

SUBMISSION TO PUBLIC CONSULTATION (Ending 28 FEB. 2020) ON PLANNING AND DESIGN CODE - PHASE 3 CITY OF PROSPECT

We wish to register our strongest objections as follows:

1. The Planning and Development Code contains a number of errors and omissions; is difficult to navigate online and find information easily; language used is complex; document size unreasonable and it's difficult to find what will happen to my property and neighbourhood.

2. Objection to 350 zone as General Neighbourhood Zone

The new draft Code transfers the current 350 zone into a 300 General neighbourhood zone allowing greater intensity of development than what currently exists. City of Prospect's 92 narrow streets will struggle to cope with row developments of 200 square metres which it also allows.

Whilst our property will remain in an A450 zone, the impact of the above proposal across the road will have a significant impact on McCrear Street. It will also potentially impact heavily on properties on Barker Road, A560, one of Prospect's most character laden streets. Houses on Johns Road also hold great character.

Developers will profit at our expense as they build high rise properties in beautiful locations. Our properties lose value as the character of our street is destroyed due to traffic congestion, the blocking of natural light, overlooking and lack of privacy, noise pollution and destruction of our tree street scape.

We currently struggle with traffic flow and parking within our street. Council have recorded complaints as evidence. My car is booked for repair due to bumper bar damage by street parking.

The current 350 zone focuses on preserving character. It does not envisage a greater range and intensity development than the 300 block size. With Prospect Council's three major roads as Urban Transport Corridors with high rise infill development, we understood we would not be required to have matching infill in our residential streets.

We request that you move the 350 residential area into the Suburban Neighbourhood zone with Technical and Numeric Variations to match existing conditions.

3. All Existing Residential Areas Non-residential land use: Currently shops, offices and educational establishments are non-complying in Prospect Council's residential streets. The draft code will allow this development in all residential streets and negatively impact on traffic, parking, neighbours amenity, noise and liveability. It will completely change our suburbs' character which we want to protect. This is not acceptable and these developments should be restricted developments in residential streets i.e. not allowed.

4. All Existing Residential Areas Site coverage and setbacks: Under the proposed Code, building setbacks from both side and rear boundaries will noticeably decrease, particularly at the second storey. This will severely impact amenity and privacy and is not supported. I/We ask that existing site cover, set back and floor area criteria should be maintained throughout all Prospect Council's residential areas. It is important that our current minimum allotment sizes, heights and frontages widths match what currently exists in each zone.

5. Historic Area overlay

Contributory items (currently in Historic Conservation zones) need to be retained in the new Code. This needs to be done by using policy. Removing them from the current Code altogether will result in uncertainty and confusion for owners, neighbours and prospective buyers. Removal of contributory items is likely to lead to demolition. Retain existing protections and identification of contributory items.

6. Commercial centres

The Code places large scale centres and small local shops in the same zone, allowing large scale development and more intensive land uses in all these small areas. This would create complex problems with narrow streets leading into small groups of local shops. A hierarchy of centres should be kept with additional zones needed to cater for lower intensity local shops in older established areas.

7. Public Notification

The Code should include notification for all development that increases development intensity, including additional dwellings on the site, two storey developments, earthworks where the new dwelling is located 600mm above ground level and change of use from residential to non-residential.

8. Tree Canopy and Climate change concerns

The SA Government 30 Year Plan calls for increasing tree canopy cover. However, the draft Code's larger developments and easier tree removal on private and public land will lead to significant reduction in tree cover and habitat loss. The draft Code's Increased infill development, reduction in minimum site areas, site coverage setbacks and increased number of street crossovers will all contribute to heat bank effect. This is an unacceptable loss of local character and amenity in my/our neighbourhood.

9. Further consultation is required and date for the current consultation extended

We would like further community consultation once the Code's errors have been corrected and the draft updated.

Yours Sincerely,

Name: Randall and Belinda Nettle

Address: [REDACTED], PROSPECT

From: [Nettle](#)
To: [DPTI:Planning Reform Submissions](#)
Subject: Planning reform submissions (Prospect)
Date: Thursday, 27 February 2020 8:26:50 PM

To whom it may concern,

We wish to add relevant information to our current objection of 350 zones changing to 300 zones.

We live on the western side of McCrea St Prospect a 450 zone and are concerned as you should be of parking in McCrea St.

McCrea St is 6400mm wide and the average car is 1800mm wide mirror to mirror parked 200mm from the kerb, if cars were parked side by side this only allows 2400mm for traffic to get through. This is not enough room for emergency vehicles or garbage trucks. Our understanding is that there needs to be a minimum of 3000mm.

With the combined car pool of 2,4,6,8 & 10 McCrea St (zone 450) being 18 cars,1 truck,2 trailers and 1 horse float as well as friends who like to visit you can see there is not enough parking as it is.

With rezoning the other side of the street to 300 there will NOT be enough parking. Generally the people that live in the dwellings being proposed don't have much regard for neighbours and will park anywhere and anyhow.

We own the horse float and if there were cars either side of the street from our driveway it would be impossible to get out or reverse in.

Not to mention DEVALUEING our and others property values.

Regards Randall & Belinda Nettle.

Sent from my iPad