

DTI:Planning Review

From: Dave Cook <[REDACTED]>
Sent: Thursday, 15 December 2022 2:53 PM
To: DTI:Plan SA
Cc: Povazan, David; Perriton, Kevin; DTI:Planning Review; Dameon Roy
Subject: SA Planning Portal

[REDACTED] [REDACTED]

Good morning,

Thanks for the conversation yesterday.

Ever since the majority of DA's are done through the SA Planning portal, there is an increasing problem that is occurring. This is not just in the Salisbury Council area, where I am a Technical Compliance Officer, but state wide. Hence, why I believe that if an enhancement could be done on the portal, it will benefit everywhere, not just Salisbury Council.

The Problem

External Certifiers are more prone to concentrate on the actual dwelling that is being built and not the surrounding Utility/Council Infrastructure that are usually located on/under/above Council verges. In the majority of cases, the problem isn't recognised until after the Owner/Builder has concreted their Driveways, which causes additional costs, than if the problem was identified earlier.

Examples of the problems:

- **SA Water** – Water meters in or close proximity to a driveway. There is little cost in a residential setting as a cast iron pit can be installed that will allow vehicle traffic. At cost to the Owner
- **SAPN** – SAPN require at least 500mm from a stobie pole or a light. Salisbury prefers 1m as if the pole ever needed to be replaced, it can be done without digging up a driveway. There is extreme cases, where the new dwelling is below high voltage wires. Please refer pic below. This particular job had the construction immediately halted until a strategy can be done. It would be assumed that any cost will be to the Owner.



- **Council** – Side Entry Pits (SEP's) require that no Driveway can be closer than 1m to allow future maintenance on the pit without disturbing the driveway. The pit would either require moving or to have a grated top fitted, at the cost to the Owner.
 - Pram Ramps – Vehicle Driveways require to be at least 1m from the wing of a Pram Ramp. If they are closer, Owners tend to use the Pram Ramp to enter their property. The solution is to move the Pram Ramp (if possible), to flip the design so that the ramp isn't near the driveway or move the driveway at an angle to achieve the distance. Whichever option is used, it is at the cost to the Owner.
- **Telstra (Network Integrity)/NBN** – This is where the problem occurs the most. The Telstra/NBN pits needs to be at least 500mm from a Driveway. There are numerous occasions where the Owner/Builder has already concreted around a pit which is situated in the middle of a driveway (please refer pic below). If this was dealt with at the Design stage, it would have been a lot less expensive to move the pit out of the driveway location or replace the Asbestos Pit with a trafficable one with a trafficable lid. This is still being sorted with the Owner. By accident, I came across the dwelling in the second pit, before the driveway being installed. This is a double lidded pit, so the only option is to move the pit outside the alignment of the driveway. This is currently being sorted with the Owner. All rectification costs are at the Owners expense.



In the conversation yesterday, it was confirmed that there is currently no checks and balances in the SA Portal, but by sending this information, it could possibly be looked at for a future enhancement.

I was also requested to supply the type of questions that could be asked to ascertain if any of the Utilities above need to be contacted prior to approval.

I have CC'ed Network Integrity to this email and have invited them to supply the questions as it is their Infrastructure.

It would be very much appreciated if it could be considered for a future enhancement as it would save hundreds of manhours by Local Councils and Utilities.

I have also included the DIT. Planning Review as these should be considered within the Design principles.

Regards

Dave Cook

Technical Officer Compliance
Infrastructure Maintenance



City of Salisbury
34 Church Street, Salisbury, South Australia, 5108
P: 08 8406 8222
W: www.salisbury.sa.gov.au



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