

Problems with the Current Planning and Design Code Planning Act 2026

The residents of the City of Prospect have experienced many problems with the new planning system due to being the first council area with main roads to be rezoned and have experienced significant infill development and medium storey development much of it poor quality and ugly.

We have the following issues we wish to raise.

1. The naming of non indigenous/non-native trees as weeds

We are told SA has the worst tree laws in Australia and this labelling of non indigenous species as weeds is a significant part of this problem. It has increased the disrespect for trees significantly at a time when we have accumulating climate change and heating affects in our suburbs.

Broadview oval has a line of seven peppercorn trees that we understand to be remembrance trees planted 94 years ago in remembrance of soldiers who died in the first world war (according to the RSL). (see photo). Research indicates there are more than 60 similar tree memorials in our state (many at recreational areas and ovals) and over 600 in Australia. So does this labeling of these trees as weeds mean we want to get rid of 200 memorials in South Australia because they are now viewed as weeds? That surely would be a very culturally improper and thoughtless view and action. However in Prospect that is highly likely to happen given the complete disrespect for non-native trees.

What happens to trees should not be based on their species but rather on much broader criteria including age, health, height, canopy, trunk size etc and cultural issues ie what they contribute to the community and represent. This labelling of healthy non indigenous trees as weeds needs to be reversed and the above criteria put in place for making decisions about the removal of trees. We need to save trees rather than cut them down willy nilly.



The Broadview football club are getting new clubrooms and the tree laws labelling these trees as weeds have made it easy for the council to see the remembrance trees as having no value and disrespecting the views of the community who want to keep them, who use the oval to watch football and live in close proximity to the oval, the very people who are paying for the new clubrooms.



These trees are 94 years old and in good condition. There are other locations at the oval for the new club rooms which could save the trees but the attitude now prevalent through the changes to tree laws and labelling non-native trees as weeds is that these trees are now seen as rubbish and to be gotten rid of. This is a very foolish attitude. It will be decades before new trees planted in their stead will give to the environment what these trees currently do. It will be decades before they will produce the shade and habitat that these trees provide. Also eucalypt trees are more inclined to drop branches with these trees not so inclined.

Recommendation

What happens to trees should not be based on their species but rather on much broader criteria including age, health, height, canopy, trunk size etc and cultural issues ie what they represent and contribute to the community. This is especially so in public places but should be applied everywhere.

2. Behaviour and attitude of builders and developers towards neighbours and fences

Since John Rau changed the Planning Act in 2016 and allowed developers and builders to come onto peoples properties without permission their behaviour has become even ruder, more abusive and disrespectful to neighbours and they consistently break the law in relation to fences. They cut holes in fences leaving people's backyards exposed to the street which increases the possibility of them being broken into/robbed. They often put no temporary fence or completely inadequate fencing in place and have been known to pull out trees on the neighbour's side of the fence. They have been known to trample over peoples plants and not rectify the damage. Frequently there is no communication that this is going to happen despite the fences Act requiring 4 weeks' notice to the neighbour. Lack of notice continues to occur even if there has been a new survey done of the boundary and the developer/builder is going to claim a section of the neighbours land. This behaviour is continuing to occur under the Planning and Design Code and needs to be stopped. There is nothing we are aware of in the Code that works to prevent this sort of behaviour. This behaviour is quite disgusting and should not be allowed especially when it is developers who are not going to live in the property they are building and build over a large percentage of the site. It could be a major problem when a person has dogs or a cat that do not usually venture outside the property.

When the developer has a survey that proposes to take land off a neighbour the neighbour must have the option of getting their own survey done of the boundary as these reports have been known to differ. Mediation should then be required.

Prospect council receives over 200 calls in relation to fences each year seeking council assistance/intervention in fencing issues. People would like council to play a role in ensuring notification happens as required and/or imposing penalties where notification does not happen and to play a role in resolving disputes by making decisions as to what will happen with a fence when neighbours can't agree (and ensuring that any decision made is subsequently enacted). Residents would like a third party decision maker in the process but don't support the Magistrates Court as the appropriate venue for this discussion.

There is clearly a problem with the current arrangements that needs to be addressed without increasing rates for residents. Councils could be given a role in dealing with fence conflict in the Planning Act and in the Fences Act with it limited to those where no notice is given or serious conflict has arisen and includes a fee for service.

There needs to be some penalty for developers and builders who do not follow the fences act and give notice to neighbours and allow them to respond to what they plan to do. If you just do nothing then this problem will continue to happen. Changes will only occur if there are consequences for this sort of behaviour.

Example of two properties where no notice was given. The first one had no notice and inadequate fencing was put in place to protect the neighbour's property. The owner had to demand that this was rectified which took some time. This should have happened automatically and the neighbour should have been given the mandatory 4 weeks notice required by the fences act.



In the second one again no notice was given and this time a tree was also removed. This is even more significant as it involved changes to the boundary.



Words from the neighbour – This happened last week under the new Code

“A small and dense tree on your side of the fence.....restful greenery viewed from the kitchen window, shelter for backyard birds. No notice - a crew arrives out of the blue at breakfast time to remove your tree. Bad luck apparently a new survey for next door development sets the boundary inside your fence line. What on earth just happened!!!!

Recommendation

There needs to be amendments to the Code to make developers and builders comply with the Fencing Act or face consequences/fines that put a hold on their development that does not require people to take matters to the Magistrates Court. The Government needs to revoke developers and builders rights in the Planning Act 2016 to go onto people's property without their consent as it results in quite abusive behaviours towards neighbours and encourages lack of notification. Councils need to be given a fee for service role in dealing with fence abuse in The Planning Act and in the Fences Act that does not involve court.

3. Planning approvals not being met

We applaud the State Planning Commission for the work done on the Adelaide Garden Guide for New Homes. However one of the problems with the new planning system which was also a problem under the old planning system is that many of the developments get signed off early now by private building certifiers when buildings are not finished. There is nothing in the new code that discourages or stops this from happening. This can result in a combination of incomplete building issues and/or more often landscaping. So whilst the Adelaide Garden Guide for New Homes is a welcome positive development there needs to be some sort of penalty for developers and builders obtaining completion sign off from private certifiers before they have met all their planning approval conditions.

This change of use in Collinswood was approved under the old City of Prospect Development Plan but it highlights problems with the new Planning and Design Code as there is still nothing to get this developers/owner to do the landscaping which was part of the original approval. Penalty should not require council to take someone to court as this is too costly.

The original home, though old, had a lot of greenery and porous paving so did not contribute significantly to the heat bank affect in an infill residential street. (see attached photo). It also had significant greenery in the backyard including a fig tree and grape vines, an area which is now a cemented car park with no plantings in the small garden beds.





Photo of the transformed building following change of use approval plus photos of the weeds as the landscaping. Note the lack of porous paving replaced by cement and lack of any landscaping bar one small bush from the original garden. The tree to the left side of the transformed building is in the car park of the adjoining shopping centre. This development requires one tree to be planted in the front yard and one in the back yard plus shrubs. The building was signed off in January 2021. It is now two years since it was signed off and nothing has been planted. It is now a significant heat bank building at the edge of an infill residential street. The landscaping consists of weeds that are now mowed not even pulled out. Councils can't be taking these matters to court. There needs to be another solution.



Weeds as landscaping



Weeds as landscaping

Recommendation

The Expert panel needs to find a way to stop developments being signed off as complete by private certifiers when they are not complete or this problem of buildings contributing significantly to the heat back affect in residential streets and having weeds as the landscaping will continue. This problem also includes signing off of buildings that have not been completed according to the design approval which has resulted in issues such as leaking roofs. Private certifiers who do this should be banned for two years from making these decisions. Developers should receive a significant fine.

4. Finding our way around the system

The new system is incredibly difficult for the community to navigate and understand especially people who have never had anything to do with planning and building applications. We are now expected to understand and interpret architectural plans, to understand and interpret technical planning vocabulary, PO's DO's and work out what they actually mean. In our endeavours to do this we keep getting it wrong. You need to find a written way of describing the plans that is comprehensible to the ordinary person.

On top of that it is very time consuming to have to scroll through pages of these technical terms and work out if anything fits the concerns we have about a development. Again this is very complicated when it is written in planning speak. This is not useful or helpful for the community and is seen as yet another way to keep the community out of planning and to favour developers and builders and applicants. The old development plans were much easier to follow and made much more sense to the community.

On top of that there are too many ways into public notifications on the portal and some have documents attached and some do not for the same development which makes it hard to find a particular developments documents. There is too much explanation material about how it all works so that it is hard to find the link to a particular development on notification which is nestled amongst a large amount of material.

We recommendation a link just to the development notifications with the documents attached that is free from all the explanation material. The explanation material should then be found from a link on the page

rather than being on the page. It complicates the process far too much having so many ways to access the material and it being buried in so much written material.

5. System timelines.

We also have enormous difficulty with the timelines that are too short and favour haste over quality of development. As applicants we would be much more concerned to know that the quality of the plans were good than have our application approved in such short periods of time. How do planners have time to check for concerns when they are no longer given time to undertake this task? How do we know our plans are satisfactory given the number of shonky builders and drafts people who are around when they are just rushed through the system?

As stated by the Norwood Payneham and St Peters submission summary

“Current flaws and undesirable mechanisms in the planning system, such as ‘deemed consents’ (which can be issued for developments assessed out of statutory timeframes), pose a risk of poor development outcomes or rushed, compromised assessment processes.”

There is absolutely no balance in the system at all which forecasts many problems in the long term. It needs to be simplified significantly for the community to participate equitably and some timelines need to be increased so, as consumers we know our and all plans have been thoroughly scrutinised.

6. Over Development in narrow streets.

One issue that the Planning and Design Code does not cover is over development in narrow streets where this can result in traffic concerns and safety issues for residents as well as access issues for emergency services particularly fire trucks.

With a recent/current school development application in a very narrow street in Prospect we struggled to find anything in the Planning and Design Code that dealt with this issue. It seems development at all cost is the current preferred option.

This has some elements of what is needed to tackle traffic and safety issues in the following PO but it does not go far enough:

“All non-residential development

Laneway development

Infrastructure and access

PO 44.1

Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:

1. existing utility infrastructure and services are capable of accommodating the development
2. the primary street can support access by emergency and regular service vehicles (such as waste collection)
3. it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)
4. safety of pedestrians or vehicle movement is maintained

- 5. any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares."

This PO also needs to add and cover narrow roads of 7 metres or less.

The current application with Prospect Council is for a Catholic Primary School to try to double its population by building a three storey building with no set back on a 6 metre wide road (Staples court) that is used by school students to walk and ride to school from two primary schools that are located next to each other on Gladstone Road Prospect with the Catholic school backing also onto Staples court, a dead end street.

Attached is a copy of our submission which describes the numerous problems that this application presents in a very narrow street with a seriously bad development for such a narrow street at the street end where it intersects with Prospect Road. The street is also a dead end street so both narrow and dead end. Trucks from the supermarket that are unfamiliar with the street at times drive to the end of the street and because it is dead end and narrow then have to back up the street to get out.



Coles truck in Staples Court



Current cars leaving the Coles basement parking with road full waiting to move onto Prospect Road.

There is little in the Planning and Design Code for this site that covers traffic and parking problems in narrow streets where there will be safety issues for children walking, riding and skate boarding to school from unnecessary increased traffic flows, over development of sites and the resulting situation where fire engines are likely with the development to be unable to access Staples Court. The way the Planning and Design Code is currently written this is seen as ok.

We also have a problem with traffic and parking reports for numerous developments that turn out to be highly inaccurate in relation to the resultant traffic and parking outcomes. This is very concerning. We can speak to this further if interested.

Prospect has a medium rise development on the corner of Wilcox street and Prospect Road. Since the development was built there are now cars parked on either side of Wilcox Ave which enables only one lane of traffic down the road. According to a fire fighter a fire truck will not fit down this road with parking on both sides of the road. This means half of the parking will have to be removed from the street. This will result in outrage from the local residents. Prospect with its 92 narrow streets has a growing problem with parking and emergency services access and a number of residents have nowhere for visitors to park.

Recommendation

This PO be amended as follows:

**“All non-residential development
Laneway development
Infrastructure and access
PO 44.1**

Development with a primary street comprising a **narrow road 7 metres or less**, a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:

1. existing utility infrastructure and services are capable of accommodating the development
2. the primary street can support access by emergency and regular service vehicles (such as waste collection)
3. it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)
4. safety of pedestrians or vehicle movement is maintained
5. any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.”

Heritage protection and narrow streets

Prospect could lose its Fitzroy Historic Conservation Zone due to the ERD court turning over an application to turn a local heritage building into a nursing home. Although this development was approved against the previous Prospect development plan it has significant implications for the current Planning and Development Code which does not adequately address development issues in narrow streets or we believe adequately protect our heritage. The final approval ignored the policies attached to this historic zone.

This development was refused by Prospect Council and by the SCAP. Again apart from the Historic Conservation Zone or Historic Overlay as it is now called over the housing on the slip road area next to Fitzroy Tce it is also a very narrow road and so adding a lot of traffic and parking into this street will create issues for fire trucks as well as access and egress during peak hour given the high traffic load on the actual six lane Fitzroy Tce.

An amended nursing home development was recently approved by the ERD court. However with the current ability for a developer to go back for variations this could very well find its way back to the original applicant's plans which were refused. There would be significant safety concerns were there to be a fire at the expanded development. There is no obvious location for residents to be evacuated to, especially given their frailty and need to use wheel chairs, princess chairs and walkers. Many residents in nursing homes these days have dementia and cannot be left unsupervised in public. The development is surrounded on three sides with properties and at the front with a narrow slip road and a very busy six lanes of traffic which is especially congested at peak times. It would not be possible to get a large number of mobility impaired people across three lanes of traffic to the parklands. With an expansion of the nursing home of this size there is nowhere obvious for people to be evacuated to in the event of a fire. The front yard of number 13 would not be a safe place to hold the residents in various forms of wheels chairs , princess chairs, walkers and dementia to stay unassisted. There are insufficient staff ever on shift in a nursing home to manage evacuating a large number of people in the case of a fire. It would be difficult for fire brigades to fight a fire with a large number of mobility impaired people anywhere on the outside of this premises.

The slip road at the front of the site is extremely narrow and has a limited capacity to cope with traffic and parking given the nursing home is not the only property that needs to use this road. The location next to an arterial road with a traffic flow around 47,000 cars a day makes it a location that is not easy to visit or exit with the only exit being left hand turns from the slip road. With the size of this development it will create congestion in the narrow slip road with various trade vans, residents and visitors for the rest of the street etc.





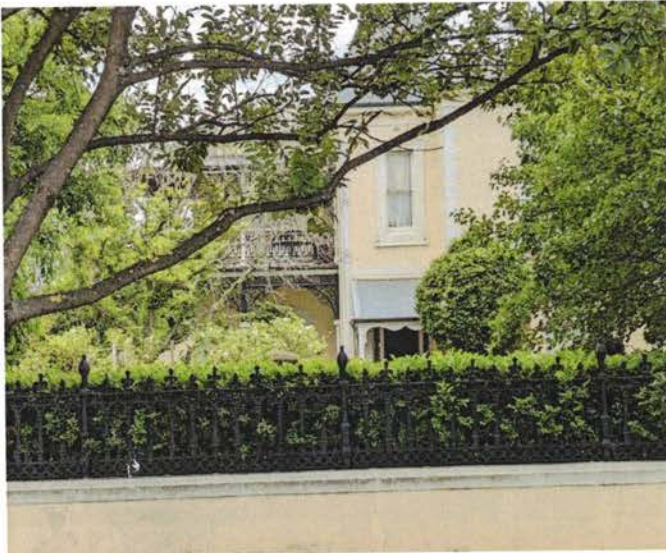
Fitzroy Slip Lane

This is another example of why the Code needs an amendment to make it clear that some developments are not suitable for narrow streets as is discussed previously in this report in **6. Over Development in narrow streets** which the Planning and Design Code currently does not address.

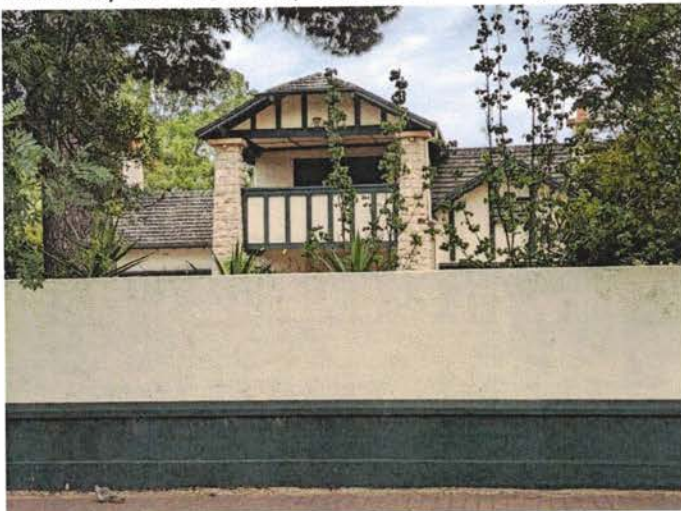
To continue with this particular development approval of a nursing home in an historic overlay behind two local heritage places what it has potentially done is the slow undermining of such a zone. Both 13 and 14 Fitzroy Tce are local heritage places as are 9, 11 and 17. 15, 16, 10 and 8 are representative items. 18 and 20 are state heritage places. There are plenty of very rich people in Adelaide who can afford to live in this housing so it does not need adaptive reuse. However Prospect have now received an application from the owner in number 15 (a representative item) who lives next to number 14 where the expanded nursing home has been approved to bulldoze the house and build two new homes in its place. That is not Historic Overlay policy.



13 Fitzroy Tce Expanded two storey cement slab nursing home approved by the ERD court in the back



14 Fitzroy Tce Two storey cement slab nursing home to be built in the back yard and join with 13 Fitzroy Tce



15 Fitzroy Tce The owner has now applied to demolish his representative home and subdivide. Will have a two storey cement slab nursing home in the back yard next door.



Number 12 Fitzroy Tce on the RHS of the two storey nursing home to be. Not sure this has any protection which is surprising.

This was designated a low density area/street and so the medium density planned for the nursing home was in direct contravention of the old Prospect Development Plan for this area and so is too intense a development for this zone as discussed earlier. The former Prospect Development Plan policy only allowed development in this location to be minor alterations or additions and so any development should have been confined to number 14 with its very old single storey nursing home and limited to minor alterations or additions. However the ERD court has allowed number 13 and 14 to be an expanded two storey cement slab nursing home fully occupying the back yards which will now affect number 15 and number 12. Thus the new application for number 15 to be demolished and built into two new places can now use the argument that his neighbours have been approved to build a two storey commercial property in the zone in contravention of the historic overlay. This has the potential to destroy the historic conservation zone. This person may very well take his application if refused to the ERD court and have it overturned and so that yet one more house in this zone is no longer protected. The Planning and Design Code does not give the ERD enough criteria to stop this from happening as we can see from the Fitzroy Tce Nursing home decision. There remain inadequate criteria in Historic Area statements and character statements whose vagueness mean that it is difficult for the ERD court to refuse inappropriate development. For the community this is what the development industry wants but it is not what the community wants. These statements need much better prescription and detail to result in reliable and consistent planning outcomes in historic and character areas throughout South Australia.

The new nursing home buildings at the back of numbers 13 and 14 make no contribution to the character and history of the area and as such should not have been approved. They will be unattractive for a historic conservation area of large housing on large allotments.

Recommendation

Upgrade Historic area and character area statements with much better prescription and detail to result in reliable and consistent planning outcomes in historic and character areas throughout South Australia and stop developers manipulating the ERD court process by having statements that are too vague and give the court nothing to use to refuse such applications.

Processes for representative items, local and State heritage

SA communities have long been writing submissions about protecting, simplifying and enhancing our Historic Conservation zones and all heritage places be they representative items or local or State heritage but this continues to fall on deaf ears with no action despite many reviews of this system. The system for local heritage is not easy and needs to be more transparent, simplified and individuals who want their homes to be considered for local heritage should be able to apply themselves without having to go through a whole of council heritage project. We continue to ask that State, and local heritage and representative items come under one system. At present we understand that there are approximately 45 steps to achieve local heritage in Prospect and approximately 6-8 for State heritage. This difference is ridiculous.

The National Trust under the auspices of Prof Norman Etherington AM published a summary of all the submissions from the 2016 South Australian Community Consultation on Local Heritage which has been ignored. It contains a wealth of information about community views and should be auctioned.

Recommendation

We need to tighten demolition controls for State and local heritage items and representative items.

The work already undertaken by many councils must be retained and strengthened.

Demolition of local heritage places and representative items should rarely be allowed. Most houses are very salvageable. We need one system for all processes.

Change of Use issues and variations to approvals

We have significant issues to do with Change of Use applications. This was a problem with the old development plans and planning system and is still an issue with the Planning Act 2016 and the Planning and Design Code.

With a change of use people a distance of 60 metres get notified and a notice might get put up on the fence for everyone to be able to respond. We have found that the plans for the change of use are often sketchy and poorly developed we suppose to save the applicant from putting a lot of time in and wasting money if it is refused or to try to get approval without fully revealing exactly what they really want to do.

However if the change of use application is successful we find that the applicants are then submitting to council variations to substantially change the plans which are often then also approved. An example is as follows:



This change of use required a driveway down the left hand side of the building for clients to access the car park at the back of the building. It also had porous paving with landscaping at the front. However the driveway down the left hand side was blocked off requiring all access to the car park from the lane on the right hand side of the building. The front yard was then cemented instead of having porous paving and the landscaping area reduced. This was for people with disabled parking but is almost never used and is just an extremely hot area. The staff then decided to keep the car park for themselves resulting in the clients all parking in the narrow infill street abutting the new centre creating significant traffic and parking issues in the street. On top of all those changes the owner has never planted the trees and shrubs required as part of their development approval to counter act the heat bank affect of the development.

Given it was a public notification process variations we believe must also be part of the notification process. It is simply not good enough for a scanty plan to be substantially changed and the community have no say. This allows applicants to rort the system and know they can get away with manipulating the system to get what they want **after** the Change of Use process as the community currently has no say.

Recommendation

With a change of Use process any variations to the plans need to go back for community consultation. This will then require the applicants to show all their cards through the original notification process and not hide what they really want to do.

8. Indiscriminate use of “not at significant variance”

“not at significant variance” needs definition. It is currently used indiscriminately to allow many changes to zoning particularly in relation to height of buildings. If you want to get the community onside at all then you need to stick to the zoning heights and stop continually changing them. That is when community get angry because developers get to do what they like and buggar the affect on the residents who live nearby and buggar the affect on amenity and infrastructure for the local residents. You need to keep more to what has been zoned and agreed to with residents.

We whole heartedly support the removal of catalyst sites as they cannot be claimed to be part of sound planning. Planning takes into the consideration the impact of a development on the local community and the environment. Catalyst sites do none of this. As stated by the Community Alliance they are an anathema to planning. The best example of this is 88 O’Connell St where 15/16 storey are considered to not be at significant variance to the zoning of 6 storeys. This monstrous build is likely to upset the water table where it is being built and result in the cracking of housing in the vicinity. It is quite sickening to come to agreement with the community about what can but built through significant consultation processes ie 8 storeys and then throw it out the window and build 15/16.

9. Public notification and Third party appeal rights

At present there is public notification for 60 metres for someone who wants to build a shed or a car port etc where the only people who will be affected are the neighbours. We have seen a number of notices on fences and wondered why they are on public notification. These public notifications should be discontinued except for the immediate neighbours when they are the only people that the shed or car port etc will affect. If something only affects one person then council could notify them only and then be part of any negotiations that need to occur

However there are a number of significant developments that are currently not on public notification that should be eg developments in Urban Corridor Zones which exceed the maximum building height should always be subject to public notification.

You need to reinstate third party appeal rights for both SCAP and CAP processes. Eg for all performance assessed applications. Performance assessment is actually not a planning process and has failed in other states as developments can be approved anywhere irrespective of the impact on the surrounding area. You must not let developers and builders do what they like and totally cut the community out from having a say. As a minimum there must be third party appeal rights for over height developments and for representative items, Local Heritage and State Heritage.



10. Transparency

Where a development is to occur and it is not on public notification Councils are currently not allowed to show neighbours and residents the plans due to so called copyright issues. That is not transparent and unfair on the people who will be affected by the development. It should be possible for those to be affected by new developments that are not on public notification to see plans under supervision at the council ie not have a copy but be able to view the plans at the council offices. There needs to be copyright protection for the council in undertaking this task so Regulation 101 should be amended in the Regulations of the new Act.

The power, pursuant to Regulation 101(5) of the Regulations to not make available of any plans, drawings, specifications or other documents or information:

- for inspection under Regulation 101(4)(a) if to do so would:
- in the opinion of the Delegate, unreasonably jeopardise the present or future security of a building; or
- constitute a breach of any other law; or
- for copying under Regulation 101(4)(b) if to do so would:
- in the opinion of the Delegate, unreasonably jeopardise the present or future security of a building; or
- involve an infringement of copyright in matter contained in a document;
or
constitute a breach of any other law.

11. Infrastructure issues with new developments

At present with developments all the pipes for the infrastructure for a development can be placed in the verge by the developer in such a way that there is no room to plant a street tree. This is very problematic with the loss of trees in developments that is occurring with the clearing of sites. You need to give council planners the decision making about where infrastructure can happen on a verge as the ability to plant trees on verges is paramount

12. Membership of CAPS

At present CAPS are made up of 4 people from the development industry and one person who are from local council. This is very unbalanced especially given the people from the development industry get their work from developers and builders. The make-up of CAPs needs to be amended to allow more community membership and local contribution.



13. Data 6 month provision.

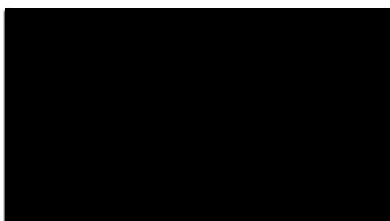
At the moment the community can get Plan SA notifications on a weekly basis to see what developments are occurring in their area eg The City of Prospect Council area. This is a wonderful service. The only problem is that it ceases every 6 months with no notification that the 6 months is up. There does not seem to be any rhyme or reason for this and we would ask that either the notification continue until someone wants to opt out or a notification is sent at the end of the 6 months that the 6 months is up so that it is easy to re-register. Otherwise it takes some time to realise that the notifications are no longer arriving and then it takes more time to work out again how to apply for them to be reinstated.

14. Black brick housing and dark coloured roofing

We remain absolutely gob smacked that in this day and age of climate change and heat waves that the government allows people to build new homes out of black brick and also with dark coloured roofs. We understand that these houses heat up significantly with both these items and so create an increased use of air conditioning in the summer months and heating in winter months. This is of particular concern with the dark coloured roofs which we have been told can heat up roof cavities' through solar absorbance with figures as high as 94 and 95. This is criminal as it then significantly increases the use of heating and cooling, given our summers are getting hotter and longer. When people live in infill streets where there is significant increase in the heat bank affect due to housing being much closer together with reduced open space and greenery this should not be allowed to occur. Housing should be designed to reduce the heat bank affect not increase it. This is an issue of upfront costs as opposed to life cycle costs. The dark colours might be cheaper to build with but result in significantly increased costs over a lifetime of heating and cooling

Recommendation

Black brick / dark grey brick needs to be banned as not sustainable along with dark coloured roofs on new housing. Companies should be told they can no longer manufacture these products and then be allowed to sell off their remaining stock. New buildings should be made to significantly reduce the heating affect they have on surrounding properties and within the property itself by using more suitable materials eg lighter bricks and roofs.



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7 Nov2022

**REPRESENTATION ON APPLICATION –
PERFORMANCE ASSESSED DEVELOPMENT**
Planning, Development and Infrastructure Act 2016

Applicant:	Catholic Church Endowment Society Inc c/o CESA
Development Number:	22032037
Nature of Development:	Change of use, Educational establishment & Tree-damaging activity Alterations and additions to existing Educational Establishment, including a new 2-3 storey building, lift, above ground walkway connecting existing and proposed buildings, extend existing masonry blade wall, removal of one significant tree (Melia az.
Zone/Sub-zone/Overlay:	Zone Established Neighbourhood [zone/sub-zone/overlay of subject land]
Subject Land:	9-19 GLADSTONE RD PROSPECT SA 5082. PROSPECT SA 5082 CT5249/68 F291AL48 6 BURRAGE PL PROSPECT SA 5082 CT6045/447 D81921QP701
Contact Officer:	Assessment Panel/Assessment Manager at City of Prospect
Phone Number:	City of Prospect 82695355
Close Date:	Thursday, 17 November 2022 at 11:59 pm Australia/Adelaide

My name*: Elizabeth Crisp President	My phone number: [REDACTED]
My postal address*: [REDACTED]	My email: Prospect.residents.assoc@gmail.com
My position is: <input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns (detail below) <input checked="" type="checkbox"/> We oppose the development/change of use It is na overdevelopment of the site.	

The specific reasons we believe that planning consent should be refused are:

The Rosary schools application is an over development of the site and on this matter alone the development should be refused. The site is too small and in an unsuitable location for such an expansion. When viewed from above as in the aerial picture in the URPS report page 11 and you compare enrolment of number of students it is easier to see that the site is very small and already congested. The Prospect Primary site is far larger and a more sensible site with better street access for the similar numbers of children that each school accommodates and plans to accommodate.

The school want to increase their enrolments by 50% at a location that is not suitable for such an expansion. Staples Crt and Burrage Place East are too narrow and have too much pedestrian and cycling traffic that mostly consists of school children and Gladstone road already has significant traffic problems from school drop off and pick up due to two primary schools being located next to each other.

The development application must be refused for the following reasons:

1. Staples Court has a problem with people thinking it is a through road due to the traffic lights on Prospect Road which results in people driving down the street and then having to turn round at the end of the street and drive back up the street to get out of the street. Similarly delivery trucks from Coles also sometimes think it is a through street and when they make this mistake they have to back up the street to get out as the street is too narrow for them to turn round in the street. This is very dangerous for a narrow street that has a high volume of children walking, cycling and skateboarding to school. The reason the children use Staples court is because there is a pedestrian crossing for Coles at the Prospect Road end of the street, so it is the only safe place to cross Prospect Road if you live on the eastern side of Prospect Road and attend either Prospect Primary school or the Rosary school. Thus a number of primary students attending Prospect Primary school also use this road to get to and from school.
2. Staples court is a very narrow street of 6.1 metres that is closed at one end and Burrage place East is 5.7 metres. Behind the closure is Prospect Primary school with an enrolment of 630 children according to the Rosary school traffic report many of whom walk down Staples court to get to school and get home or cycle or use a skateboard or scooter. Parents want their children to be able to walk to school and back but only if it is safe to do so. Australia has a significant obesity problem even amongst primary school children so walking to school needs to be encouraged. Many children walk or traverse down the middle of the street as the southern footpath is too narrow and cluttered with bins that are not removed in the street and this development will significantly increase the car usage in the street with a 50% increased enrolment of students and the staff car

park moved towards the end of the street from its current location. It is not safe to increase the number of cars using this street due to its small size and the number of students who walk down the street.

3. Prospect council has failed to notify drivers using the street through signage whether the speed limit is 40 km/hr in keeping with the rest of the council residential streets. Thus drivers can legitimately drive at 50km/hr which is most inappropriate in this street and they cannot be penalised for doing so.
4. A number of years ago Prospect council approved the building of the Coles store on the corner of Prospect Road and Staples court. There was very strong opposition from the residents of Staples Court due to this development bringing large trucks in and out of the entrance of a narrow street to service Coles deliveries. Apart from the fact that the builder built on council land which resulted in a lengthy court case against the builder, this approval has created considerable traffic hazards at the entrance to the street where both trucks do deliveries from morning until night time and the Coles car park entrance is located. When a member of our group was leaving the street recently a car suddenly emerged from the car park and nearly hit their car as they were passing out of the street. This street due to its size and being a no through road should be for resident's cars only and pedestrians/school students for the two primary schools. It should not become a thoroughfare for parents and staff of the Rosary school. Also only 7 cars can line up at the lights at any one time and the lights are slow to change given Prospect Road has priority for traffic movement. At peak hour this can lead to a line up of cars in the Coles car park waiting to be able to get out onto the street which increases the traffic problems at the entrance to the street and thus increases the safety issues for children using the street.
5. There is a narrow one way lane from Staples Court to Olive Street at the end of back of Coles and residents of the street are concerned that increasing the traffic in the street will also increase the likelihood of traffic inappropriately using this narrow lane to move out of the street. The lane is very narrow and should not be a thoroughfare out of the street.
6. It is important emergency services vehicles can enter and exit Staples court at any time but especially during peak hour and to increase the number of cars using the street may very well increase hazards and blockages for these services particularly with the school incorporating a kiss and drop path along the eastern side of the school. There are elderly people living in the street some of whom have carers helping look after them and who on occasion will need an ambulance. There already have been instances where emergency services have been unable to traverse the street.
7. Kiss and Drop zones are notorious for blocking roads around school as parents frequently stop and get out of their cars and stay for some time. Sometimes they have been observed to just stop in the middle of the road and wait for their child holding up

the traffic needing to travel down the street. It is not reasonable for the two residential homes to the east of the school to have to endure cars driving through the school just over their fence and be subjected to significant periods of slamming car doors as children and adults get out of and back into their cars. If the kiss and drop zone becomes blocked then there is likelihood for a line of cars waiting to use it to appear on Gladstone Road which would create an increased traffic hazard on this road. (See attachment 1 & 2 excerpts from the Prospect Primary school e-magazine this school being adjacent to the Rosary school describing the ongoing problems they have with parents at drop off and pickup in Gladstone Road for both schools.)

8. The house on the Staples Crt side of the school that is positioned to the East of the school and will be next to the Kiss and Drop path through the school is for Aboriginal housing though it is currently vacant. It would be discriminatory to decide that the inconvenience and disruption to the future tenants in this home do not matter because it is for Aboriginal housing and on this matter alone the Kiss and Drop drive though the school should be refused.
9. There is currently a significant hazard in the street with bins round the Coles building which has been reported to Prospect Council on numerous occasions and nothing done to remove the problem. For some street tenants and many parents and teachers there is a concern that a child will one day be run over due to sight problems in the street created by the bins. The Prospect council has refused to do anything about the bins as we understand it and so this hazard will be increased if the traffic flow in the narrow street is increased.
10. Because the road is narrow with significant pedestrian usage by children then the new building must be set back in keeping with the requirements of the Planning and design Code for the established neighbourhood zoning so that there is no blocking of sight lines down the street. This is particularly important for the safety of the children using the road to get to school. However the plans show the three storey building in the Eastern corner of the school block with no set back so it does not meet the average setback to the building line of existing buildings on adjoining sites and for this reason the development must be refused. This building is also three storeys and the zoning restricts buildings to 2 storeys and 9 metres in height. It is 3.12 metres over the height limit for Staples court which is particularly important in a street that is in an established neighbourhood zone with a character overlay and is so narrow and congested as it will disrupt sight lines in the street as well as dominate the street.
11. Quote from an ex teacher in relation to traffic problems associated with the school.

“As a retired PPS teacher of 10 years, parking/safety was an issue the whole time I was there. The school doubled in size over that time, so did the parking/safety problems. Various initiatives were taken by the State Govt over the years including walk to school

(they painted dinosaurs and other creatures on the footpath to encourage kids to enjoy walking to school), Ride your Bike workshops with an artist who encouraged students to decorate their bikes. All were fairly superficial efforts and certainly not long term solutions. Most children were still driven to and from school. There were many times that I observed unsafe practices. Braund Rd is so busy in the mornings and afternoons, and always very congested. The crossing guards do a good job but they are only school children (with a huge responsibility). As the teacher on duty I was often flagging down cars to slow down. I noted that many of the cars on Braund Rd had Blackfriars Students in them , so I assume they dropped off Rosary students then came down Gladstone Rd turned left onto Braund then headed to Blackfriars. One day in desperation I took my hairdryer to school and pretended it was a speed gun (ironically it actually worked). The Principal was regularly reminding parents to slow down, use the kiss and drop properly etc. I remember about five years ago the discussion about change of school times to alleviate congestion, but I think it was only moved by about 10 mins which didn't have much effect. I hate to think about the safety of the increasing number of children if the Rosary School development goes ahead. Braund Rd congestion is caused by both schools. Not all Rosary cars go back up to Prospect Rd. Many come down Gladstone Rd and turn left/right adding to the nightmare..." Former teacher at Prospect Primary school doing Crossing duty on Braund Road with significant knowledge of the ongoing traffic problems on Gladstone and Braund Roads. Created by both schools."

See Attachment 1 and Attachment 2 for excerpts from the Prospect Primary E-Newsletter which detail ongoing traffic problems on Gladstone Road and Burrage Place for both Prospect Primary school and Rosary School.

12. Given the massive traffic, pollution and safety hazards that are present in Staples court it is imperative that the council commission an independent traffic report from a reputable source regarding the risks associated with this development application.
13. The school plans to demolish the School hall which is over 100 years old and this is a source of concern to a number of former school students and parents of children who have attended the school. The school hall is located in the grounds of Rosary School between Gladstone Road and Staples Court, Prospect, the School was originally built in 1908 and the nominated Hall was added in 1918. The nominated Hall housed the Rosary School and parish church for the City of Prospect until 1937 when the church of Our Lady of the Rosary was built. From that time, the Hall has been used as a School only. The school's first priest Father Vincent Candler was the first Dominican priest to be ordained in South Australia. The School Hall was built in 1918, designed by Woods and Bagot, architects and built by C. H. Martin and an application has now been made to have the building State Heritage listed. Listings and protections of the school Hall have previously been overlooked by Prospect Council when heritage work has been undertaken by the council due to the hall being nestled/hidden in Staples court. This needs to be taken into account when making the decisions about the approval of the schools development application and may require any decisions to be deferred until there

is an outcome on the State Heritage listing. The residents who live in this street value the heritage and character this building brings to the street and would like to see it retained.

The above concerns will now be described against the relevant criteria which the Rosary School plans do not meet.

Zoning Established neighbourhood zone	Comment				
<p><i>Site coverage</i></p> <p>PO 3.1 Building footprints are consistent with the character and pattern of the neighbourhood and provide sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.</p>	<p>The three storey building is not set back from the footpath and so does not provide sufficient space around the building to limit visual impact, provide an attractive outlook and access to light and ventilation for the residents of the street. This PO will not be met by the development</p>				
<p>Building Height</p> <p>PO 4.1 Buildings contribute to the prevailing character of the neighbourhood and complements the height of nearby buildings.</p> <p>DTS/DPF 4.1 Building height (excluding garages, carports and outbuildings) is no greater than:the following:</p> <table border="1" data-bbox="186 1395 782 1743"> <tr> <td>Maximum Building Height (Metres)</td> </tr> <tr> <td>Maximum building height is 9m</td> </tr> <tr> <td>Maximum Building Height (Levels)</td> </tr> <tr> <td>Maximum building height is 2 levels</td> </tr> </table>	Maximum Building Height (Metres)	Maximum building height is 9m	Maximum Building Height (Levels)	Maximum building height is 2 levels	<p>The three storey building is 12.12 metres so 3.12 metres over height and is three levels not two. This PO has not been met.</p>
Maximum Building Height (Metres)					
Maximum building height is 9m					
Maximum Building Height (Levels)					
Maximum building height is 2 levels					
<p>PO 4.2 Additions and alterations do not adversely impact on the streetscape character.</p>	<p>Because the road is narrow with significant pedestrian usage by children then the new building must be set back in keeping with the requirements of the Planning and design Code for the established neighbourhood zoning so that there is no blocking of sight lines down the street. This is particularly important for the safety of the children using</p>				

	<p>the road to get to school. However the plans show the three storey building in the Eastern corner of the school block with no set back so it does not meet the average setback to the building line of existing buildings on adjoining sites and for this reason the development must be refused. The three storey building will adversely impact on the unique conditions of the streetscape in this street. This PO has not been met</p>
<p>DTS/DPF 5.1 The building line of a building is set back from the primary street boundary:</p> <ol style="list-style-type: none"> at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment) 	<p>Cf PO 4.2 above</p> <p>Thus PO has not been met.</p>
<p>PO 10.2 The appearance of development as viewed from public roads is sympathetic to the wall height, roof forms and roof pitches of the predominant housing stock in the locality.</p>	<p>Due to the height and lack of set back the appearance of the three storey development as viewed from public roads is not sympathetic to the wall height, roof forms and roof pitches of the predominant housing stock in the locality. This is particularly so due to the narrowness of the street which will result in the three storey building dominating the streetscape and lines of vision down the street.</p>
<p>Character Zone</p>	
<p>PO 2.1 The form of new buildings and structures that are visible from the public realm are consistent with the valued streetscape characteristics of the character area.</p>	<p>The scale and height of the three storey building does not contribute to the prevailing character of the neighbourhood or complement the height of buildings in close proximity to the development.</p>

	This will not be met with the height, design, and lack of set back of the three storey building from the street.
PO 2.2 Development is consistent with the prevailing building and wall heights in the character area	The prevailing building and wall heights in the area are single storey character homes and the three storey development is not consistent with the prevailing building and wall heights.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) are consistent with the prevailing characteristics in the character area.	As already stated the three storey building design and lack of setback does not meet this PO The prevailing characteristics are single storey bungalows not three storey buildings.
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the character area.	As already stated the three storey building design and lack of setback does not meet this PO
PO 3.1 Additions and alterations do not adversely impact on the streetscape character.	As already stated the three storey building design and lack of setback does not meet this PO This building will impact adversely on the streetscape character.
Context and Streetscape Amenity	
PO 6.2 Development maintains the valued landscape pattern and characteristics that contribute to the character area, except where they compromise safety, create nuisance, or impact adversely on existing buildings or infrastructure.	This development severely compromises the safety of school children and residents living in the Staples court and should not be allowed as detailed in points 1-11 at the beginning of the report. Allowing the development to be three storeys and not be set back It will not contribute to the character



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	of the area and will instead compromise safety, create nuisance and impact adversely on the character homes near the development.
Significant tree overlay	
Conservation of regulated and DO significant trees to provide aesthetic and environmental benefits and mitigate tree loss.	
PO 1.2 Significant trees are retained where they: <ul style="list-style-type: none"> a. make an important contribution to the character or amenity of the local area b. are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species c. represent an important habitat for native fauna d. are part of a wildlife corridor of a remnant area of native vegetation e. are important to the maintenance of biodiversity in the local environment and / or f. form a notable visual element to the landscape of the local area. 	<p>The significant tree is an <i>Melia azedarach</i> and is 3.05 Metre in diameter. This tree is one of the few deciduous Australian natives. It is fast growing with a rounded crown and dense leaf covering, making it a good choice for a deciduous shade tree.</p> <p>This significant tree should be retained as it makes an important contribution to the character and amenity in a narrow street with narrow footpaths. The Project Green report states "Due to its size and location the tree would have attributes worthy of retention including contribution to local amenity and notability.</p>
Traffic Generating development	
DO 2 Provision of safe and efficient access to and from urban transport routes and major urban transport routes.	<p>See points in the introduction of this submission</p> <p>1. Staples Court has a problem with people thinking it is a through road due to the traffic lights on Prospect Road which results in people driving down the street and then having to turn round at the end of the street</p>

and drive back up the street to get out of the street. Similarly delivery trucks from Coles also sometimes think it is a through street and when they make this mistake they have to back up the street to get out as the street is too narrow for them to turn round in the street. This is very dangerous for a narrow street that has a high volume of children walking, cycling and skateboarding to school. The reason the children use Staples court is because there is a pedestrian crossing for Coles at the Prospect Road end of the street, so it is the only safe place to cross Prospect Road if you live on the eastern side of Prospect Road and attend either Prospect Primary school or the Rosary school. Thus a number of primary students attending Prospect Primary school also use this road to get to and from school.

4. A number of years ago Prospect council approved the building of the Coles store on the corner of Prospect Road and Staples court. There was very strong opposition from the residents of Staples Court due to this development bringing large trucks in and out of the entrance of a narrow street to service Coles deliveries. Apart from the fact that the builder built on council land which resulted in a lengthy court case against the builder, this approval has created considerable traffic hazards at the entrance to the street where both trucks do deliveries from morning until night time and the Coles car park entrance is located. When a member of our group was leaving the street recently a car suddenly emerged from the car park and nearly hit their car as they were passing out of the street. This street due to its size and being a no through road should be for resident's cars

	<p>only and pedestrians/school students for the two primary schools. It should not become a thoroughfare for parents and staff of the Rosary school. Also only 7 cars can line up at the lights at any one time and the lights are slow to change given Prospect Road has priority for traffic movement. At peak hour this can lead to a line up of cars in the Coles car park waiting to be able to get out onto the street which increases the traffic problems at the entrance to the street and thus increases the safety issues for children using the street.</p> <p>Currently there is a problem with safe and efficient access to and from urban transport routes (Prospect Road) due to the congestion from the Coles Building on the corner. Adding additional traffic into what is already a problematic and unsafe route in and out of Prospect Road will add to these problems. The development traffic will be neither safe nor efficient and is not supported and does not meet this DO.</p>
<p>General development</p>	
<p>DO1 Development is</p> <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) (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 	<p>See DO2 above</p>



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access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors	
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	The lack of setback in the three storey building from the footpath stops this from happening.
PO 7.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	Relocating the staff car park further down the street will increase safety issues and impact negatively on sensitive receivers ie the surrounding residential homes. The street does not have the capacity to have an increase in traffic and this has to be taken in the street environment and as such is an over development of the school site
Massing	
PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	This has not been met by the three storey building design.
Car parking, access and manoeuvrability	
PO 19.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	The increase in traffic from this development will further interrupt the operation of the intersection based on the current problems.
Design in Urban Areas	
All Development DO1 Development is: contextual – (a)by considering, recognising and carefully	It is the view of the association that this development is an overdevelopment of the site in a very narrow street that is a dead end street with safety issues with the number of

<p>responding to its natural surroundings or built environment and positively contributing to the character of the locality</p> <p>(b)</p> <p>(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</p>	<p>students using the street to get to school and as such cannot consider, recognise and carefully respond to its natural surroundings or built environment or positively contribute to the character of the street. It does not help optimise security and safety within the public realm as it will increase the possibility of serious accidents and reduce the safety of students using the street even further.</p>
<p>Safety</p>	
<p>PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.</p>	<p>As already stated the three storey building has no set back from the footpath and so does not maximise opportunities for passive surveillance of the public realm. When the classrooms are in use the teachers will be busy watching and interacting with their classes and not be looking out the windows.</p>
<p>Overlooking / Visual Privacy (low rise buildings)</p>	
<p>PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.</p>	<p>This 2/3 storey development will overlook habitable rooms and front gardens of the residences of Number 11 and number 13 of Staples Crt from the top level windows and this is not acceptable as number 11 will also have over shadowing in the winter months This is not acceptable.</p>

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and



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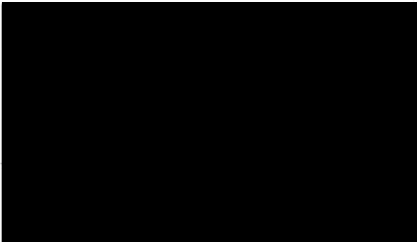
7 Nov2022

- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - Click here to enter text. *[list any accepted or deemed-to-satisfy elements of the development].*

I: wish to be heard in support of my submission*
 do not wish to be heard in support of my submission

By: appearing personally
 being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: 

Date 16/11/2022.

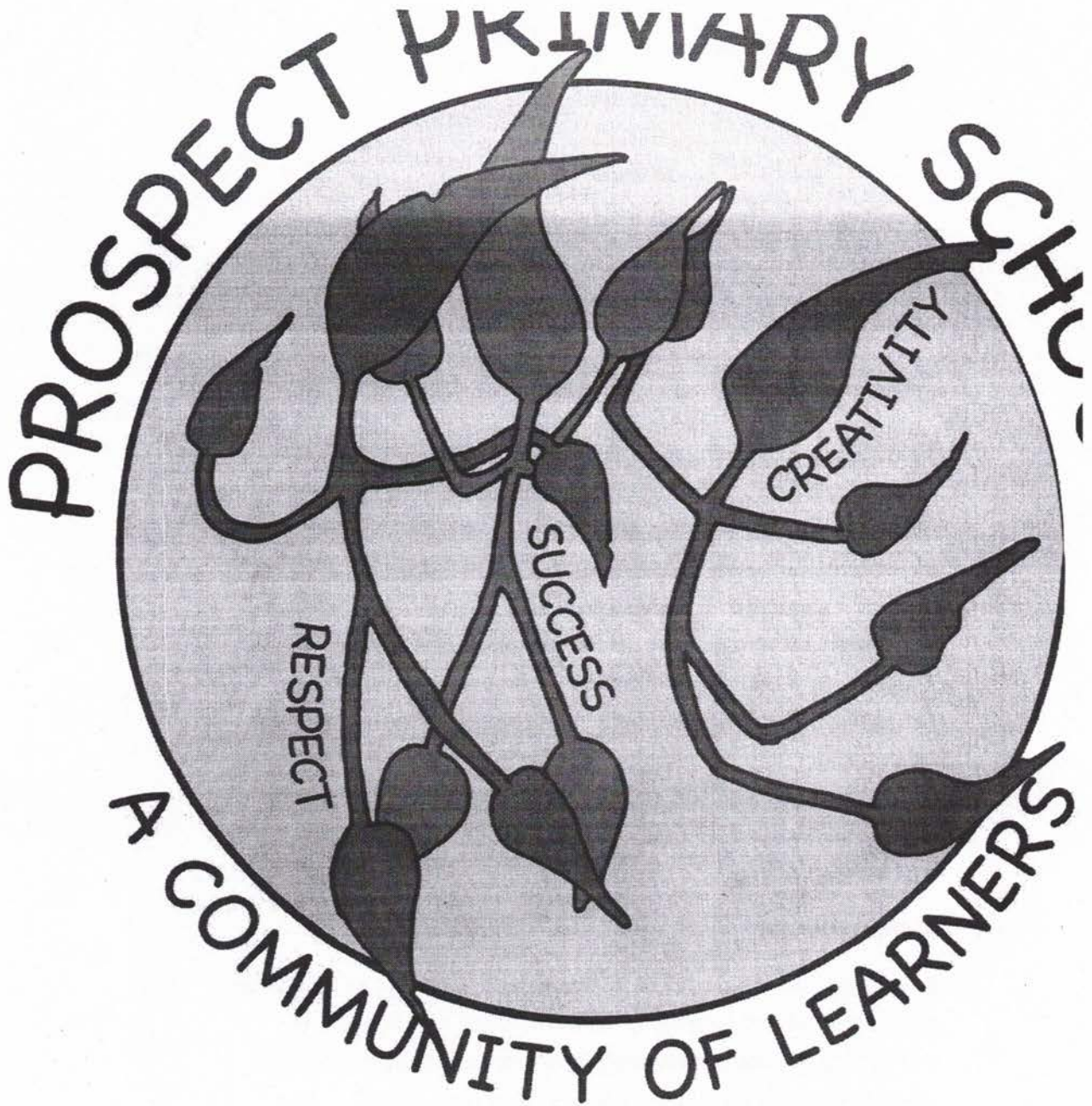
Return Address: 

Email: 

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

ATTACHMENT ①

E-Newsletter Term 1 Week 3 2019



PROSPECT PRIMARY SCHOOL

27 Gladstone Road

Prospect SA 5082

Ph: 8344 5696 Fax: 8269 4643

p15

OSHC: 0456966460

Email: dl.0368.info@schools.sa.edu.au

Website: www.prospectps.sa.edu.au

We have had a stunning start to the year with all our students settling back into school life with enthusiasm and poise. Our extremely low level of lateness is indicative of this. Having most classrooms full with interested parents on acquaintance evening typified the positive feel the school has had right from the first bell almost three weeks ago. Our teachers appreciated your time and the way parents have gone out of their way to introduce themselves. We acknowledge the importance of building strong relationships with our parents, right from the start. If you were unable to attend last Tuesday night please ensure that you email your child's teacher so they can send out any information you may have missed.

Making History

Last Friday we held our first live streamed assembly as a result of a team of students coming up with a solution to, "how are we were going to continue to safely hold our assemblies with 563 students and still maintain a whole school community". The students nominated some classes to be an audience in the hall while 4 classes eagerly watched on the big screen in the OSHC building. They will also be responsible for future rosters as each class takes it turn over the year to sit in each venue.

We still have a few technical issues to iron out and no doubt our media team of students will support us to problem solve solutions. The students are also providing feedback on ways to improve and bring our assemblies up to date with technology.

Composite classes

There have been some misconceptions about composite classes

p16

about Composite classes.

Composite Classes

Council and Parking

Thank you to our parents who have taken heed of the '**DO NOT KISS & DROP HERE-DO NOT REVERSE HERE- IT IS NOT SAFE**' signs placed on the driveway gates in Barrage Place. These signs were placed there after many parents had approached me concerned about the safety of our pedestrian and bike riding students.

In disbelief I watched over 10 cars bank up along Barrage Place and then in procession pull into the driveway, drop their child off and proceed to do a 2 point turn to get out of the driveway so not to hit the next banked up car. I witnessed a parent having to grab at their child's scooter to pull them to safety as a parent reversed back without seeing them.

Our parking is a huge issue and I have attempted to engage the Prospect Council many times as advocate for our students' safety. Please direct all your concerns directly to Prospect Council. I know many parents have done so already which hopefully will help us to find a permanent solution to this dangerous issue.

You can contact the Prospect council on this link.

Prospect Council

Playgroup

Unfortunately as we have grown in numbers we no longer have the space to conduct our playgroup. We are working hard to try to find a solution but at this stage play group will need to be cancelled.

Library

In the next few weeks we will be having blinds installed to weather proof our outdoor library area. Lucie and her team of 'library angels' from room 5 will then be working hard to establish the area as a wonderful extension of our library.

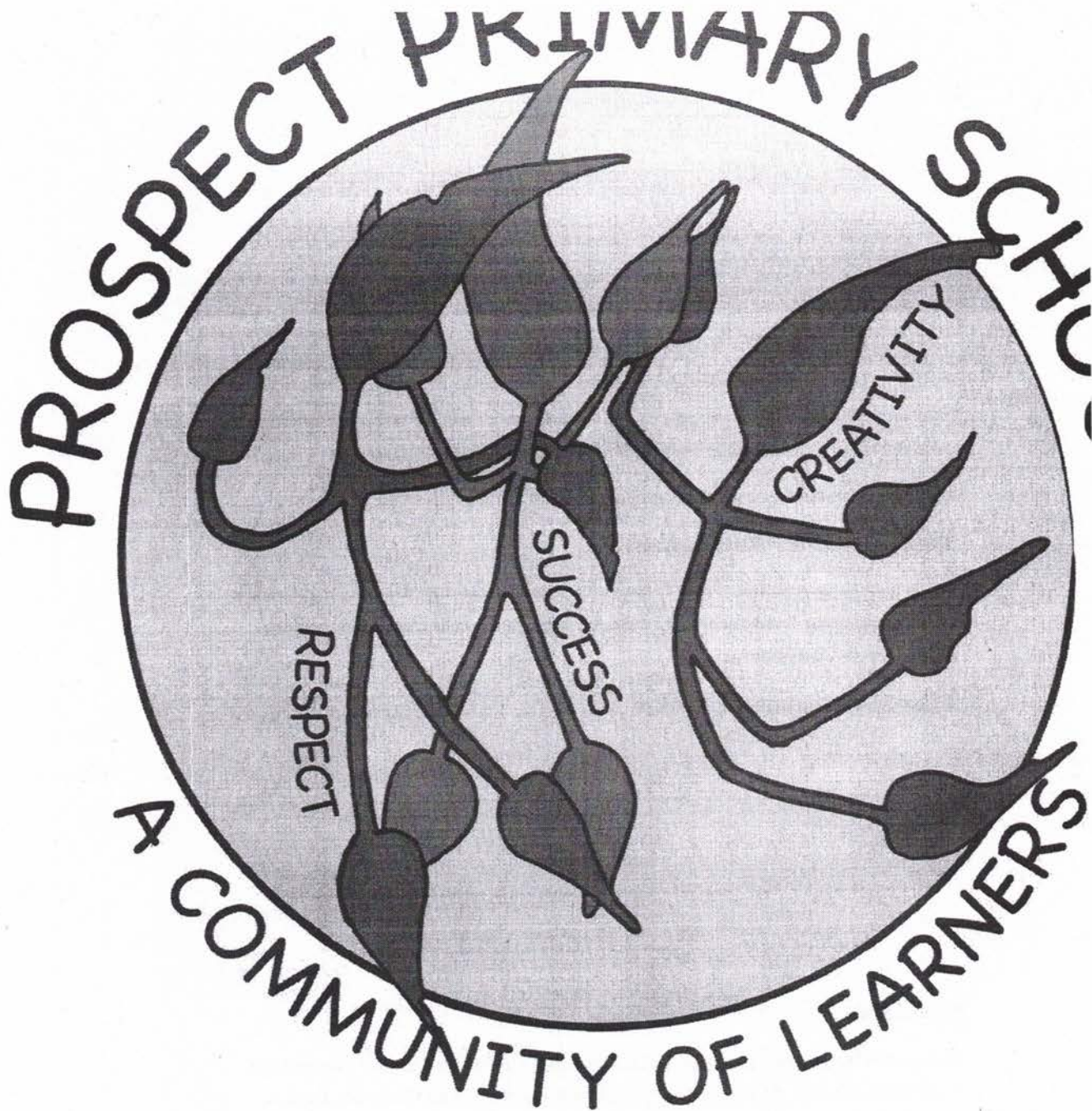
We are looking for pre-loved books that can go into the outdoor library. These books won't be bar coded but will be enjoyed by our eager readers during recess and lunch time. If you can donate any fiction or non-fiction books that are no longer being enjoyed they will be greatly appreciated.

Amnesty

With all the moving of classes that took place during the holidays

ATTACHMENT (2)

E-Newsletter Term 1 Week 6 2019



Prospect Primary School

27 Gladstone Road

Prospect SA 5082

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OSHC: 0456966460

Email: dl 0368 info@schools.sa.edu.au

Traffic and parking at PPS

On Friday I met with two representatives from our Governing Council, the Deputy Principal from Rosary and with the Technical officer for Traffic (Prospect Council) in response to the many parking issues that were being directed to the school.

The majority of the discussion was around;

Kiss and drop zone – Gladstone Road

Works well in the morning as families use it correctly. In the afternoon too many people are disobeying **the 2 minute limit and no parking signs**. Some people are parking there for up to 20 minutes.

DPTI school zones and signs explained

Braund Road

With cars being parked on both sides of the road north of Gladstone traffic movement is restricted to one lane. As a result cars cannot enter into the Braund/Gladstone Road intersection, again causing congestion.

Barrage Place

As there is no parking during peak times (8-9am 3-4pm) parents are using the narrow road as a turning area to get back onto Gladstone. As a result people are reversing within the pathway of students coming down from Staples Court. Rosary parents are also reversing back down Staples Court and turning at the driveway near our school.

Parking there is not sufficient disabled parking. Some parents are using the only disabled park that we have despite being clearly marked and inside the STAFF ONLY parking area. There is not enough parks for staff in the school grounds therefore staff are parking on the neighbouring streets.

The Technical Officer has agreed to update the faded signs and clear branches from trees if signs are not visible. New lines will be marked to clearly indicate parks.

I have also made contact with SAPOL traffic and they have already started a blitz around the school, watching out for speeding motorists, people doing U turns near the crossing causing traffic to be held up and for people who double park - stopping the flow of the traffic.

I will continue to work with the Governing Council to continue to advocate for the safety of our students. In the mean time we ask that you abide by the parking and road rules. The parking inspector will no longer be lenient.

Please raise parking concerns with the Prospect Council and not with the school.

City of Prospect

Illness

We have had many students away with a variety of different illnesses, including Gastro and Influenza. Yesterday we had a case of *erythema infectiosum* (commonly referred to as slapped cheek or slapped face) reported to us. Please read the two letters that have already been sent out to affected classes outlining the symptoms.

Most importantly DO NOT send students who are unwell to school. Please ensure if your child has any of the symptoms listed that you seek medical advice for a diagnosis. Also please notify the school to inform us for the reason why your child is away.

Pupil Free days

The following 2019 Pupil Free Days and School closure day have been endorsed by our Governing Council. Please note these dates to arrange care for your child/ren.