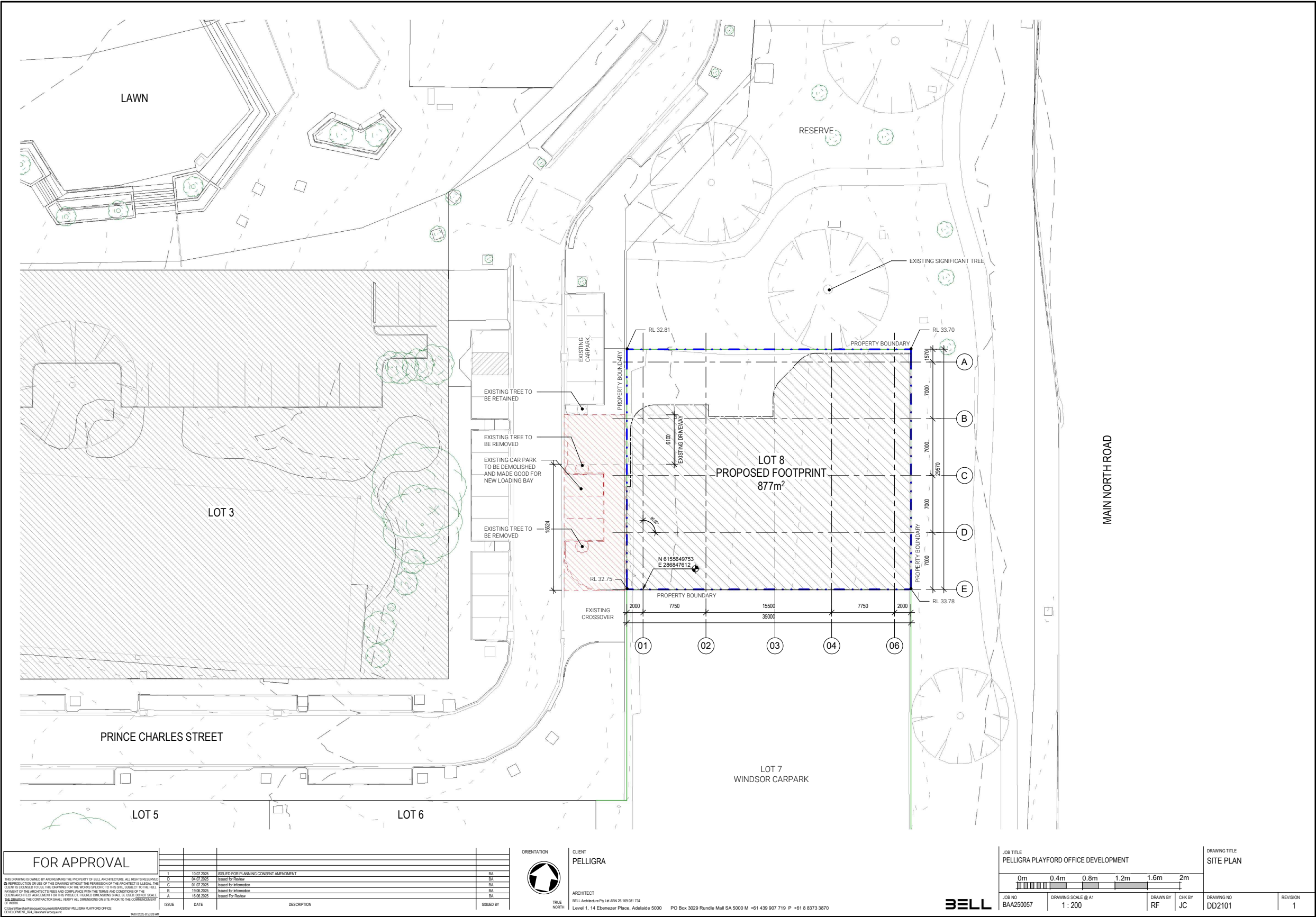
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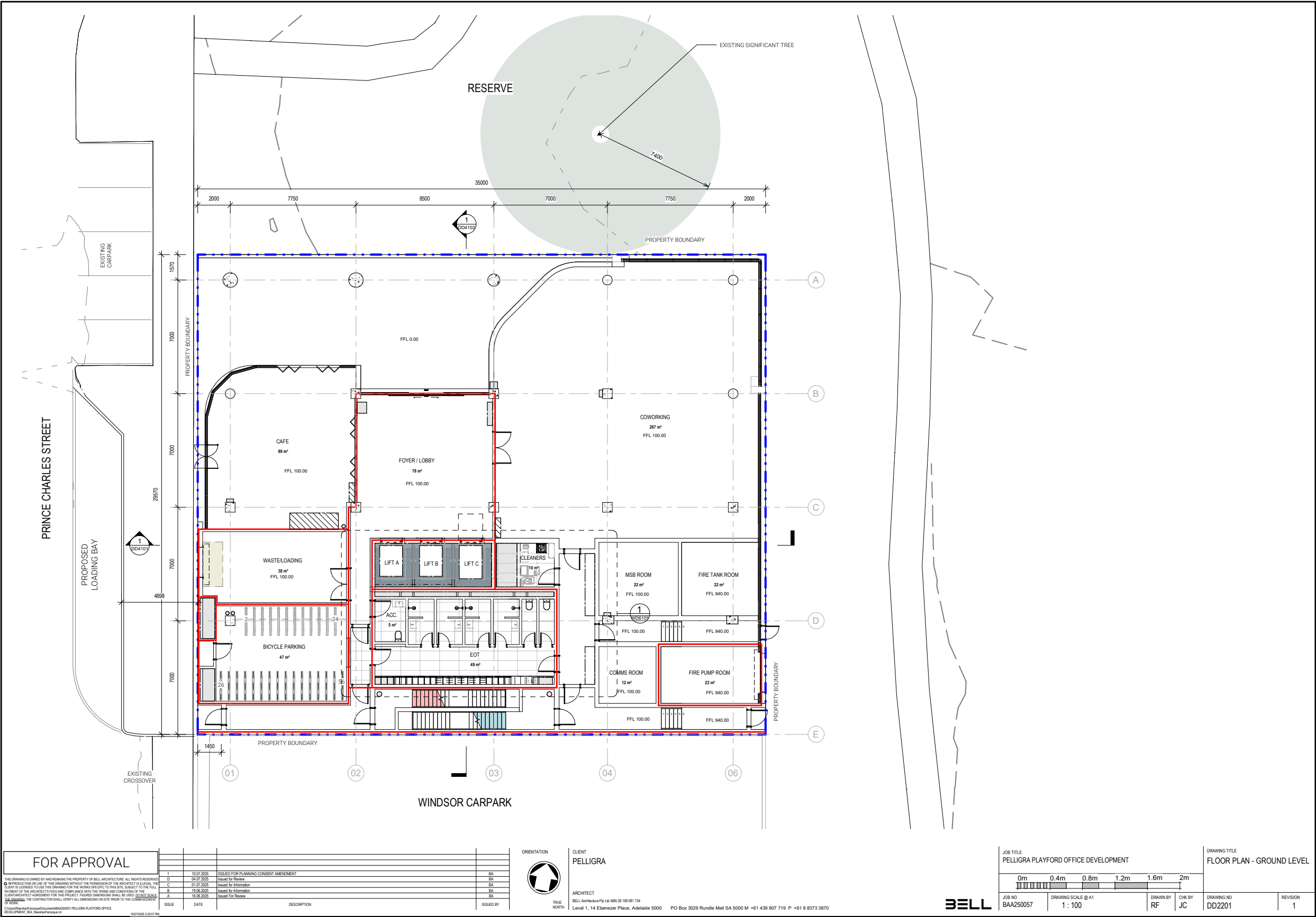
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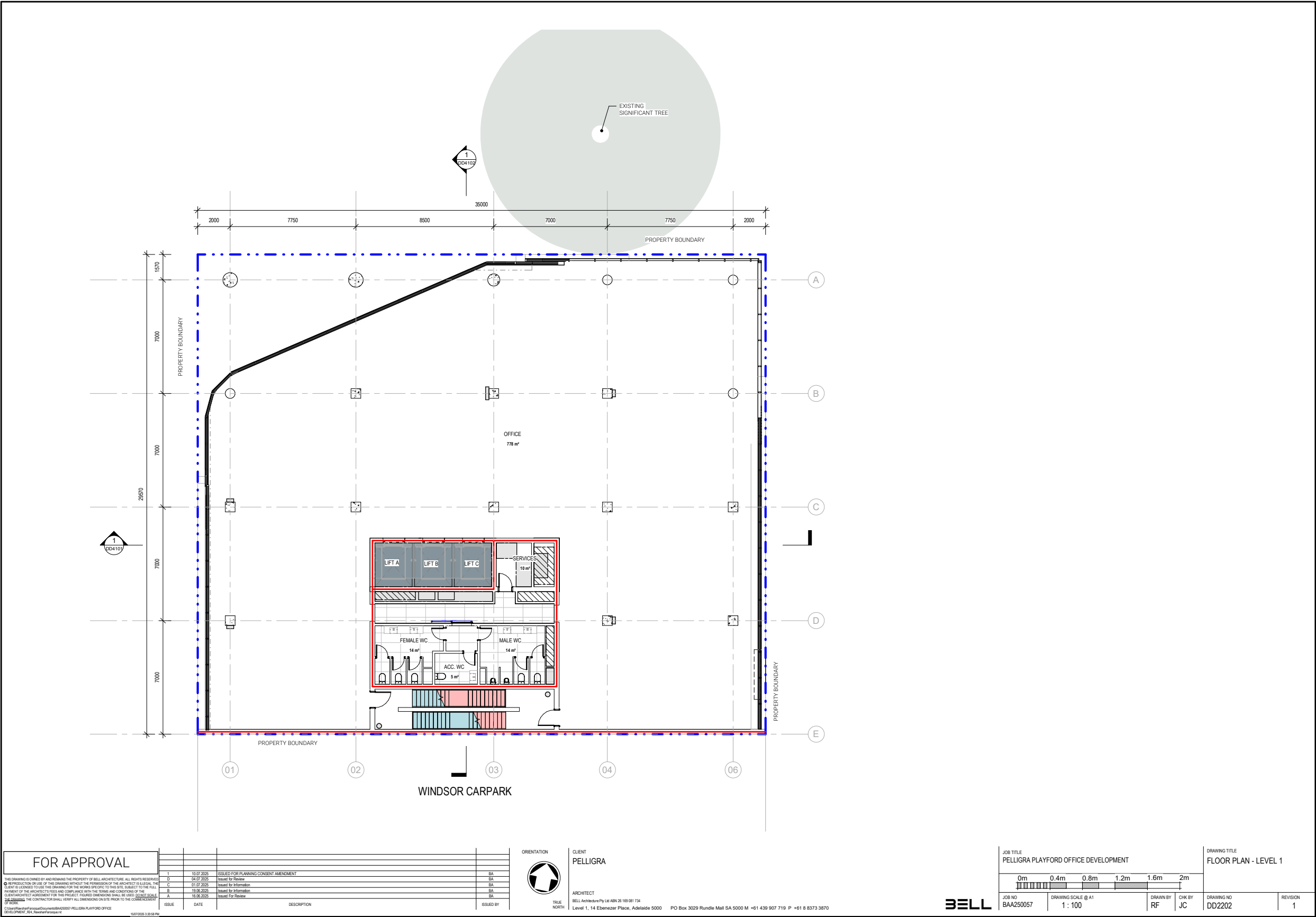
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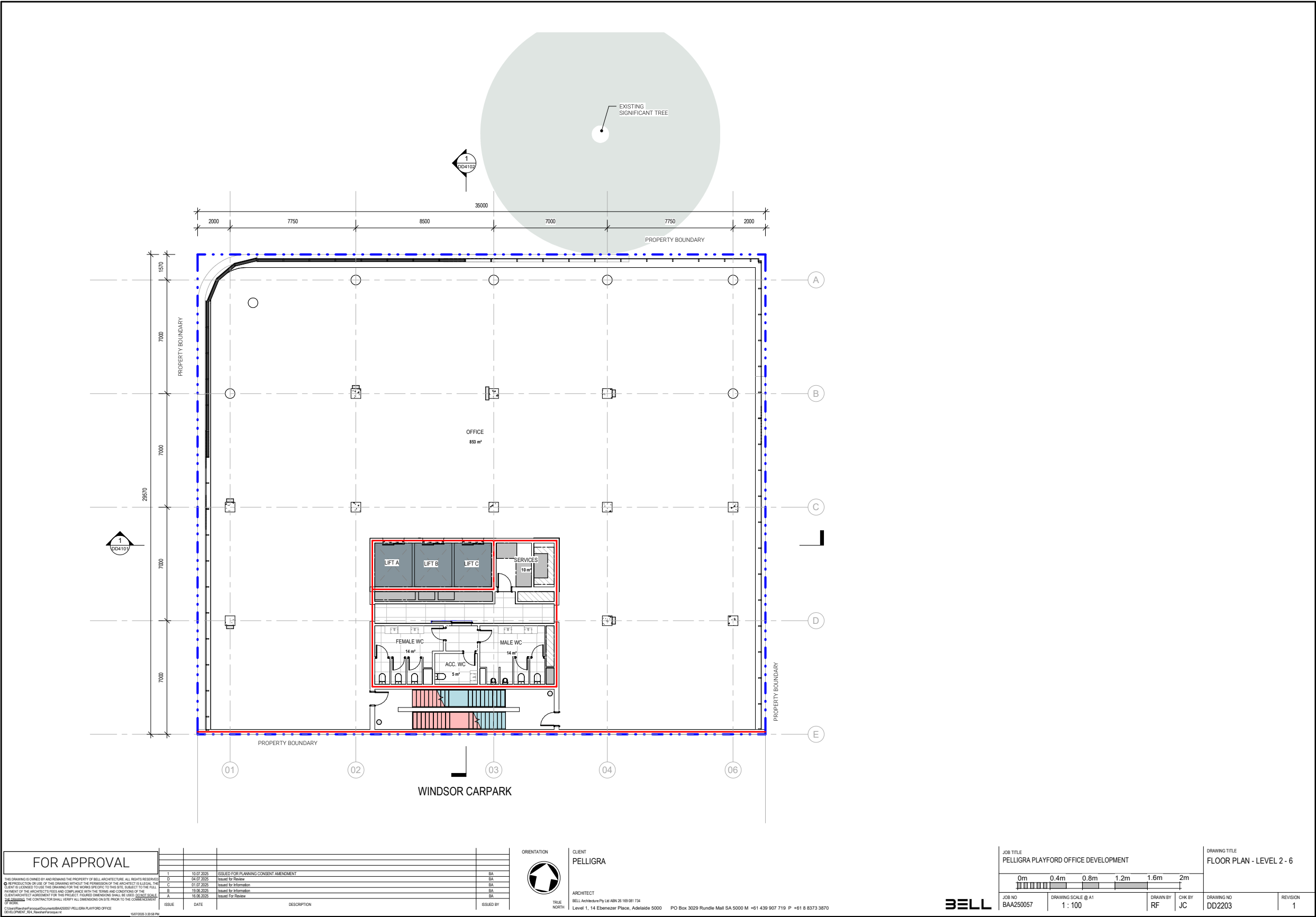
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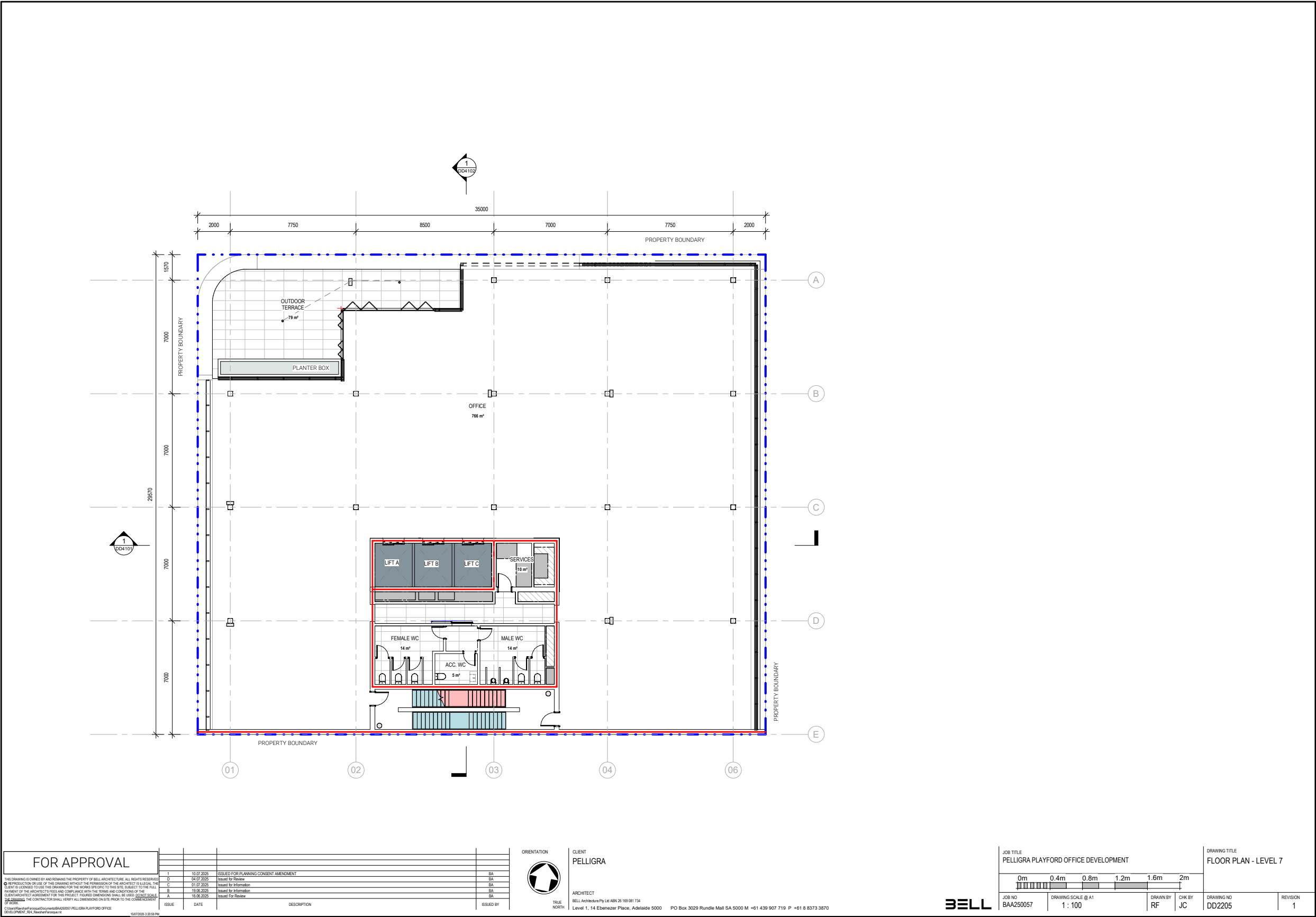


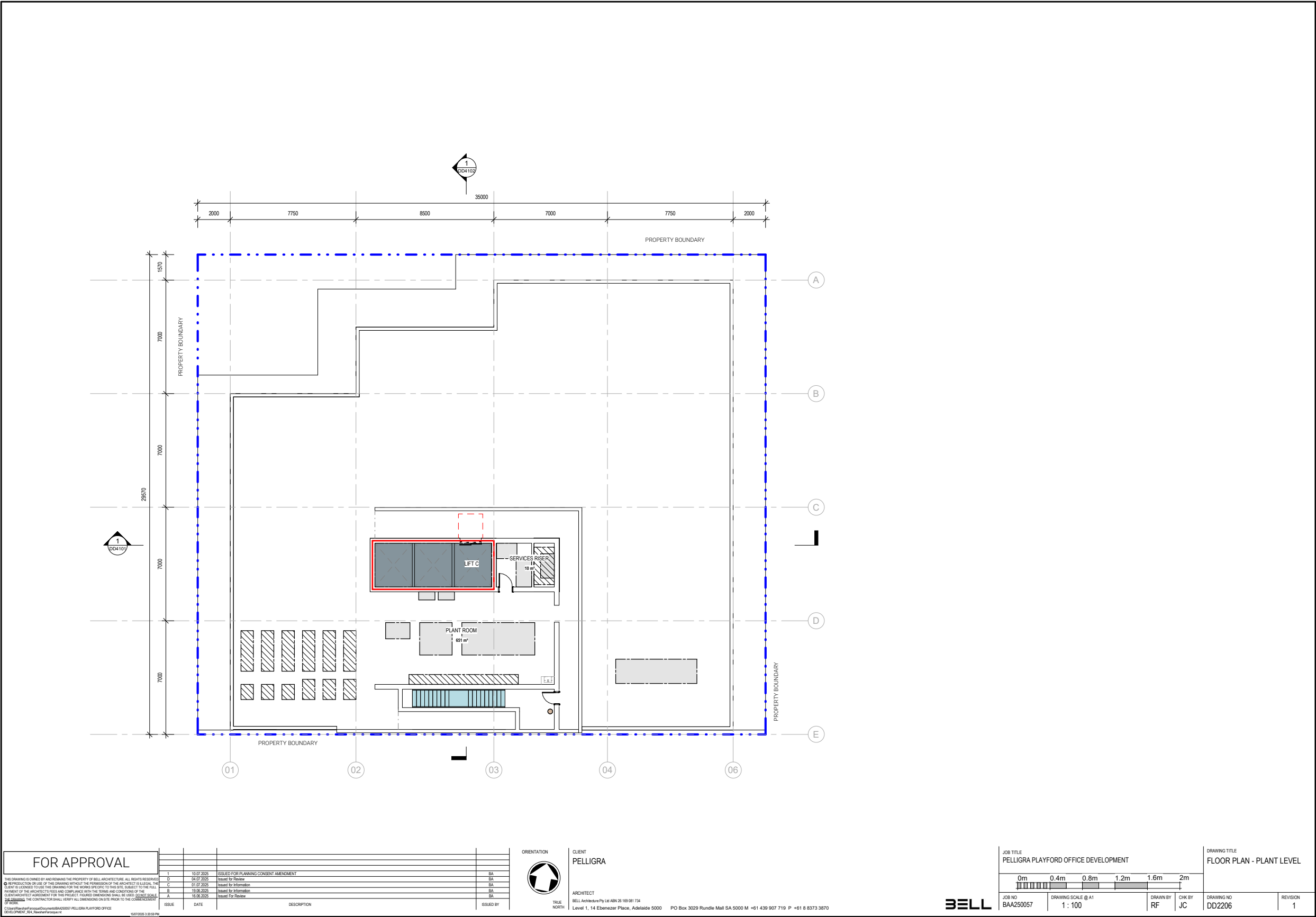


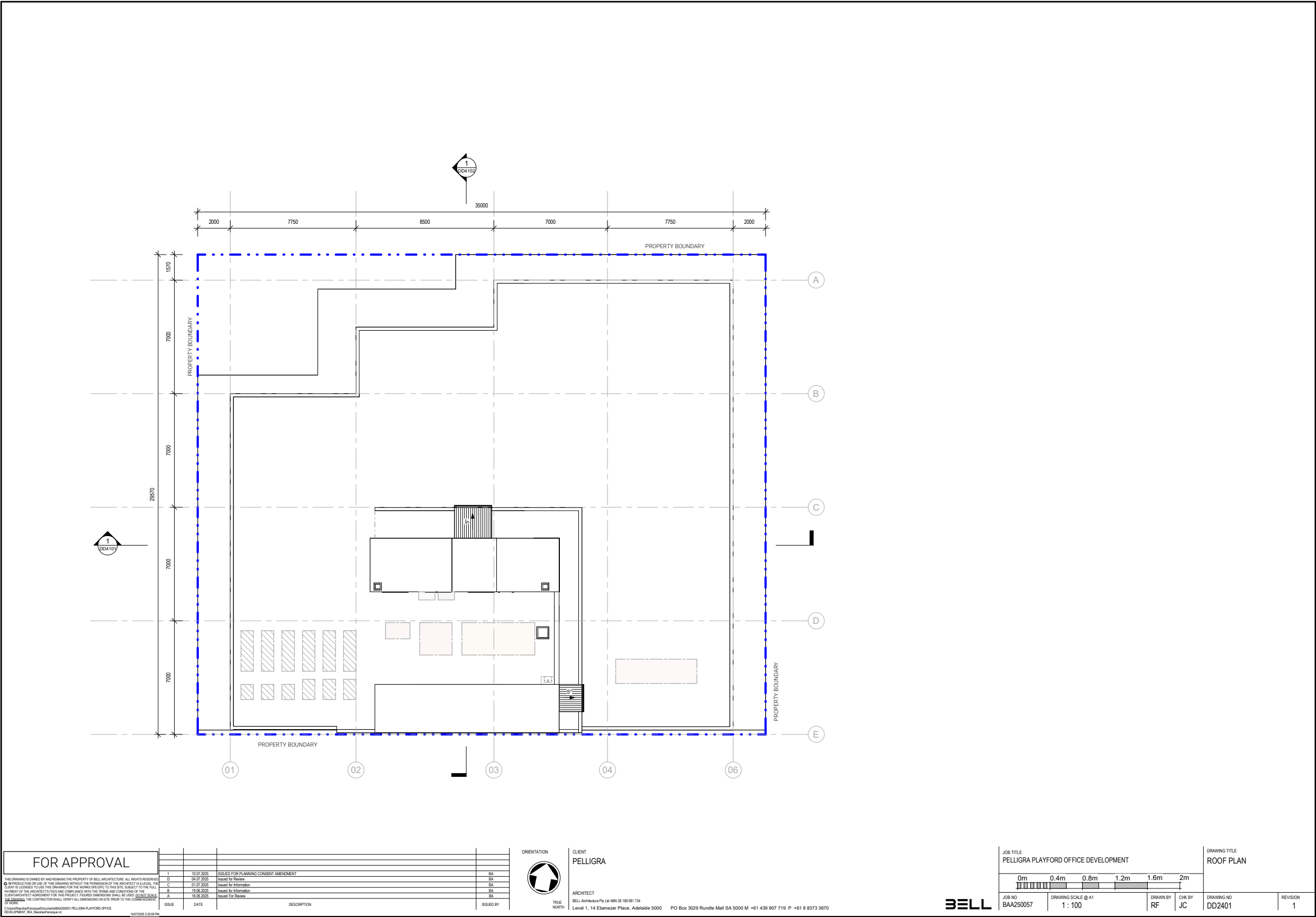


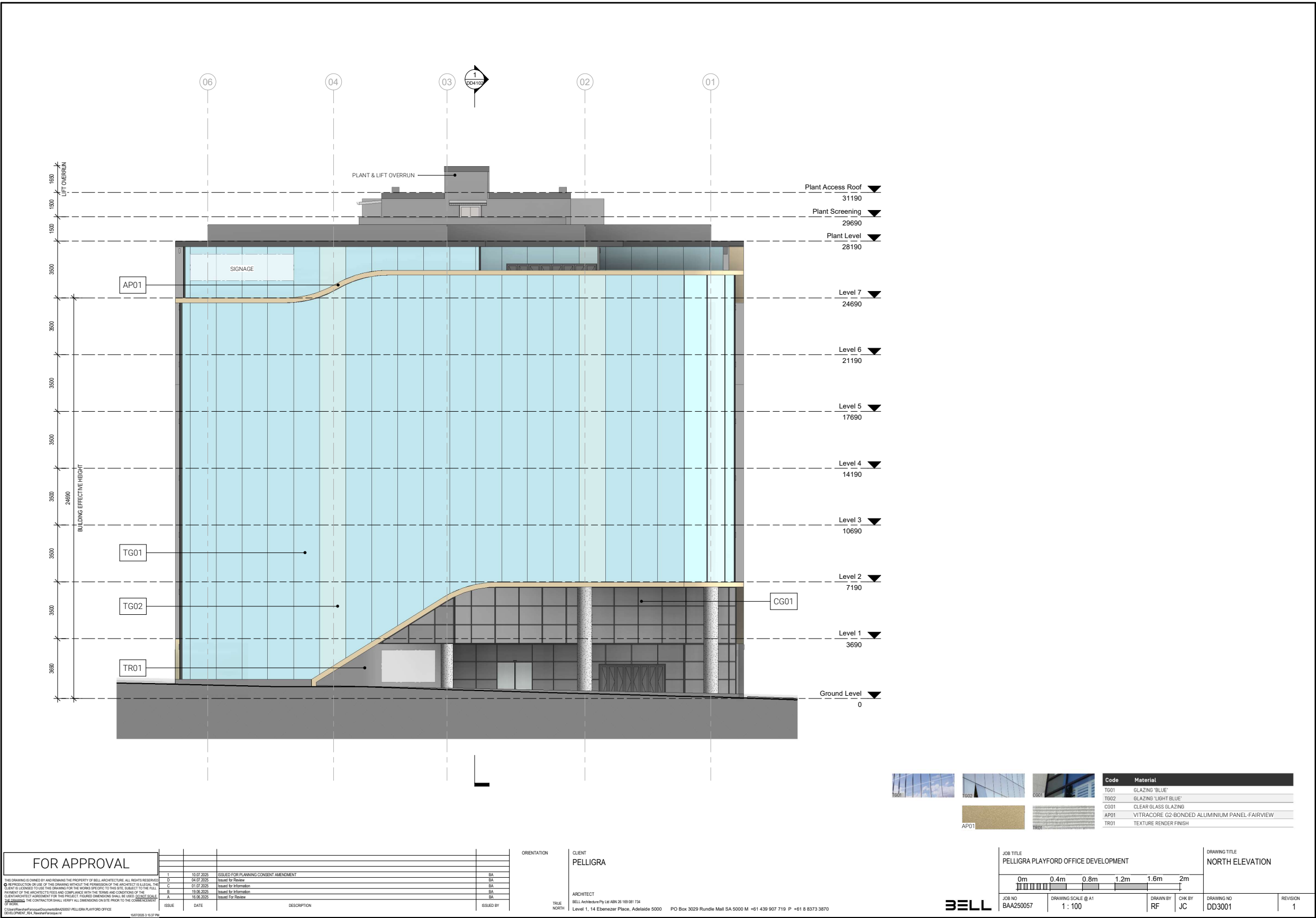


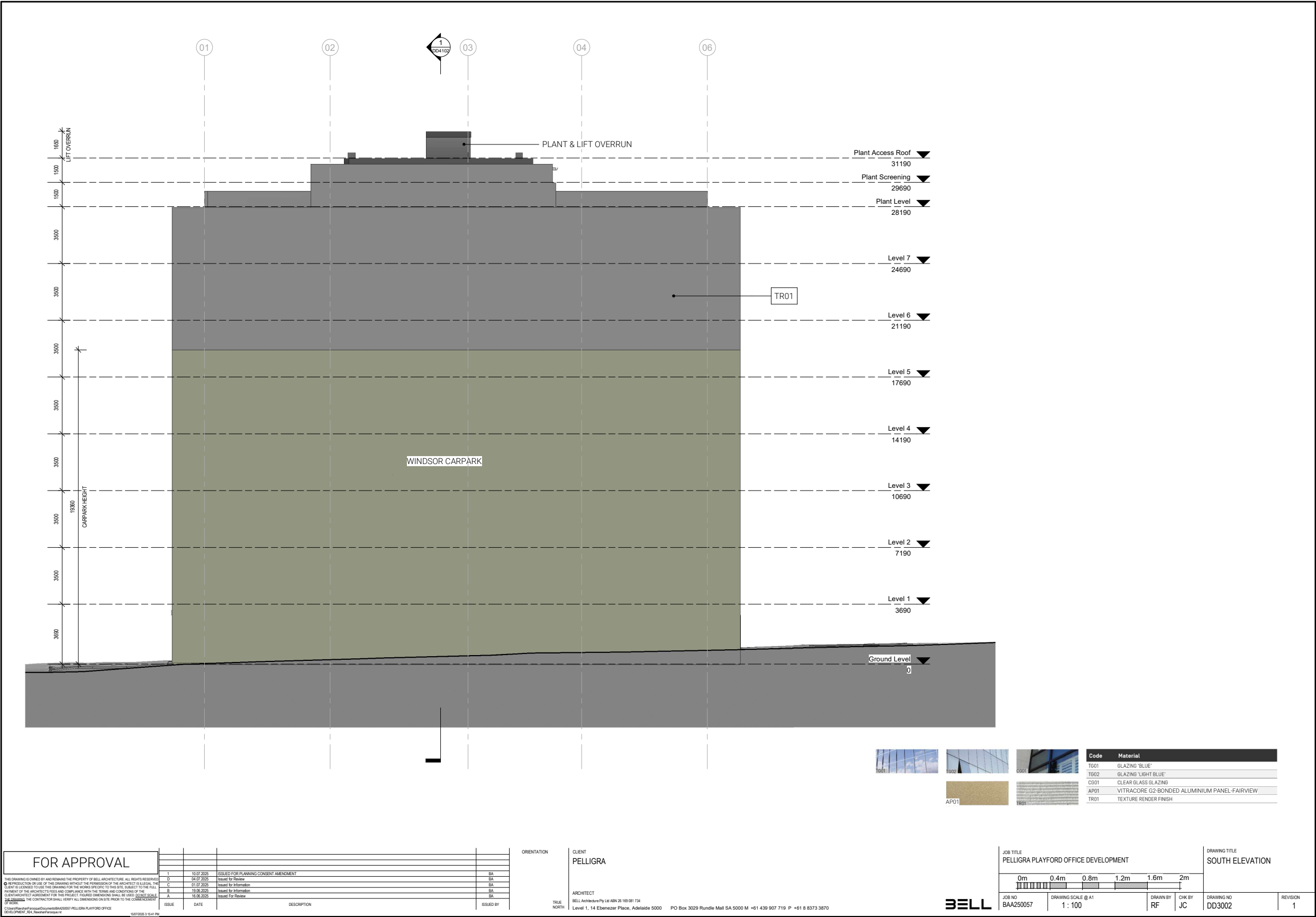


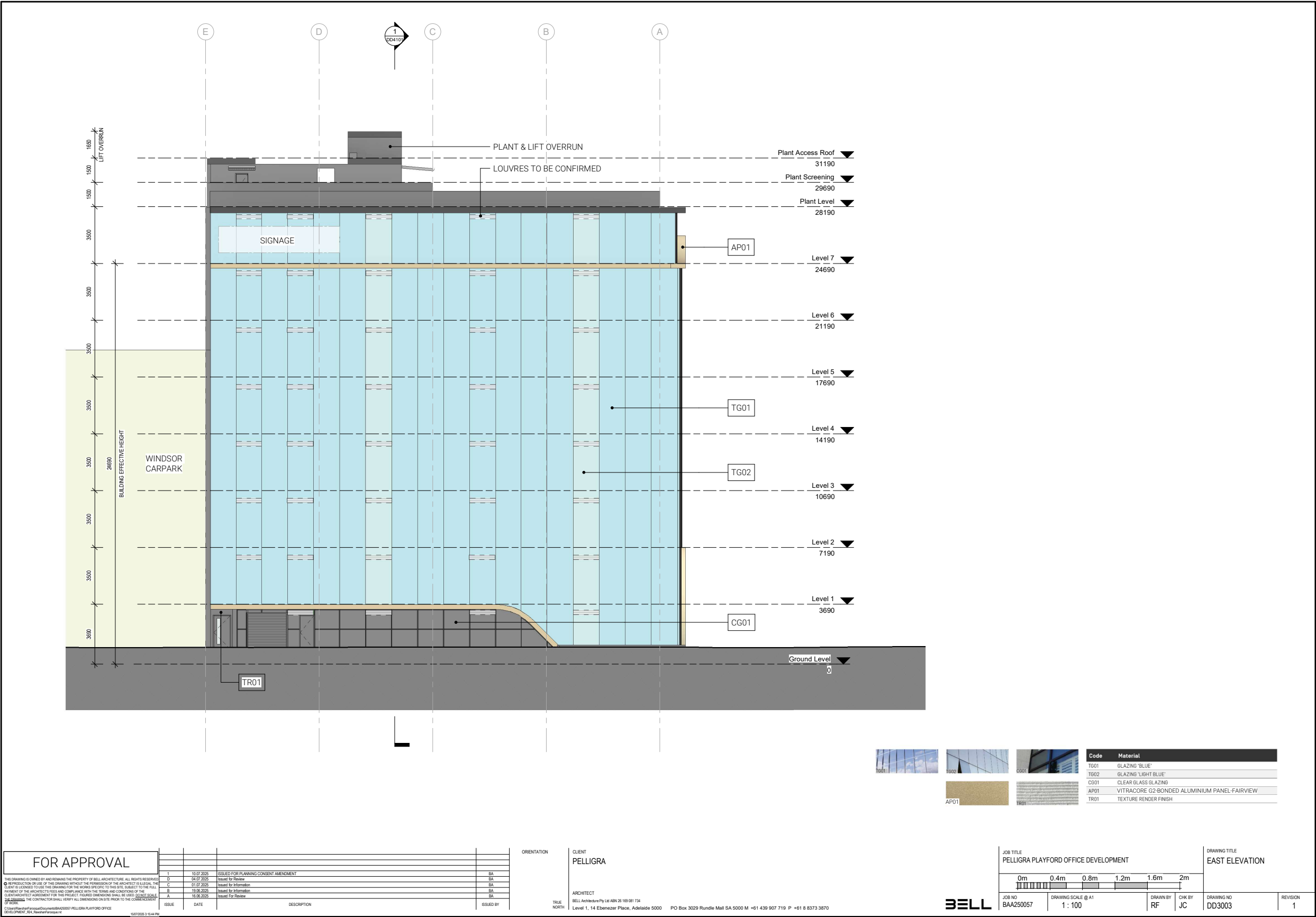


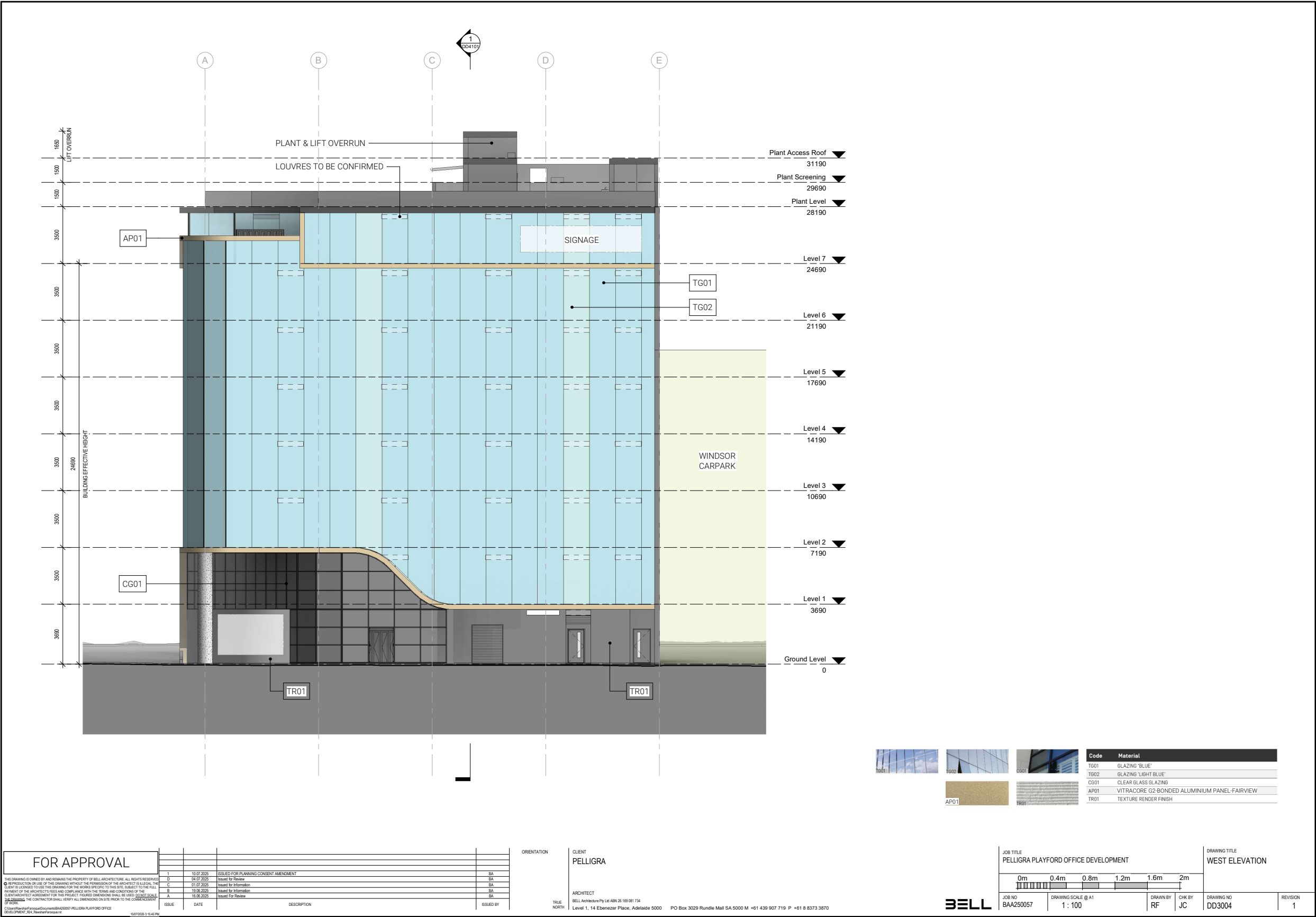


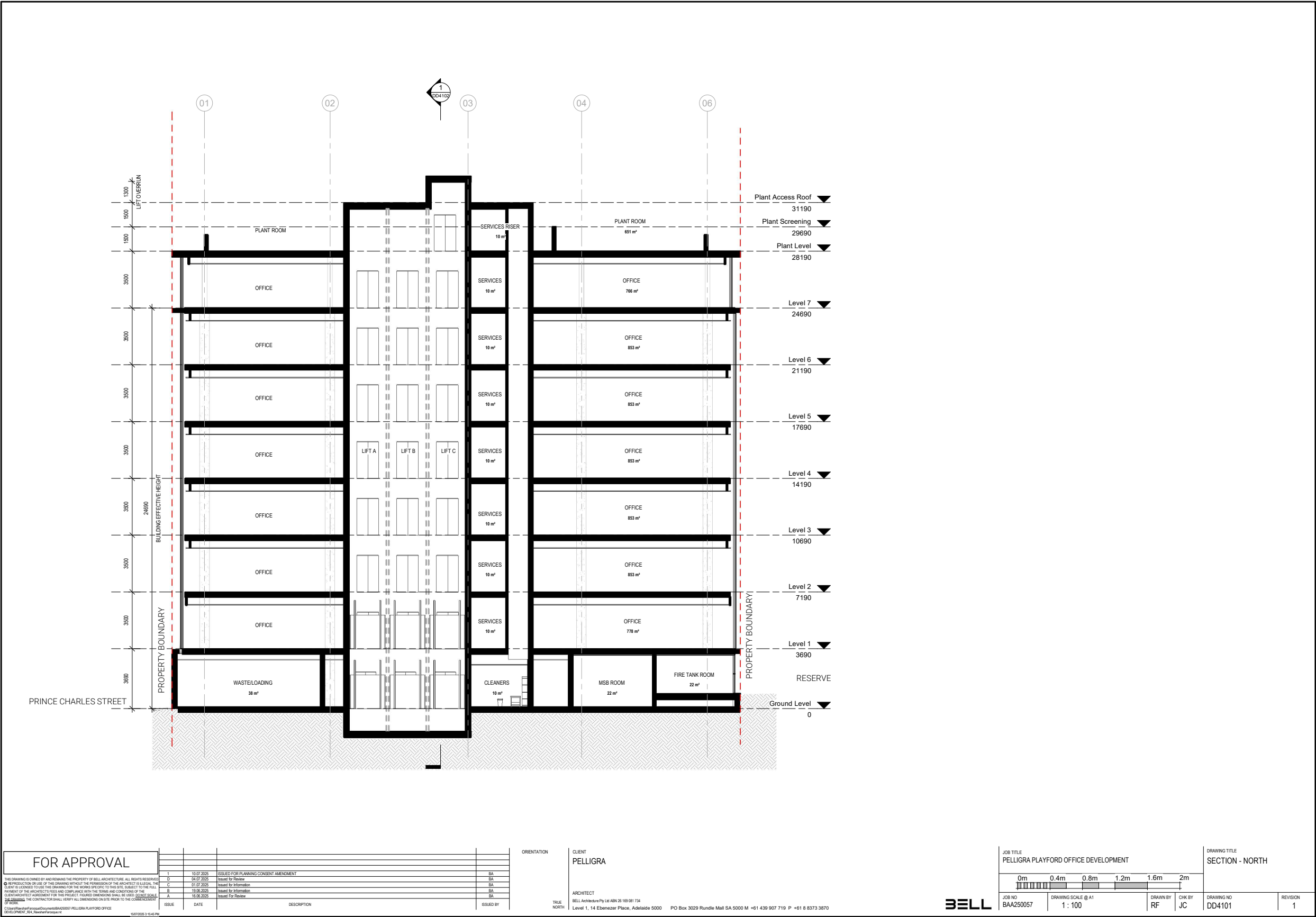


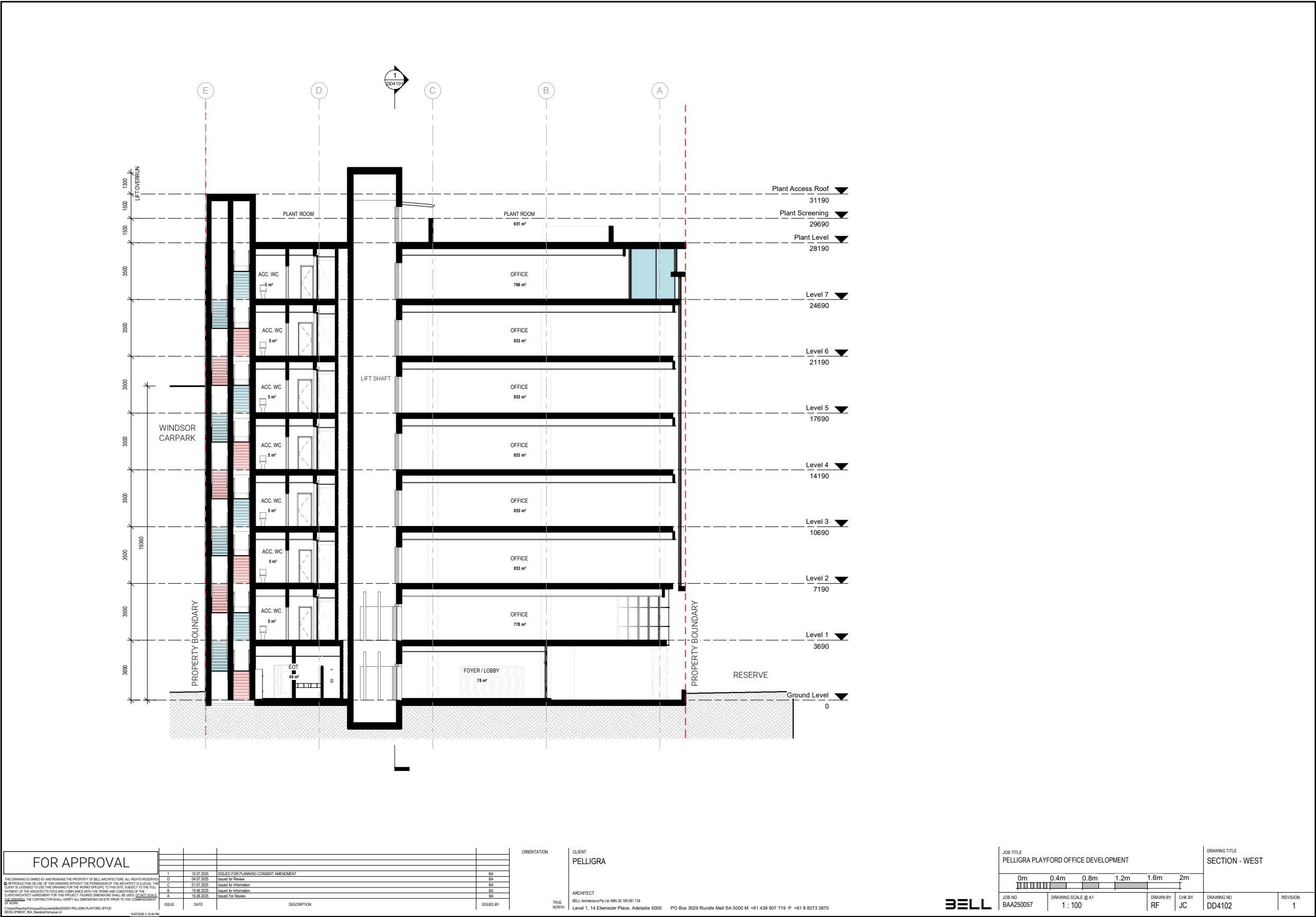












Council Assessment Panel

1

15 June 2023

6.1 2 PHILLIP HIGHWAY, ELIZABETH- CONSTRUCTION OF AN EIGHT-STOREY MIXED-USE DEVELOPMENT COMPRISING OFFICES, A SHOP, AND A CHILD CARE FACILITY IN ADDITION TO ASSOCIATED SITE WORKS, ALTERATIONS TO A ROADWAY AND TREE DAMAGING ACTIVITY

Snapshot

Report Author:	David Storey
Responsible Officer	Matt Dineen
Proposal:	Construction of an eight-storey mixed-use development, comprising offices, a shop, and a child care facility in addition to associated site works, alterations to a roadway and tree damaging activity
Application Number:	23012195
Date of Lodgement:	17 May 2023
Owner:	City of Playford
Applicant:	City Collective c/- Pelligra
Location:	(Lot 8) 2 Philip Hwy Elizabeth SA 5112
Zone:	Urban Activity Centre
Classification:	Code Assessed - Performance Assessed
Public Notification Category:	Not Required
Representation Received:	N/A
Request for Additional Information Made?	Yes
Recommendation:	To grant Planning Consent, subject to conditions as detailed herein

Attachments:	<ol style="list-style-type: none"> 1. Planning Statement 2. Proposed Plans 3. Traffic Impact Assessment 4. Stormwater Management Plan 5. Car park Agreement 6. Environmental Noise Assessment 7. Waste Management Plan 8. Plan of Division 9. Council Request for Information 10. Applicant response to RFI 11. Site contamination declaration form 12. Southern Elevation 13. Arborist Report 14. Department of Defence response 15. Additional stormwater detail
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1. The Proposal

The proposal is for an eight (8) storey mixed-use development, termed as the Playford Innovation Hub Development. The proposed development comprises the following:

- a. A co-working tenancy (office) and café at ground level;
- b. An end-of-trip facility at ground level;
- c. Five (5) levels of offices at levels 1 to 5; and
- d. A childcare facility at level 6 and 7, with its outdoor area located on a portion of level 7.

The proposed development comprises the construction of a mixed use building (Innovation Hub) on the subject site. Specifically, the proposal comprises:

- 67 m² of café floor area;
- 4,603 m² of office floor area; and
- a 130-place child care centre.

No car parking will be provided within the subject site. As per the commercial agreement with Council, the site will primarily be serviced by the adjacent Windsor Car Park (as well as surrounding on-street and off-street public parking areas).

2. Background

The site of the proposed development is located to the northwest corner of Phillip Highway and Main North Road with its primary frontage to Playford Boulevard. The proposal will have its southern elevation abutting the existing multi storey Windsor Car Park and its western elevation fronting Main North Road.

The site presents itself as a key landmark entrance to the Elizabeth City Centre which principally includes the Elizabeth Shopping Centre being a regional shopping centre serving the northern suburbs of Adelaide and the Playford Civic Centre which is home to the iconic Shedley Theatre, Playford Library, City of Playford Customer Care Centre and Council Chambers.

The subject land remains under the ownership of Council, whom progressed with an Expression of Interest process for this site and surrounding land across August and September 2021. The surrounding land included that land identified as Lots 5, 6, 8, 9 & 10 within Attachment 8, in addition to land to the south of Philip Highway. This Expression of Interest process has resulted in Council determining in August 2022 to enter into a Contract of Sale for Lot 8 with Pelligra.

Prior to the application progressing to submission, significant consideration has been given to the proposed land use, functionality and design of the facility by Council with the formation of an Evaluation Panel and Advisory Group. The Advisory Group has included Matt Dineen, Growth & Infrastructure Coordinator as the Planning Lead and Michael McKeown of Jensen Plus as the Urban Design Specialist.

The application is before the Panel due to the independent nature of the Assessment Panel and what could be considered a perceived conflict of interest of the Assessment Manager.

3. The Subject Land

The subject site is located directly adjacent the six-storey Windsor Car Park, and forms part of the allotment of 2 Philip Highway, Elizabeth.

The larger allotment has a frontage to Main North Road, Phillip Highway and Playford Boulevard and comprises one (1) allotment, which is legally described as Allotment 51 in Certificate of Title 6227 Folio 218.

The irregularly shaped allotment covers an area of approximately 9,870 square metres and has a frontage to Main North Road of approximately 102 metres, to Philip Highway of approximately 135 metres and to Playford Boulevard of approximately 15 metres.

Vehicular access to the site is currently by way of the existing internal roadway, which is accessed directly from Playford Boulevard.

A land division by Council will create a number of new allotments from Allotment 51, of which the subject site will form its own allotment. This is noted as Allotment 8 on the Plan of Division shown in the Attachments.

Subject Land Map



4. The Locality

Located in Elizabeth, and forming part of the greater 'Central Playford' central business district, the subject site is situated in a mixed use setting and is located at the eastern edge of the town centre of Elizabeth.

The locality is characterised predominantly by a mix of shops, restaurants, bulky goods stores, community facility, library, and shopping centre.

The broader locality comprises residential properties and reserve spaces to the south and east respectively.

Notable places and features in the locality include:

- Playford Civic Centre to the west
- Windsor Car Park to the south
- Elizabeth City Centre shopping complex to the west
- Fremont Park and playground to the east
- Residential properties to the south and east

4.1 Locality Plan



4.2 Zoning

The proposed development is located within the Urban Activity Centre Zone that supports a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.

5. Procedural Matters

5.1 Classification

The proposed development comprising office, child care facility and shop has been assessed via the Performance Assessment pathway in accordance with Section 106 of the *Planning Development and Infrastructure Act 2016* (the Act).

Within the Urban Activity Centre Zone, a childcare centre is not listed within any of the assessment tables. Therefore, the assessment pathway is to be *All Other Code Assessed – Performance Assessed*.

5.2 Public Notification

All classes of performance assessed development require public notification unless pursuant to Section 107(6) of the Act, the class of development is excluded from notification by Table 5 of the Procedural Matters Section of the relevant Zone of the *Planning and Design Code* (the Code).

Table 5 lists office, childcare facility and shop as classes of development in Column A and meets the exceptions prescribed in Column B and therefore does not require notification.

5.3 Statutory Referrals

Statutory referrals are identified within Part 9 of the Code and Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017. Upon review of both the Code and Regulations it is confirmed that no statutory referrals were required or undertaken.

6. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposal is an appropriate form of development in the Urban Activity Centre Zone;
- Whether the proposal is consistent with the general policies of the Planning and Design Code that relate to Office, Childcare facility and Shop.
- Whether the development will create an adverse impact and conflict between other land uses within the locality.

7. Planning Assessment

7.1 Zoning - Urban Activity Centre Zone

7.1.1 Land Use and Intensity

The Urban Activity Centre Zone supports a broad range of land use activities including shops, offices, entertainment, health, education and recreation related uses and other businesses that provide a comprehensive range of goods and services to the region.

The proposed development comprises land uses including office, shop and childcare facility that are located within the realm of the Elizabeth City Centre and the Playford Civic Centre (the City Centre) and in proximate to existing bus routes and pedestrian networks that when combined support the operations of a retail centre. This aligns with the desire outcome of the Zone (DO1).

The facilities proposed within the building will typically operate during normal business hours however there is opportunity for all the listed development, particularly the café to promote after-hours use and support the social activity within the City Centre. This supports PO 1.2.

Office, Childcare facility and Shop are types of development that are listed in DPF 1.1 which are envisaged within the Zone.

7.1.2 Built Form and Character

The proposed development will adjoin and integrate with the existing built form of the Windsor Car Park which is a dominant visual feature at the intersection of Phillip Highway and Main North Road. The proposed building, despite standing taller than the car park building, exhibits a compatible scale to the locality and provides land uses which complement the regional business activities of the Zone. This satisfies PO 2.1.

The proposed building has been designed with an attractive curved front corner façade that presents an open entrance space to the reception area. This provides an active frontage to public realm and contributes to a pedestrian-prioritised environment with direct links to the City Centre opposite the site. This satisfies PO 2.2 and PO 2.3.

The development will utilise a number of car parking spaces within the Windsor Car Park, by agreement with Council (as car park owner), and it is considered that this integration of buildings and uses supports the precinct-wide approach of

consolidated parking areas and encourages walking through the pedestrian networks that exist in the area. This satisfies PO 2.4.

The proposed development incorporates end-of-trip facilities for cyclists and pedestrian users that further supports the connections of pedestrians and cyclists within the City Centre.

The proposed building has been designed with expansive glazing, vertical aluminium blades along the ground floor rendered canopy entrance that presents itself to Playford Boulevard to the ground floor and along with the positioning of the café at the edge of the ground floor entrance is considered to provide a highly active frontage to the public which positively contributes to the streetscape and encourages social interaction. This satisfies PO 2.6.

7.1.3 Building height and setbacks

The proposed building stands at 8 storeys and 28.5 metres to the top of the roof (and 30.0 metres to the top of the lift overrun/rooftop plant).

Whilst no specific building height is envisaged in the Zone (or sought by a TNV), PO 3.1 seeks that buildings are medium-rise. It is noted that 'medium-rise' is not defined in the Planning and Design Code, however the building height is considered to be appropriate in the Zone.

The subject site does not adjoin a neighbourhood-type zone, and in any case the location of the building relative to dwellings in the nearby General Neighbourhood Zone would not be affected by any overshadowing or other impacts as a result of the proposed building height.

The building height of the proposed development is generally consistent with the adjoining Windsor Car Park facility and the surrounding multi storey buildings located within the Playford Civic Centre.

Accordingly, it is considered that the Building Height and Setbacks section of the Zone is satisfied.

7.1.4 Advertisement

The proposed development comprises individual freeform letters to the ground entrance area that provides identification of the building which reads as 'Playford Innovation Hub'. This signage is static and not internally illuminated. Whilst the North, East and West Elevations highlight additional signage at upper floor levels, such signage will be the subject of future development applications.

It is considered that the signage is attractive in design and modest in size whilst still adequately identify the building and supports PO 5.1 of the Zone.

7.1.5 Vehicle Parking

The application does not propose any car parking on the site, with the entirety of car parking being accommodated within the adjacent Windsor Car Park and the provision of vehicle parking areas that support the City Centre.

Therefore the relevant performance feature (PO 6.1) of the Vehicle Parking section of the Zone does not apply.

7.1.6 Concept Plans

The proposal is not located within a zone which would restrict the amount of upward light emitted, however is located within the 'Controlled Light Installation Area', as the site is located within the Civil Aviation Safety Authority's 6km radius from a (defence) airfield.

There are no upward facing lights associated with the development, meaning the development will accord with the Controlled Light Installation Area criteria. Thus, it is considered that the Concept Plans section of the Zone is satisfied.

7.2 Overlay

The following Overlays are relevant to the assessment of the proposed development.

7.2.1 Advertising Near Signalised Intersections Overlay

This Overlay seeks the provision of a safe road environment by reducing driver distraction at key points of conflict on the road. Principally, it seeks that advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.

The proposed advertisements for this development relate only to the building identification, which includes letter cut-outs of the building name: 'Playford Innovation Hub'. Building signage is applied directly to the recessed area adjacent the foyer/lobby entrance at ground level. This signage is static and not internally illuminated.

Accordingly, it is considered that the policies contained within this Overlay are satisfied.

7.2.2 Future Road Widening Overlay

The development is located in a way that does not impact on future road widening requirements. Accordingly, it is considered that the policies contained within this Overlay are satisfied.

7.2.3 Hazards (Flooding – General) Overlay

The finished floor level of the proposed built form will be raised 300mm above flood levels, whilst flood waters will be unrestricted as they flow through the adjacent reserve to the north.

7.2.4 Major Urban Transport Routes Overlay

The proposal does not propose vehicle access to/from a State Maintained Road. Accordingly, it is considered that the policies contained within this Overlay are not applicable.

7.2.5 Regulated and Significant Tree Overlay

The subject site is void of any vegetation, including regulated or significant trees. However, it is noted that a significant tree exists to the north of the site, and consideration as to the impact on the tree protection zone of this tree, given the location of the tree and the separation of the proposed building.

The tree, a *Eucalyptus camaldulensis* (River Red Gum) has a high retention rating, as noted in the accompanying Preliminary Tree Assessment prepared by Arborman Tree Services.

Council engaged the services of Tertiary Tree Consulting (TTC) to complete an Arboricultural Impact Assessment and Tree Protection Plan for the tree. TTC recommended that the tree be retained and protected and that protection measures as identified in the tree protection plan be adopted prior to the commencement of any siteworks to limit any impact to the tree.

TTC further emphasised that adherence to the implementation of the tree protection plan the proposed development will not constitute tree damaging activity and should proceed. A condition to any approval be included that requires the applicant to adhere to the preparation and submission of a tree protection plan.

Accordingly, it is considered that the policies contained within this Overlay are satisfied.

7.2.6 Traffic Generating Development Overlay

The proposal does not propose vehicle access to/from a State Maintained Road, nor would it have an impact on the performance of State Maintained Roads in the vicinity given the existing road network on which vehicles will access the Windsor Car Park. Accordingly, it is considered that the policies contained within this Overlay are not applicable.

7.2.7 Defence Aviation Area Overlay (All Structures Over 15m)

As highlighted within Attachment 14, at the request of Council, the applicant has undertaken early engagement with the Department of Defence whom have highlighted that the height of the proposal does not impede on their Obstacle Limitation Surfaces (OLS). Whilst formal authorisation of the Department of Defence will still be required (outside of the referral processes of the PDI Act), initial comments highlight that consideration will be primarily based on construction processes, proposed radio frequencies of any antenna and the impact of / requirement for any additional lighting. It is important to note that the 15m height provision is not a height limitation but rather a trigger for further consideration by the Department of Defence.

7.3 General Development Policies

7.3.1 Advertisements

The proposed signage which incorporates individual cut letters to identify the naming of the building 'Playford Innovation Hub' is considered appropriate in the context of communicating with the public and compatible with the design of the building. This supports DO1 of the Advertisements Module.

7.3.2 Design in Urban Areas

The proposed building reinforces its corners through an articulated ground level which provides weather protection through a recessed entry to the foyer.

The building is situated with zero setbacks on the site, which sits harmoniously with the adjacent Windsor Car Park building to the immediate south, with its primary street elevation designed and detailed to convey its purpose as primarily an office building, with a clearly identified main access point which complements the emerging streetscape.

Passive surveillance is encouraged through active land uses at ground level, whilst the upper levels are also afforded passive surveillance through the extensive use of glazing which will further maximise opportunities for passive surveillance of the public realm which exists on three sides of the building.

The application does not incorporate any landscaping other than the pavement treatment at the building entry at the ground level, located entirely within the subject site. The paving is nominated as Urbanstone Engineered Paver in 'Fleece' colour and 600x400x40 in unit dimension.

It is understood that Council intend to create a sensory garden area immediately to the north of the site, and Pelligra are committed to collaborating with Council to refine the design of this and incorporate materiality at the ground level to create a seamless experience. Council and Pelligra will further be working collaboratively to improve the landscape amenity to the eastern boundary of the site, again ensuring this ties into the sensory garden and subject development.

Whilst the details of the sensory garden and other works by Council are still to be worked through in further detail at this stage, the use of the proposed concrete paving units at the entry to the building will allow for removal and integration at a future date where necessary.

An end-of-trip facility at the ground level of the building promotes active transport to the site, and visitors have the opportunity to access bicycle storage facilities within the public realm adjacent to the development.

Waste

The waste storage area is located at ground level, towards the southern end of the western elevation. The configuration of this storage area will accommodate all streams of recycling – general waste, comingled recycling, organics recycling, and cardboard recycling.

Transfer paths utilise the lifts for upper level tenants, whilst the ground floor tenants will access the waste room directly from the foyer corridor.

Waste collection for the development will occur in an indented bay directly in front of the site, which minimises the risk of pedestrian-vehicle clashes through the omission of a crossover (and on-site waste collection). This indented bay will be signposted and line marked to prevent vehicles parking within this space.

All waste collection will be undertaken by a private waste contractor, and will occur typically outside of office hours.

Stormwater

FMG Engineering has been engaged by the applicant to undertake an assessment of the stormwater management of the site and to prepare a Stormwater Management Plan (SMP)

This SMP report has assessed the subject site proposed drainage to determine the necessary stormwater infrastructure to meet Council requirements. A 5.5m³ detention tank is proposed to be installed on site to ensure post development peak discharge during the major/minor storm event does not exceed the pre-development peak flow rate during minor event.

The proposed system (pumped outlet) within the proposed development will govern peak discharge flow rates from the site to 24L/s for both minor and major storms.

Finished Floor Levels have been determined to be 300mm above the flood level for building areas to ensure minimum boundary levels, site grading and vehicle access is maintained. Finished floor level may be adjusted during detailed design, however must maintain a minimum 150mm freeboard from the maximum 1% AEP ponding level within the site and min 300mm freeboard from the 1%AEP Flood level.

In conclusion this SMP demonstrates that the site can be developed as proposed without compromising downstream property or drainage networks, and Council's requirements for stormwater management may be achieved.

It is considered that the items mentioned above support the performance outcomes and features of the Design in Urban Areas Module.

7.3.3 Interface between Land Uses

The proposed development is located within an activity centre that supports a broad spectrum of regional level, business, shopping and entertainment facilities that are anticipated to cater for large crowds and events over extended hours.

It is considered that the provision of a shop, office and childcare centre within a multi storey building supports and reinforces the importance of the City Centre to provide a comprehensive range of goods and services for the wider region and as focal point of social activity.

The applicant is seek that all land uses have consistent operating hours being 6am to 7pm, 7 days per week. It is noted that these are operating hours, and that staff may occupy the building outside of these hours.

As the development is located is considered to contribute to the City Centre it is considered that the proposed hours of operation can be supported and reflects the extended after hour operation of this activity centre and will not adversely impact on the amenity of any sensitive receivers located within adjoining zones. It is considered the hours of operation supports PO 2.1 of the Interface between Land Uses Module.

7.3.4 Site Contamination

The applicant has engaged FMG Engineering (FMG) to undertake an investigation of the environmental history of the subject site and to complete a Preliminary Site Investigations report.

The site comprises an area of approximately 1,035 m² and currently consists of a fenced compound containing a disused car park. The Client intends to redevelop the site for an eight level, office, shop and rooftop childcare asset, thus triggering a change in the land use sensitivity hierarchy from a Class 3 to Class 1.

The PSI is required to assess whether there are potential unacceptable risks to the future users of the site, following the proposed redevelopment due to historical land use.

The analytical results of the PSI indicate that there is no evidence of contamination within the soil profile tested that would present an unacceptable risk to human health and/or the environment under a residential, open space or commercial

development. This supports PO 1.1 and DTS/DPF 1.1 of the Site Contamination Module.

7.3.5 Transport, Access and Parking

Vehicle Access

The application does not propose any car parking within the site due to the agreement entered into with Council regarding use of the Windsor Car Park referenced within attachment 5. Waste collection would occur via the proposed loading bay to the front of the site. The application does not propose any new vehicular access (driveway/access points) or crossovers.

Car Parking

Table 1 – General Off-Street Car Parking Requirements of the Transport, Access and Parking section of the General Development Policies module provides guidance to car parking rates associated with various classes of development. The site is however located within a Designated Area for the purposes of Table 2 – General Off-Street Car Parking Requirements in Designated Areas.

Within Table 1, shops should provide 0.4 spaces per seat, offices should provide 4 spaces per 100m² of gross leasable floor area, and child care centre should provide 0.25 spaces per child. The following applies:

Shop (café) – 67 sqm floor area	(13 spaces)
Office – 4603 sqm floor area	(184 spaces)
Child care – 130 children	(32.5 spaces)

Table 2 highlights however a blanket non-residential (excluding tourist accommodation) minimum and maximum vehicle parking space demand as follows:

Minimum Vehicle Space – 3 spaces per 100m² of gross leasable floor area
Maximum Vehicle Space - 5 spaces per 100m² of gross leasable floor area

At a total gross leasable floor area of approximately 6,135m² the resultant minimum theoretical parking requirement is 184 vehicle spaces.

The proposed development will utilise car parking spaces within the Council-owned Windsor Car Park. An agreement between Pelligra and the City of Playford exists, whereby a clause within the contract for sale of the land will bind Council to provide car parking spaces to the benefit of Pelligra for this development. The letter for support which outlines this arrangement is provided in Attachment 13.

The Windsor Car Park contains a total of 362 spaces, with 51 of these spaces assigned to the City of Playford and the proposed hotel development adjacent, which results in a remaining 311 spaces. The availability of spaces is considered sufficient to accommodate the minimum hypothetical requirement as outlined by the Planning and Design Code.

7.4 Concept Plans / TNVs

The proposed development is not contrary to Concept Plan 81 Edinburgh Defence Airfield Lighting Constraints.

Concept Plan 81 relates to lighting constraints for the Edinburgh Defence Airfield. The subject land is located outside of the 'controlled light installation area' as it is in excess of 6km from the runway. The concept plan therefore has no bearing on the current application.

8. Conclusion

The proposal is an appropriate development within the Urban Activity Centre Zone, the Overlays which apply to the site, and of the various sections of the General Development Policies of the Planning and Design Code.

In summary:

- The proposed land uses are consistent with those expected within the Zone;
- The proposal accords with the TNV applicable to the subject site;
- The architectural design is of high-quality and will complement the Playford Civic Centre and the Elizabeth Regional Shopping Centre;
- The materiality of the built form is contextual, durable, and low maintenance;
- The context of the locality is incorporated into the design, including colours, materiality, and architectural style, which respects the existing character of the locality; and
- The provision of car parking accommodated within the adjoining Windsor Car Park which meets Parking policy of the Code.

For the reasons listed in the summary above and the assessment against policy contained in this Planning Statement, it is considered that the proposal displays sufficient merit and that Planning Consent be granted

9. Recommendation

STAFF RECOMMENDATION

It is therefore recommended that the Council Assessment Panel resolves to:

- A. DETERMINE that the proposed development is not seriously at variance with the provisions of the Planning and Design Code
- B. GRANTS Planning Consent to the application by City Collective c/- Pelligra for the Construction of an eight-storey mixed-use development comprising offices, a shop, and a child care facility in addition to associated site works, alterations to a roadway and tree damaging activity at 2 Phillip Highway, Elizabeth, as detailed in Development Application ID. 23012195 subject to the following conditions:

Reserved matter

The following matter has been reserved pursuant to section 102(3) of the Planning, Development & Infrastructure Act 2016. Prior to the issue of Development Approval and to the reasonable satisfaction of the Assessment Manager/Council, the Applicant shall provide:

- The provision of an updated civil siteworks and drainage plan that resolves the outstanding technical matters from Council's Request for Further Information Letter dated 25 May 2023, to the reasonable satisfaction of Council.

Conditions of Planning Consent

1. The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application.
2. The premises must be kept tidy and all buildings, fences, landscaping and paved or sealed surfaces must be maintained in good condition at all times.
3. All stormwater resulting from the subject development shall be managed in an orderly manner and in accordance with the approved plans and documentation so that it does not flow or discharge onto land of adjoining owners or, in the opinion of Council, detrimentally affect structures on this site or any adjoining land.
4. All tree protection measures must be in place as described in the tree protection plan as per the Arboricultural Impact Assessment and Tree Protection Plan prepared by Tertiary Tree Consulting Pty Ltd (dated 30 May 2023) prior to the commencement of any site work. The Project Arborist must certify the tree protection measures are correctly installed prior to commencement of any site work and submit a completed Tree Protection Plan document to the council.
5. The hours of operation herein approved are as follows:
6am until 7pm
Seven (7) days a week
Any variation to these hours of operation will require a further consent.
6. The placement and storage of bins for the collection of waste outside of the subject building must be undertaken by a nominated waste contractor only. All bins shall be returned to nominated waste storage areas internally within the building outside of this collection

The hours for waste collection vehicles to service the subject site must be restricted to outside of the hours of 8am to 5pm Monday to Friday



MINUTES

of

COUNCIL ASSESSMENT PANEL MEETING

Pursuant to the provisions of Section 82 of the Planning, Development and Infrastructure Act 2016

HELD IN

**COUNCIL CHAMBERS
PLAYFORD CIVIC CENTRE
10 PLAYFORD BOULEVARD, ELIZABETH**

ON

**THURSDAY, 15 JUNE 2023
AT 6:00PM**

The meeting commenced at 6:01 pm.

ACKNOWLEDGEMENT OF COUNTRY

We would like to acknowledge that this land we meet on today is the traditional land of the Kaurna people, and that we respect their spiritual relationship with their country. The City of Playford would also like to pay respects to Elders past, present and emerging.

1 ATTENDANCE RECORD

1.1 Present

MR GEOFF PARSONS – PRESIDING MEMBER

Mr Aaron Curtis

Mr Nathan Grantham

Mr Paul Mickan

Ms Jane Onuzans

Also in attendance for the meeting:

Assessment Manager

Senior Manager City Property

Growth and Infrastructure Coordinator

Acting Program Manager Repurposing Assets

Minute Taker

Mr Adam Squires

Mr Paul Alberton

Mr Matt Dineen

Ms Michelle Parker

Ms Domenica Crisafi

Council Assessment Panel Minutes

2

15 June 2023

Governance Support
ICT Support Officer

Ms Kiraly Gosnell
Ms Ling Yin

1.2 Apologies

Cr Misty Norris

1.3 Not Present

Nil

2 CONFIRMATION OF MINUTES

PANEL RESOLUTION

CAP522

The Minutes of the Council Assessment Panel Meeting held 20 April 2023 be confirmed as a true and accurate record of proceedings.

CARRIED

3 APPLICATIONS WITHDRAWN

Nil

4 DECLARATIONS OF INTEREST

Cr Jane Onuzans has declared a general conflict of interest for item 6.1 and will leave the room for this item.

5 APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

Nil

6 APPLICATIONS FOR CONSIDERATION – NO PERSONS TO BE HEARD

Cr Jane Onuzans left the meeting at 6:03pm

6.1 2 PHILLIP HIGHWAY, ELIZABETH- CONSTRUCTION OF AN EIGHT-STOREY MIXED-USE DEVELOPMENT COMPRISING OFFICES, A SHOP, AND A CHILD CARE FACILITY IN ADDITION TO ASSOCIATED SITE WORKS, ALTERATIONS TO A ROADWAY AND TREE DAMAGING ACTIVITY

Representors: Mr Will Gormly - City Collective
Mr Blake Sorka - Pelligra Group

Applicant: City Collective c/- Pelligra

PANEL RESOLUTION

CAP523

It is therefore recommended that the Council Assessment Panel resolves to:

- A. DETERMINE that the proposed development is not seriously at variance with the provisions of the Planning and Design Code
- B. GRANTS Planning Consent to the application by City Collective c/- Pelligra for the Construction of an eight-storey mixed-use development comprising offices, a shop, and a child care facility in addition to associated site works, alterations to a roadway and tree damaging activity at 2 Phillip Highway, Elizabeth, as detailed in Development Application ID. 23012195 subject to the following conditions:

Conditions of Planning Consent

1. The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application.
2. The premises must be kept tidy and all buildings, fences, landscaping and paved or sealed surfaces must be maintained in good condition at all times.
3. All stormwater resulting from the subject development shall be managed in an orderly manner and in accordance with the approved plans and documentation so that it does not flow or discharge onto land of adjoining owners or, in the opinion of Council, detrimentally affect structures on this site or any adjoining land.
4. All tree protection measures must be in place as described in the tree protection plan as per the Arboricultural Impact Assessment and Tree Protection Plan prepared by Tertiary Tree Consulting Pty Ltd (dated 30 May 2023) prior to the commencement of any site work. The Project Arborist must certify the tree protection measures are correctly installed prior to commencement of any site work and submit a completed Tree Protection Plan document to the council.
5. The placement and storage of bins for the collection of waste outside of the subject building must be undertaken by a nominated waste contractor only. All bins shall be returned to nominated waste storage areas internally within the building outside of this collection
The hours for waste collection vehicles to service the subject site must be restricted to outside of the hours of 8am to 5pm Monday to Friday
6. Should soil be removed from the site, a Waste Classification Assessment shall be undertaken to the classify the soil for disposal at a licensed waste disposal facility as per the recommendation of the FMG Preliminary Site Assessment dated 19 December 2022.
7. Prior to the occupation of the facility, the applicant shall provide a detailed Landscape Plan for consideration of the Assessment Manager under the delegation of the Assessment Panel. The subject Landscape Plan shall include any proposed ground level landscaping, ensuring integration with the adjoining public realm, but further ensure landscaping of the upper level planter boxes with landscaping capable of being visible from the externalities of the subject building.
8. All landscaping shall be completed and maintained in general accordance with the supplied landscaping plan and shall be maintained in good order to the reasonable satisfaction of Council at all times. Any plantings which require replacement shall be replanted within the first planting season following their removal.

CARRIED

Cr Jane Onuzans returned to the meeting at 6:56 pm

7 APPLICATIONS FOR CONSIDERATION - CATEGORY 1

Nil

8 OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS

Nil

9 OTHER BUSINESS

9.1 STAFF REPORTS

Matters to be considered by the Committee Only

Matters delegated to the Committee

9.1.1 ANNUAL REVIEW OF DELEGATIONS BY THE COUNCIL ASSESSMENT PANEL

Responsible Executive Manager : Adam Squires

PANEL RESOLUTION

CAP524

1. In exercise of the power contained in Section 100 of the *Planning, Development and Infrastructure Act 2016* the powers and functions under the *Planning, Development and Infrastructure Act 2016* and statutory instruments made thereunder contained in the proposed Instrument of Delegation (Attachment 1 to the Report dated 15 June 2023 and entitled 'Instrument C - Instrument of Delegation under the *Planning, Development and Infrastructure Act 2016*, Regulations, Planning and Design Code and Practice Directions of Powers of an Assessment Panel') are hereby delegated with effect from 3 July 2023 to the City of Playford Assessment Manager subject to the conditions and/or limitations, if any, specified herein or in the Schedule of Conditions in the proposed Instrument of Delegation.
2. Such powers and functions may be further delegated by the City of Playford Assessment Manager in accordance with Section 100(2)(c) of the *Planning, Development and Infrastructure Act 2016* as the City of Playford Assessment Manager sees fit, unless otherwise indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation.

With the following amendments:

- Instrument of Delegation under the *Planning, Development and Infrastructure Act 2016*, Regulations, Planning and Design Code and Practice Directions of Powers of an Assessment Panel' (Attachment 1), Item r38(2) Delegated to the Assessment Manager.

CARRIED

Matters for Information

9.1.2 STREAMING OF MEETINGS

Responsible Executive Manager : Adam Squires

PANEL RESOLUTION

CAP525

Streaming of meetings report be noted by the Panel and the Administration commit to provision of a report at a future meeting relating to the consideration of streaming requirements Council Assessment Panel meetings.

CARRIED

10 CONFIDENTIAL MATTERS

Nil

11 POLICY DISCUSSION FORUM

Nil

12 CLOSURE

The meeting closed at 7:07 pm.

Council Assessment Panel

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21 December 2023

**6.1 VARIATION OF DEVELOPMENT APPLICATION 23012195 – REMOVE
CHILDCARE, INCREASE OFFICE SPACE AND MINOR INCREASE IN OVERALL
HEIGHT BY 1.19 METRES****Snapshot**

Author:	David Storey
Proposal:	Variation of Development Application 23012195 – remove childcare, increase office space and minor increase in overall height by 1.19 metres
Development Number:	23034253
Date of Lodgement:	November 2023
Owner:	City of Playford
Applicant:	City Collective c/- Pelligra
Location:	(Lot 8) 2 Philip Hwy Elizabeth SA 5112
Zone:	Urban Activity Centre
Classification:	Code Assessed - Performance Assessed
Public Notification Category:	Not Required
Representation Received:	N/A
Planning and Design Code Version:	Version 2023.17 (dated 23 November 2023)
Request for Additional Information Made?	N/A
Recommendation:	To Grant Planning Consent
Attachments:	<ol style="list-style-type: none">1. Applicants cover letter2. Application documents3. CAP Minutes 15 June 20234. CAP Report 15 June 20235. Traffic and Parking Report

1. Background

This application seeks to vary a development application (No. 23012195) that involves a proposal for a mixed-use development at (Lot 8) 2 Philip Highway Elizabeth.

The Council Assessment Panel (CAP) at its meeting of 15 June 2023 resolved to grant planning consent for an eight (8) level mixed use development comprising office, childcare centre and shop subject to a number of conditions (DA 23022195).

In preparation for the CAP meeting, Council staff undertook an assessment of the proposed development and resolved to recommend that planning consent be granted.

Council staff has now considered the variation request and resolved that the variation is not minor and is to be assessed as a variation to the original application.

2. The Proposal

The applicant (Pelligra) is seeking the removal of the 'childcare facility' component of the development and replacing with 'office' and undertaking alterations to the office layouts including changes to the gross leasable floor areas (GLFA) and roof plant area.

The building will continue to remain as a mixed-use building, with the café and co-working space unchanged at ground level.

The associated site works, alterations to a roadway and tree damaging activity outlined in DA 23012195 are not affected by this variation application.

The proposed changes are listed below:

- Ground Floor - Addition of external door to end of trip room
- Levels 2-5 - Reduction in radius of floor plate curve and increase in GLFA
- Level 6 Repeat of proposed levels 2-5 (removing childcare) and increase in GLFA
- Level 7 Increase in GLFA (office) and reduction of floor area of outdoor terrace and
- Roof Access stairs extended to roof adjacent plant and lift overrun.

Building height has been increased to an overall height of 31.19 metres (from 30.0), as a result of the addition of the rooftop/plant access stair.

External elevations have been amended to reflect the addition of the office component to level and the increase in GLFA as a result of the reduction in the radius of the curve in the north-eastern corner of the building floor plates.

An updated traffic impact assessment accompanies this application, given the differences in requirements following the removal of the childcare component and substitution with office.

With a total of 6278 square metres of office GLFA, the traffic report notes a theoretical requirement of 252 spaces, which is based on the Planning and Design Code guide of 4.0 spaces per 100 sqm of GLFA. Incorporating the café land use, the development generates a theoretical requirement of 265 spaces overall; an increase of 36 spaces compared to the approved development.

Consistent with the approved development, a car park licence agreement between Pelligra and Council exists which allows a 'per bay, as required' use of the available 362 spaces in the adjacent Windsor multi-level car park.

The waste management remains consistent with the approved development, with the waste storage area, transfer pathways, and collection methodology unchanged.

3. The Subject Land

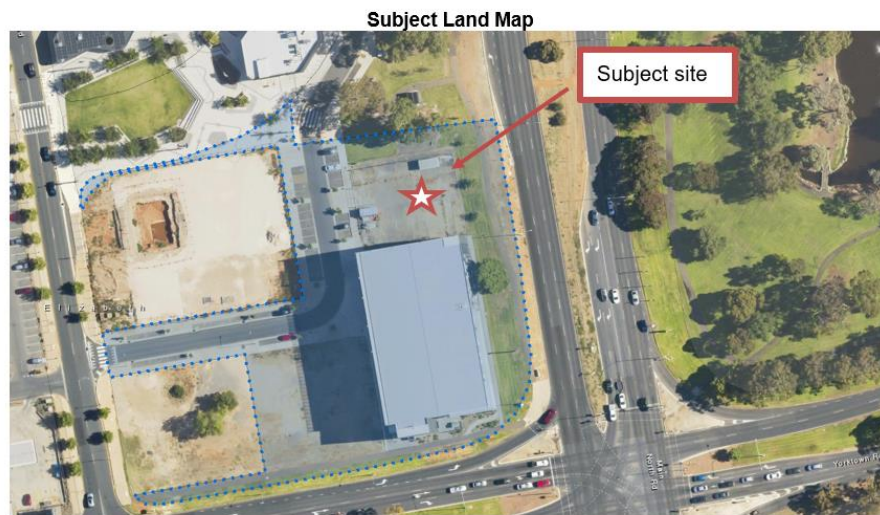
The subject site is located directly adjacent the six-storey Windsor Car Park, and forms part of the allotment of 2 Philip Highway, Elizabeth.

The site has a frontage to Main North Road, Phillip Highway and Playford Boulevard and comprises one (1) allotment, which is legally described as Allotment 51 in Certificate of Title 6227 Folio 218.

The irregularly shaped allotment covers an area of approximately 9,870 square metres and has a frontage to Main North Road of approximately 102 metres, to Philip Highway of approximately 135 metres and to Playford Boulevard of approximately 15 metres.

Vehicular access to the site is currently by way of the existing internal roadway, which is accessed directly from Playford Boulevard.

A future land division by Council will create a number of new allotments from Allotment 51, of which the subject site will form its own allotment. This is noted as Allotment 8 on the Plan of Division shown in the Attachments.



4. The Locality

Located in Elizabeth and forming part of the greater 'Central Playford' central business district, the subject site is situated in a mixed use setting and is located at the eastern edge of the town centre of Elizabeth.

The locality is characterised predominantly by a mix of shops, restaurants, bulky goods stores, community facility, library, and shopping centre.

The broader locality comprises residential properties and reserve spaces to the south and east respectively.

Notable places and features in the locality include:

- Playford Civic Centre to the west
- Windsor car park to the south
- Elizabeth City Centre shopping complex to the west
- Fremont Park and playground to the east
- Residential properties to the south and east.

It should be noted that the locality has not changed since the original development application (DA 21032195) was assessed.

4.1 Locality Plan



4.2 Zoning

The proposed development is located within the Urban Activity Zone that supports a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.

5. Procedural Matters

5.1 Classification

Section 128 of the *Planning Development and Infrastructure Act 2016* (PDI Act) establishes that a person may seek the variation of a development authorisation previously given under the PDI Act (including by seeking the variation of a condition imposed with respect to the development authorisation).

A variation application may only be made if the relevant authorisation is still operative and cannot seek to extend the period for which the authorisation remains operative.

As the development was granted planning consent on 15 June 2023 the authorisation is operative until 15 June 2025 (2 years). Until this time the applicant is entitled to seek approval of a variation request.

The variation proposal comprising 'office' and 'shop' has been assessed via the Performance Assessment pathway in accordance with Section 106 of the PDI Act.

5.2 Public Notification

All classes of performance assessed development require public notification unless pursuant to Section 107(6) of the PDI Act, the class of development is excluded from notification by Table 5 of the Procedural Matters Section of the relevant Zone of the *Planning and Design Code* (the Code).

Table 5 lists 'office' and 'shop' as classes of development in Column A and meets the exceptions prescribed in Column B and therefore does not require notification.

5.3 Statutory Referrals

Statutory referrals are identified within Part 9 of the Code and Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*. Upon review of both the Code and Regulations it is confirmed that no statutory referrals were required or undertaken.

6. Key Issues

The following matters are considered pertinent in reaching a recommendation for the proposal:

- Whether the proposal is an appropriate form of development in the Urban Activity Zone.
- Whether the altered proposal as outlined in the variation is consistent with the general policies of the Planning and Design Code that relate to Office and Shop.

7. Planning Assessment

7.1 Land Use and Intensity

The Urban Activity Zone supports a broad range of land use activities including shops, offices, entertainment, health, education and recreation related uses and other businesses that provide a comprehensive range of goods and services to the region.

The variation application seeks to remove the childcare component of the previously approved development and expand the office component of the development and retain the shop (café).

The variation for an office and shop that are located within the realm of the Elizabeth City Centre and the Playford Civic Centre (the City Centre) and in proximate to existing bus routes and pedestrian networks that when combined support the operations of a retail centre. This aligns with the desire outcome of the Zone (DO1).

The facilities proposed within the building will typically operate during normal business hours however there is opportunities for all the listed development, particularly the café to promote after-hours use and support the social activity within the City Centre. This supports PO 1.2.

Office and Shop are types of development that are listed in DPF 1.1 which are envisaged within the Zone.

7.2 Built Form and Character

The variation seeks to marginally increase the height of the rooftop plant access. It is considered that this increase to be minimal and does not result in any noticeable change to the built form.

The proposed development will adjoin and integrate with the existing built form of the Windsor car park which is a dominant visual feature at the intersection of Phillip Highway and Main North Road.

The proposed building, despite standing taller than the car park building, exhibits a compatible scale to the locality and provides land uses which complement the regional business activities of the Zone.

Accordingly, it is considered that the Built Form and Character section of the Zone is satisfied.

7.3 Building height and setbacks

The proposed building stands at 8 storeys and 28.5 metres to the top of the roof and 31.19 metres to the top of the lift overrun/rooftop plant access.

The variation increases the overall building height by 1.19 metres from 30 metres to 31.19 metres by increasing the height of the rooftop plant access.

The building height of the proposed development is generally consistent with the adjoining Windsor Car Park facility and the surrounding multi storey buildings located within the Playford Civic Centre.

Accordingly, it is considered that the Building Height and Setbacks section of the Zone is satisfied.

7.4 Vehicle Parking

The application does not propose any car parking on the site, with the entirety of car parking being accommodated within the adjacent Windsor car park and the provision of vehicle parking areas that support the City Centre.

As the variation seeks the removal of the childcare facility with additional office space a revised assessment of the vehicle parking arrangements of the site is required – which is outlined in **Section 7.3.5 Transport, Access and Parking** below.

8. Overlay

The variation does not alter the development requiring assessment against the policies prescribed in the Overlays.

9. General Development Policies

9.1 Transport, Access and Parking

Vehicle Access

The variation application does not propose any change to car parking or waste collection on the site and does not propose any new vehicular access (driveway/access points) or crossovers.

Car Parking

Table 1 – General Off-Street Car Parking Requirements of the Transport, Access and Parking section of the General Development Policies module provides guidance to car parking rates associated with various classes of development. The site is however located within a Designated Area for the purposes of Table 2 – General Off-Street Car Parking Requirements in Designated Areas which is the applicable standard for this variation.

The variation application increases the amount of office floor area and removes the previous childcare component and thus changes the minimum number of vehicle spaces.

Table 2 highlights however a blanket non-residential (excluding tourist accommodation) minimum and maximum vehicle parking space demand as follows:

Minimum Vehicle Space – 3 spaces per 100m² of gross leasable floor area

Maximum Vehicle Space - 5 spaces per 100m² of gross leasable floor area

The original application provided for total gross leasable floor area of approximately 6,135m² the resultant minimum theoretical parking requirement for that application being 184 vehicle spaces. The variation application provides for a total gross leasable floor area of approximately 6278sqm. This would generate a minimum theoretical parking requirement of 188 spaces, 4 more than the original approval.

The proposed development will utilise car parking spaces within the Council-owned Windsor Car Park. An agreement between Pelligra and the City of Playford exists, whereby a clause within the contract for sale of the land will bind Council to provide car parking spaces to the benefit of Pelligra for this development. The letter for support which outlines this arrangement formed an attachment to the original approval.

The Windsor Car Park contains a total of 362 spaces, with 51 of these spaces assigned to the City of Playford and the proposed hotel development adjacent, which results in a remaining 311 spaces. The availability of spaces is considered sufficient to accommodate the minimum hypothetical requirement as outlined by the Planning and Design Code.

10. Concept Plans / TNVs

The proposed variation does not alter the development that affects any Concept Plans.

11. Conclusion

The proposed variation is an appropriate development within the Urban Activity Zone, the Overlays which apply to the site, and of the various sections of the General Development Policies of the Planning and Design Code.

In summary:

- The variation results in land uses that are consistent with those expected within the Zone;
- The variation does not alter the architectural design and built form
- The variation to remove the childcare component of the development and replace with increased office space is appropriate
- The variation to increase the overall height of the building from 30 metres to 31.19 metres is appropriate and
- The required increased of vehicle parking accords with the vehicle parking policy of the Code and can be accommodated within the adjoining Windsor Car Park.

For the reasons listed in the summary above and the assessment against policy contained in this Planning Statement, it is considered that the proposal displays sufficient merit and that Planning Consent be granted.

12. Recommendation

STAFF RECOMMENDATION

It is therefore recommended that the Council Assessment Panel resolves to:

- A. DETERMINE that the variation is not seriously at variance with the provisions of the Planning and Design Code
- B. GRANTS Planning Consent to vary the application by City Collective c/- Pelligra as detailed in Development Application ID. 23034253 subject to the following conditions:

The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application.



MINUTES

of

COUNCIL ASSESSMENT PANEL MEETING

Pursuant to the provisions of Section 82 of the Planning, Development and Infrastructure Act 2016

HELD IN

**COUNCIL CHAMBERS
PLAYFORD CIVIC CENTRE
10 PLAYFORD BOULEVARD, ELIZABETH**

ON

**THURSDAY, 21 DECEMBER 2023
AT 6:00PM**

The meeting commenced at 6:04 pm.

1 ATTENDANCE RECORD

1.1 Present

MR GEOFF PARSONS – PRESIDING MEMBER

Mr Aaron Curtis

Ms Cherie Gill

Mr Nathan Grantham

Ms Jane Onuzans

Also in attendance for the meeting:

Assessment Manager

Senior Development Officer - Planning

Governance Support

ICT Support Officer

ICT Technical Specialist

Minute Taker

Mr Adam Squires

Ms Danni Biar

Ms Kiraly Gosnell

Mr Braden Hanberger

Mr Abdoulaye Barry

Ms Domenica Crisafi

1.2 Apologies

Ms Misty Norris

Mr Paul Mickan

1.3 Not Present

Nil

2 CONFIRMATION OF MINUTES

PANEL RESOLUTION

CAP536

The Minutes of the Council Assessment Panel Meeting held 16 November 2023 be confirmed as a true and accurate record of proceedings.

CARRIED

3 APPLICATIONS WITHDRAWN

Nil

4 DECLARATIONS OF INTEREST

Nil

5 APPLICATIONS FOR CONSIDERATION – PERSONS WISHING TO BE HEARD

Nil

6 APPLICATIONS FOR CONSIDERATION – NO PERSONS TO BE HEARD

**6.1 VARIATION OF DEVELOPMENT APPLICATION 23012195 – REMOVE
CHILDCARE, INCREASE OFFICE SPACE AND MINOR INCREASE IN
OVERALL HEIGHT BY 1.19 METRES**

Representors: N/A

Applicant: City Collective c/- Pelligra

PANEL RESOLUTION

CAP537

It is therefore recommended that the Council Assessment Panel resolves to:

- A. DETERMINE** that the variation is not seriously at variance with the provisions of the Planning and Design Code
- B. GRANTS** Planning Consent to vary the application by City Collective c/- Pelligra as detailed in Development Application ID. 23034253 subject to the following conditions:

Conditions

Council

- 1.** The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application except where varied by any condition(s) listed below
- 2.** The premises must be kept tidy and all buildings, fences, landscaping and paved or sealed surfaces must be maintained in good condition at all times.

Reason: To maintain the amenity of the site and locality.

- 3.** All stormwater resulting from the subject development shall be managed in an

orderly manner and in accordance with the approved plans and documentation so that it does not flow or discharge onto land of adjoining owners or, in the opinion of Council, detrimentally affect structures on this site or any adjoining land.

Reason: To ensure stormwater is disposed of in a controlled manner.

4. All tree protection measures must be in place as described in the tree protection plan as per the Arboricultural Impact Assessment and Tree Protection Plan prepared by Tertiary Tree Consulting Pty Ltd (dated 30 May 2023) prior to the commencement of any sitework. The Project Arborist must certify the tree protection measures are correctly installed prior to commencement of any site work and submit a completed Tree Protection Plan document to the council.
5. The placement and storage of bins for the collection of waste outside of the subject building must be undertaken by a nominated waste contractor only. All bins shall be returned to nominated waste storage areas internally within the building outside of this collection. The hours for waste collection vehicles to service the subject site must be restricted to outside of the hours of 8am to 5pm Monday to Friday
6. Should soil be removed from the site, a Waste Classification Assessment shall be undertaken to the classify the soil for disposal at a licensed waste disposal facility as per the recommendation of the FMG Preliminary Site Assessment dated 19 December 2022.
7. Prior to the occupation of the facility, the applicant shall provide a detailed Landscape Plan for consideration of the Assessment Manager under the delegation of the Assessment Panel. The subject Landscape Plan shall include any proposed ground level landscaping, ensuring integration with the adjoining public realm, but further ensure landscaping of the upper level planter boxes with landscaping capable of being visible from the externalities of the subject building.
8. All landscaping shall be completed and maintained in general accordance with the supplied landscaping plan and shall be maintained in good order to the reasonable satisfaction of Council at all times. Any plantings which require replacement shall be replanted within the first planting season following their removal.

CARRIED

6.2 VARIATION TO CONDITION OF DA 21022282 TO EXTEND HOURS OF OPERATION – TO ENABLE THE CONTROL ROOM AND FUEL PUMPING ACTIVITIES TO OPERATE 24 HOURS PER DAY 7 DAYS A WEEK

Representors: Nil

Applicant: Mark Kwiatkowski c/o Eyre Convenience Pty Ltd

PANEL RESOLUTION

CAP538

Pursuant to Section 128 of the *Planning, Development and Infrastructure Act 2016*, that DA 23009266 for “Variation to condition of DA 21022282 to extend hours of operation – to enable the control room and fuel pumping activities to operate 24 hours per day 7 days a week” at Lot 2001 Petherton Road, Davoren Park be GRANTED subject to the following conditions:

Conditions

1. The development herein approved shall be operated in accordance with the approved plans and documentations detailed herein
2. The hours of operation herein approved are as follows:
 - The operating hours of the car wash, vacuum facility and dog wash shall not exceed the following times: • 7am to 10pm, seven days a week Any variation to these hours of operation will require a further consent.
Reason: To minimise the impact on adjoining properties.
3. The number of seats within the Dining Area shown on Hodge Collard Preston Architects Floor Plan, Drawing S03 Revision B shall not exceed 19, unless otherwise approved in writing by the Relevant Authority.
4. The external finishes to the building or structure herein approved shall be in accordance with the materials as specified in the application now approved.
5. Landscaping shown on the plans herein approved shall be established to the reasonable satisfaction Council prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.
6. All waste and rubbish shall be stored in covered containers prior to removal and shall be screened from public view.
7. Air conditioning or air extraction plant or ducting shall be screened such that noise emanating from the land is contained within the EPA's Noise Protection Policy. Page 3 of 7
8. All external lighting of the site, including, but not limited to car parking areas, advertising signs, the car wash, the sitting area and all buildings shall be designed and constructed to conform with Australian Standards and must be located, directed and shielded and of such limited intensity so as to not, in the opinion of Council, create unreasonable over spill onto any adjoining property or roadway which may create a nuisance to any neighbour or road user.
9. The nominated on-site car parks are available at all times for customer or staff car parking.
10. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with the relevant Australian Standards and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of Council prior to the occupation or use of the development.
11. Car parking areas, driveways and vehicle manoeuvring areas shall be maintained at all times to the reasonable satisfaction of Council.
12. All vehicles shall enter and exit the site in a forward direction.
13. All stormwater drainage shall discharge so that it does not flow or discharge onto land of adjoining owners or, in the opinion of Council, detrimentally affect structures on this site, any adjoining land or public road.

14. The recommendations contained within Sonus Report s6952C7 dated 10 October 2023 shall be complied with at all times.

LOST

PANEL RESOLUTION

CAP539

Pursuant to Section 128 of the *Planning, Development and Infrastructure Act 2016*, that DA 23009266 for “Variation to condition of DA 21022282 to extend hours of operation – to enable the control room and fuel pumping activities to operate 24 hours per day 7 days a week” at Lot 2001 Petherton Road, Davoren Park be REFUSED for the following reason:

Refusal Reason

1. The proposed variation is at variance with PO 1.4 of the Zone and PO 2.1 of the Interface Between land Uses module in that the proposed additional hours will result in the activities being of a scale and type which does not maintain residential amenity and would not be reasonably expected within the zone.

CARRIED

7 APPLICATIONS FOR CONSIDERATION - CATEGORY 1

Nil

8 OUTSTANDING MATTERS – APPEALS AND DEFERRED ITEMS

Nil

9 OTHER BUSINESS

Nil

9.1 STAFF REPORTS

Nil

10 CONFIDENTIAL MATTERS

Nil

11 POLICY DISCUSSION FORUM

Nil

12 CLOSURE

The meeting closed at 6:48pm.

STAFF REPORTS

MATTERS TO BE CONSIDERED BY THE COMMITTEE ONLY

***Matters delegated to the
Committee***

9.1.1 COUNCIL ASSESSMENT PANEL POLICY - POLICY FOR ASSESSMENT PANEL REVIEW OF DECISION OF ASSESSMENT MANAGER

Responsible Executive Manager : Matt Dineen

Report Author : Leif Burdon

Delegated Authority : Matters delegated to the Committee

Attachments : 1. Draft - Policy for Assessment Panel Review of Decision of Assessment Manager

PURPOSE

For the Council Assessment Panel (CAP) to consider and adopt the proposed Policy for Assessment Panel Review of Decision of Assessment Manager (Attachment 1).

STAFF RECOMMENDATION

1. That the Council Assessment Panel adopt the Policy for Assessment Panel Review of Decision of Assessment Manager (Attachment 1).

EXECUTIVE SUMMARY

The CAP has recently received a request to review an Assessment Manager's decision regarding a Development Application that was refused in May 2025.

To provide guidance to the CAP when reviewing this decision, and at the request of the CAP, the draft Policy for Assessment Panel Review of Decision of Assessment Manager (Attachment 1) is provided for the consideration of CAP.

The proposed draft Policy for Assessment Panel Review of Decision of Assessment Manager seeks to provide alignment with the Local Government Association of South Australia (LGA) template which has been developed with the assistance of Norman Waterhouse Lawyers.

1. BACKGROUND

Council's Assessment Panel was established on 22 August 2017 following the implementation of the *Planning, Development and Infrastructure Act 2016* (PDI Act).

Section 18 of the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations) outlines that except insofar as a procedure is prescribed by the PDI Act or these regulations, the procedures of an Assessment Panel in relation to the conduct of its business will be as determined by the assessment panel.

CAP's Operating Procedures were last updated on 21 September 2022.

As part of the transition to considering applications under the PDI Act the LGA developed Model Meeting Procedures and Policies in partnership with Norman Waterhouse Lawyers intended as a template for CAPs across South Australia.

Under Section 202(1)(b)(i)(A) of the PDI Act an applicant has the right to apply to the CAP for a review of the Assessment Manager's decision relating to a prescribed matter.

The CAP's Operating Procedures (or separate procedure or policy) do not contain a specific section outlining how the CAP should administer a request to review an Assessment Manager's decision.

Notably, there is no requirement for the CAP to adopt a prescriptive policy before undertaking a review pursuant to Section 203 of the PDI Act.

2. RELEVANCE TO STRATEGIC PLAN

Decision-making filter: We will ensure that we meet our legislative requirements and legal obligations.

Having this Policy will ensure the CAP is meeting its legal obligations for a review of the Assessment Manager's decision under Section 202 of the PDI Act. This Policy will ensure an applicant will be afforded procedural fairness.

3. PUBLIC CONSULTATION

There is no requirement to consult the community on this matter.

4. DISCUSSION

4.1 The CAP has received a request to review an Assessment Manager's decision to a refusal of Planning Consent. This Development Application sought Planning Consent for the construction of a carport associated with the existing detached dwelling. The Development Application 25003199 was refused under the delegation of the Assessment Manager on 5 May 2025.

4.2 Under Section 202(1)(b)(i)(A) of the PDI Act an applicant is provided with the right to apply to the CAP for a review of the Assessment Manager's decision relating to a prescribed matter.

4.3 The current CAP's Operating Procedures does not make specific reference to how the CAP should administer a request to review of an Assessment Manager decision. However, there is no requirement for the CAP to adopt a prescriptive policy prior to undertaking a review pursuant to Section 203 of the PDI Act.

The CAP can conduct itself as it ordinarily would under Part 3 of the Regulations and in accordance with its Terms of Reference and Operating Procedure.

4.4 There may be a general expectation that an applicant seeking review of an Assessment Manager's decision will be afforded procedural fairness (that is, a genuine opportunity to be heard and appropriately considered by the CAP). Having a policy for review in place is a means of demonstrating to applicants that procedural fairness will be afforded.

4.5 The PDI Act makes it clear the CAP is free to adopt its own procedures for review in accordance with Section 203(2)(a). Additionally, the CAP operating procedure allows CAP to make a resolution to adopt a procedure or policy itself, see extract of 12.1 below:

12.1 Insofar as any procedure to be followed by the CAP is not prescribed by the Act and Regulations (and, during the transition to the Act and Regulations, the Development Act and Development Regulations 2008), the CAP's Terms of Reference, the Code of Conduct, or these Meeting Procedures – the CAP

may by resolution determine the procedure for itself. Any such determination may be added to these Meeting Procedures

- 4.6 The proposed draft Policy for Assessment Panel Review of Decision of Assessment Manager (Attachment 1) is in line with the template provided by the LGA which was developed in partnership with Norman Waterhouse Lawyers.
- 4.7 This Policy provides guidance on the requirements for handling a review of a decision of the Assessment Manager. This includes detail on commencing a review, applicant's documents, materials for review hearing, review hearing, outcome of review hearing and draft resolutions.
- 4.8 Establishing a policy for a review serves as a means of demonstrating to applicants that procedural fairness will be afforded, to the extent that this is considered preferable from a good public administration perspective.
- 4.9 Council staff are currently reviewing the CAP's Operating Procedure and will look to integrate this Policy into the Operating Procedure in future. The proposed Policy, at the request of the Panel, seeks to provide for a documented pathway for review in the interim.

5. OPTIONS

Recommendation

1. That the Council Assessment Panel adopt the Policy for Assessment Panel Review of Decision of Assessment Manager (Attachment 1).

Option 2

1. That the Council Assessment Panel adopt the Policy for Assessment Panel Review of Decision of Assessment Manager (Attachment 1) subject to the following amendments:

- _____
- _____
- _____

6. ANALYSIS OF OPTIONS

6.1 Recommendation Analysis

6.1.1 Analysis & Implications of the Recommendation

This recommendation enables the CAP to have a set policy for the review of a decision of the Assessment Manager. This template for the policy has been drafted by the LGA under the guidance of Norman Waterhouse Lawyers.

Risk Appetite

Regulatory Compliance

Council has a zero tolerance for non-compliance with applicable legislation including but not limited to: Local Government Act (LGA) 1999; Independent Commissioner Against Corruption (ICAC) Act 2012; Work Health & Safety (WHS) Act 2012; Environment Protection Act (EPA) 1993; Development Act 1993; Equal Employment Opportunity legislation; and Public Consultation legislation.

This decision to adopt a policy will ensure compliance with relevant legislation within the PDI Act. Specifically, in relation to Section 202 of the PDI Act which provides an applicant the right to apply to the CAP for a review of the Assessment Manager's decision.

6.1.2 Financial Implications

There are no financial or resource implications associated with adopting the policy.

6.2 Option 2 Analysis

6.2.1 Analysis & Implications of Option 2

CAP may wish to make amendments to the draft Policy for Assessment Panel Review of Decision of Assessment Manager. However, should note the general alignment with the LGA Policy template.

6.2.2 Financial Implications

Consideration will need to be given to the financial and resource implications associated with any major amendment to the draft Policy.

POLICY FOR ASSESSMENT PANEL REVIEW OF DECISION OF ASSESSMENT MANAGER

1. LEGISLATIVE FRAMEWORK

- 1.1 This Policy applies in addition to the statutory requirements for the review by the City of Playford Council Assessment Panel (**Panel**) of A decision of an Assessment Manager as set out in Part 16, Division 1 of the *Planning, Development and Infrastructure Act 2016 (Act)*.

2. COMMENCING A REVIEW

- 2.1 An application for review must relate to a prescribed matter, as defined in Section 201 of the Act, for which an Assessment Manager was the relevant authority.
- 2.2 An application for review must be:
- 2.2.1 made using the [Application to Assessment Panel for Assessment Manager's Decision Review](#) (the Form);
 - 2.2.2 lodged in a manner identified on the Form; and
 - 2.2.3 lodged within one month of the applicant receiving notice of the Prescribed Matter, unless the Presiding Member in his or her discretion grants an extension of time.
- 2.3 In determining whether to grant an extension of time, the Presiding Member may consider:
- 2.3.1 the reason for the delay;
 - 2.3.2 the length of the delay;
 - 2.3.3 whether any rights or interests of other parties would be affected by allowing the review to be commenced out of time;
 - 2.3.4 the interests of justice;
 - 2.3.5 whether the applicant has, or is within time to, appeal the prescribed matter to the ERD Court; and
 - 2.3.6 any other matters the Presiding Member considers relevant.

3. APPLICANT'S DOCUMENTS

- 3.1 An applicant for review must be given an opportunity to provide written submissions (which includes, for the avoidance of doubt, additional information or materials) to the Panel in support of his or her application for review.
- 3.2 The Assessment Manager must inform the applicant in writing of their right to provide written submissions to the Panel within 5 business days of the application for review being received by the Panel.
- 3.3 Such written submissions must be received by the Presiding Member within 1 month of the lodgement of the application for review, or such longer period as is requested by the applicant and granted by the Presiding Member, in the Presiding Member's discretion.
- 3.4 Within 5 business days of the receipt of the applicant's written submissions, the Presiding Member should determine, in his or her discretion, whether to provide a referral agency which provided a response on the application with the opportunity to review and respond any additional information and/or materials, in such manner and within such time as is determined by the Presiding Member.
- 3.5 Where a response is received from a referral agency, the Presiding Member should provide a copy to the applicant and Assessment Manager within 2 business days.
- 3.6 If the Presiding Member considers that an applicant's written submissions are substantial, the Presiding Member may defer the date for a hearing for such reasonable period as the Presiding Member considers appropriate, in order to:
 - 3.6.1 provide the Assessment Manager with an opportunity to review and respond to the written submissions; and
 - 3.6.2 provide any relevant referral bodies with an opportunity to review and respond to the written submissions in accordance with clause 3.5.and must provide written notice to the applicant as soon as reasonably practicable after determining to defer the hearing, and in any event, no less than 24 hours before the hearing was due to take place.

4. MATERIALS FOR REVIEW HEARING

- 4.1 The Assessment Manager shall collate for the Panel:
 - 4.1.1 all materials which were before the Assessment Manager (or delegate) at the time of the decision on the Prescribed Matter, including but not limited to:
 - 4.1.1.1 application documents, reports, submissions, plans, specifications or other documents submitted by the applicant;
 - 4.1.1.2 internal and/or external referral responses; and
 - 4.1.1.3 any report from Council staff or an external planning consultant written for the Assessment Manager;
 - 4.1.2 any assessment checklist used by the Assessment Manager or delegate when making the decision on the Prescribed Matter;

4.1.3 any written submission, including additional information or materials, prepared by the applicant pursuant to clause 3.1;

4.1.4 any other information requested by the Presiding Member.

4.2 The Assessment Manager (or delegate) must prepare a report to the Panel setting out the details of the relevant development application, the prescribed matter the subject of the review and the reasons for the Assessment Manager (or delegate's) decision on the Prescribed Matter.

4.3 The Assessment Manager (or delegate) must, by written notice to the applicant:

4.3.1 advise the applicant of the time and date of the Panel meeting at which the review application will be heard; and

4.3.2 inform the applicant of their right to appear and make submissions in person to the Panel at the hearing; and

4.3.3 invite the applicant to confirm in writing at least 2 business days prior to the hearing whether he or she wishes to be heard,

not less than 5 business days before the meeting.

5. REVIEW HEARING

5.1 On review, the Panel will consider the Prescribed Matter afresh.

5.2 The Panel will hear from the applicant (or the applicant's representative) where he or she has elected to be heard.

5.3 The applicant or their representative will be allowed a maximum of five minutes in which to make oral submissions to the Panel unless the Presiding Member, in his or her discretion, allows additional time.

5.4 Where an applicant is heard by the Panel, the Assessment Manager will be allowed five minutes to respond to any issues raised by the applicant. The Presiding Member may allow additional time at his or her discretion.

5.5 The Presiding Member may permit Panel members to ask questions or seek clarification from the applicant and/or the Assessment Manager, in his or her discretion.

5.6 The Assessment Manager must be present at the Panel meeting to respond to any questions or requests for clarification from the Panel.

5.7 Where the decision on the Prescribed Matter was made by a delegate of the Assessment Manager, the delegate may appear in place of the Assessment Manager.

5.8 The Presiding Member will invite all Panel Members to speak on any matter relevant to the review.

5.9 The Panel may resolve to defer its decision if it considers it requires additional time or information to make its decision.

6. OUTCOME ON REVIEW HEARING

6.1 The Panel may, on a review:

- 6.1.1 affirm the Assessment Manager's decision on the Prescribed Matter;
- 6.1.2 vary the Assessment Manager's decision on the Prescribed Matter; or
- 6.1.3 set aside the Assessment Manager's decision on the Prescribed Matter and substitute its own decision.

6.2 An applicant should be advised in writing of the Panel's decision by the Assessment Manager within 2 business days of the Panel's decision.

7. DRAFT RESOLUTIONS

Draft resolution 7.1 below may be adopted by Panels in order to adopt this Policy and delegate to the Presiding Member administrative decisions regarding the manner in which reviews will proceed.

7.1 *The Panel resolves to adopt the Policy for Assessment Panel Review of Decision of Assessment Manager dated January 2020 (the Policy).*

Draft resolutions 7.2 to 7.5 below are intended to provide guidance to Panels as to how they might word resolutions to give effect to the decisions they make on review. Panels may adopt this wording, or amend it as appropriate.

7.2 Resolution to affirm a decision of the Assessment Manager:

*The Panel resolves to affirm the decision of the Assessment Manager
[insert description of decision, for example:]*

- *that the application is not seriously at variance with the Planning and Design Code (disregarding minor variations) and that planning consent be granted to DA No [insert] for [insert nature of development] subject to the [insert number] of conditions imposed by the Assessment Manager*
- *that DA No [insert] is classified as code assessed (performance assessed) development*
- *that the application is not seriously at variance with the Planning and Design Code (disregarding minor variations), but that DA No. [insert] does not warrant planning consent for the following reasons:*

7.3 Resolution to vary a decision of the Assessment Manager:

The Panel resolves to vary the decision of the Assessment Manager in relation to DA No [insert] by deleting condition [insert number] of planning consent and replacing it with the following condition:

[insert varied condition]

7.4 Resolution to set aside a decision of the Assessment Manager:

The Panel resolves to set aside the decision of the Assessment Manager to [insert description of decision being reversed, for example, refuse planning consent to DA No [insert]] and substitute the following decision:

- *DA No [insert] is not seriously at variance with the Planning and Design Code (disregarding minor variations) and that planning consent is granted to the application subject to the following conditions:*

7.5 Resolution to defer review hearing:

The Panel resolves to defer its decision in relation to its review of the decision of the Assessment Manager to [insert description of the decision] in relation to DA No [insert] until:

- *the next ordinary meeting of the Panel;*
- *the next ordinary meeting of the Panel after [insert additional information which has been requested by the Panel] is provided*
- *until the next ordinary meeting of the Panel after [insert date (i.e. giving an applicant 2 months to provide information)]*

(etc).

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