

## DIT:Planning Reform Submissions

---

**From:** DIT:Plan SA  
**Sent:** Friday, 18 December 2020 3:45 PM  
**To:** DIT:Planning Reform Submissions  
**Subject:** FW: Consultation

---

**From:** Les Fordham [REDACTED]  
**Sent:** Friday, 18 December 2020 3:44 PM  
**To:** DIT:Plan SA <PlanSA@sa.gov.au>  
**Cc:** Gibson EO [REDACTED] council@marion.sa.gov.au; Luke.Hutchinson [REDACTED]  
**Subject:** Consultation

In another example of asking for Public Comment on a subject that you do not want comment on, a brochure about The Planning and Design Code in the City of Marion was delivered to our letterbox today, Friday the 18<sup>th</sup> December with the closing date for submissions on the same day.

It really makes the section on receiving feedback a nonsense as obviously you do not want to hear what residents think.

Current planning laws are turning our streets into one way goat tracks congested by cars parked on both sides of narrow suburban streets. You only have to try and drive along many of the streets in our suburb where the new slums are erected to see the cars parked on both sides of the street and cars using the street having to duck and weave to avoid oncoming vehicles as they try and negotiate the street. Have a look at Ramsay Street, seacombe Gardens, Sherwood Avenue or Macklin Street Sturt, as a few examples.

The section that mentions that the use of public transport is well and good, except that fools in the current government decided our bus route should be abolished. When I complained to our local members office I was told how services would be faster, more convenient and more frequent. The journey I undertake takes 40 minutes from a stop 5 minutes walk from home. Under the more convenient plan I would walk for 15 minutes to catch a bus for a 45 minute journey, wait and catch another bus for 15 minutes to finally reach my destination with the same on the return journey. If the super bus plan went ahead the bus we catch to either Marion, Flinders Hospital, Pasadena, Hyde Park or the city would have departed, never to be seen again.

In one street nearby 3 houses were demolished and 10 houses replaced them. That meant 3 driveways suddenly became 10. On street parking was decimated and each pretty new box has one, and in some cases 2 cars. As most of these boxes are small the garage is not available for car parking so one car occupies the drive and in many cases another sits on the street.

By altering the code to make one on street car space per every 3 new boxes just makes it more difficult to park and does not encourage people to catch public transport. Unless you were forced to use public transport some of the buses we get are so rough, noisy and uncomfortable I am sure the people in your department would not use them.

By reducing the street frontage of these little boxes to 9 metres , by putting more boxes in the street, you therefore increase the number of cars, add more driveways, reduce street parking and in the end make more congestion.

Because of the site coverage in many areas, when there is heavy rain, the streets have to contend with increased storm water. Also many of the so called boxes will not be made any more attractive and the front yard will still be covered in plastic grass. As the boxes are stacked up next to each other there isn't space to move the garbage bins away from the front of the box.

The piece about tree planting and landscaping is misguided crap. When you see the boxes now with plastic lawn, with weeds growing in the plastic lawn do you think anyone is going to take any notice of your airy fairy ideas.

What is listed in this leaflet:

Will do nothing to green the neighborhood.

Will not ensure adequate on site parking.

Will reduce on street parking.

Ensure there are more driveways in a street.

Will not improve the look of these little boxes.

Smaller blocks will mean more site coverage.

Les Fordham