

Details of Representations

Application Summary

Application ID	24024441
Proposal	Three-storey residential flat building comprising community housing dwellings (40) and supported accommodation premises (2), two-storey group dwellings (6) and demolition of buildings including one Representative Building
Location	105 GIBSON ST BOWDEN SA 5007, 12 MARKET PL BOWDEN SA 5007, 16 MARKET PL BOWDEN SA 5007, 18 MARKET PL BOWDEN SA 5007, 2 -10 MARKET PL BOWDEN SA 5007

Representations

Representor 1 - Angie Stankovic

Name	Angie Stankovic
Address	4 Thirteenth St BOWDEN SA, 5007 Australia
Submission Date	17/09/2024 09:27 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I do not support the proposed development. There is already a high level of congestion in these small and narrow streets. This development will only contribute to an already highly congested and difficult to navigate number of streets, particularly considering the development proposal of the Greek Archdiocese on Drayton Street. Further, I did write to the Premier last year (if you require the date, it can be provided) about the high level of undesirable individuals in the area, making it relatively unsafe, particularly for my young children, who I do not feel safe allowing to go across the road to the public park as it is unsafe. There are frequently what appears to be drug affected persons yelling, screaming and arguing in the streets and it is highly confronting and overwhelming. I also had someone try to force their way into my home one evening while I was putting my children to sleep, This kind of development will only increase the level of undesirable persons and potential crime to our local streets. Furthermore, this type of development will reduce house prices. I worked hard my whole life to build a beautiful and safe home in an area where my children can access a good public school. I am concerned that my hard earned work will be jeopardised by individuals who are irresponsible and cannot contribute in the same way to society. They need to be encouraged to work harder and resolve all their issues to be able to afford better housing options, rather than relying on Government payments and housing. I have worked in the social services areas for many years and am aware that the problems these individuals face are significant and largely unlikely to be resolved. Thus the cycle continues. I do not want to be associated with these individuals if they are unable to work through their issues, like I have throughout my life. I have worked extremely hard and sacrificed a lot to be in the position I am and I don't accept it being jeopardised by individuals who are not willing to do the same.

Representations

Representor 2 - Sarah Lennon

Name	Sarah Lennon
Address	113 GIBSON ST BOWDEN SA, 5007 Australia
Submission Date	17/09/2024 10:43 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The proposal is in an area that has a Historic Area Overlay, specifically precluding large apartment development such as this. To meet the planning requirements, the zoning permits one to two story development of detached, semi-detached, and row house developments. The scale of the development is far too large for the zoning and the surrounding properties. Notwithstanding there is a single noncomplying development across the railway in an adjoining suburb of three stories, the surrounding houses are single or double story properties. The visual built history of Bowden has been reduced to a small but important area which provides an important link to the areas past and needs to be preserved from the continual erosion of developers. There are large areas of Bowden in which this type of development is suitable, but this is not it. The parking provisions of the development are woeful. The total development is 35 car park spaces short of what is required. Providing a report that says the development has enough car parking if it was in a different zone under different requirements, seem a little like it meets the height requirements expect its 4m taller than its zoning permits. Suggesting that the parking problem is solved but using all available on street parking in the surrounding narrow streets reducing all the two-way streets into one-way streets is a cheap way for the developer to resolve themselves of any responsibility. The development needs to be resigned to two stories with sufficient car parking on site to meet the guidelines. There is no point in having guidelines if no one has to follow them.

Attached Documents

Representations

Representor 3 - Matthew Sauer

Name	Matthew Sauer
Address	38 Chief Street BROMPTON SA, 5007 Australia
Submission Date	19/09/2024 09:40 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons I am writing to express my concerns regarding the proposed Market Lane development. Please find attached my submission as it is longer than 4000 characters.	

Attached Documents

Submission-Market-Lane-Development-1407662.pdf
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To Whom it May Concern,

I am a co-owner of a house on Drayton Street Bowden, as well as a small business owner in Brompton. I have lived in the area for sixteen years and love the character and diversity of my neighbourhood. I support increasing social housing and recognise that parts of this inner north-western suburb are ideal for further, medium density development, however and am writing to express significant concern regarding the proposed development at Market Place, Bowden.

There is no through traffic in the development site, and this quiet, beautiful part of Bowden will become a nightmare on the roads, this is the most pressing underlying issue with this proposed development. There is insignificant off-street parking available in the area and with a school and active Greek Orthodox church in such close proximity, especially at busy times, it will become impossible to drive in the surrounding areas due to congestion, and will mean residents of existing dwellings, as well as those to live in the proposed numerous dwellings will always be battling for car parks. I can't see how this huge issue could be overlooked or made an exception for without severely reducing the amount of dwellings to be built, and should result in the rejection of this proposal.

I have looked at the proposed development plan, as well as the state development plan, and there are far too many leniencies, or outright untruths claimed in the application for this development.

- Car parking- this is way, way below the plan requirements. This is a red flag.
- Bicycle parking- again, far less than required in planning regulations.
- Set-back from Hawker street- the lack of setback is not compatible with the rest of the dwellings in the area.
- Traffic flow- this development has one way in and out, and that flow will put more pressure on an already quite highly used area. Other, similar developments such as the Coglein Street development on the old McLeays' Carpet site were rejected for the same reason.
- Green Space- this development will require removal of some existing planted areas, as well as inadequate green space in the development itself.
- Proximity to train stations- Google Maps suggests the distances reported on the application are not accurate, and that the train stations are in fact farther away- so please check this detail.

- Hawker Street parking- the application references parking on Hawker Street, but fails to recognise the bus stop, and areas where parking on Hawker Street is not allowed, please check this detail before considering the development application.
- Rubbish management- where on the application does it allow for bins to be stored and be collected for the townhouses? This seems like a trivial matter, but with such a huge increase of dwellings, a massive space is required for bins, otherwise they will be kept on the footpaths and massively affect the accessibility and aesthetic of the zone.

I support social housing, but the proposed density is also bound to lead to social issues in an otherwise quite tucked away pocket of the neighbourhood. The current social housing located there doesn't present a problem with the lower density of housing. There are many studies that show that densely populated social housing can lead to greater issues with safety for the community. These people deserve respect and a place to live, but it's not fair to them or others to put them in such densely built communities of social housing which will perpetuate social problems (as I'm sure well-studied development/planning people are aware).

The feel from the local community is that this isn't the right spot for such a development.

Please consider this perspective in the approval process and reject this development or alter plans to drastically reduce the density of social housing on such a small, poorly accessible footprint of land.

Whilst there is a need for community/social housing, it should not come at the detriment of the community it would be located in.

Thank you.

Matthew Sauer

Bowden resident

Representations

Representor 4 - Ali Vessali

Name	Ali Vessali
Address	27 Gilbert Street OVINGHAM SA, 5082 Australia
Submission Date	22/09/2024 07:01 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

Clearly a lot of work has been done to make plans to knock down the existing dwellings to make space for this large project. However the basis of the project and site are that this area has been historically used for affordable housing projects. I'm not sure how the terms "innovation" and "historically" are being used here but they seem more conflicting and arent meeting the appeal that these "buzz" words usually resonate with. Ovingham, Bowden and Brompton already has a lot of housing trust homes, and the few on our street are not well maintained in any capacity. I myself have been awaiting a boundary fence to be fixed for 3 weeks, and another property held by Uniting SA has had a skip bin out the front for a month and the rubbish and overgrowth in the front yard is abhorrent. This development is trying to cram far too many tenants into too small a space, and completely ignores the efforts of the local community group "Ovingham greening" to try and create a garden landscape in the area. There is too much building, not enough parking, not enough landscaping that fits the neighborhood aesthetic and these plans have clearly not been created with any community council. We hope that you make the time to listen to residence in the area and make this a smaller project that reflects the community needs, not just the states housing crisis. Bowdens high density living has many infrastructure failings and you are going to repeat the same mistakes here.

Attached Documents

Representations

Representor 7 - Alison Russell

Name	Alison Russell
Address	103/1 Kevin Taylor Lane BOWDEN SA, 5007 Australia
Submission Date	22/09/2024 09:38 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I strongly support the need for social housing, and strongly support building it Bowden. It is important that this housing is of high quality with ammenities to ensure a high quality of life- this includes access to green spaces, recreational facilities, social connection and privacy. The proposed plan has far too many homes for the small area, with no communal green space and loss of and extensive existing tree canopy. The density of the housing would provide limited privacy for tenants. This combined with limited communal space (open space, community garden plots etc) will limit social connection and quality of life for tenants. Negative external impact. The lack of adequate parking is currently problematic in the whole Bowden area. Gibson street (between Hawker and 13th streets) already has limited traffic flow due to cars parked on both sides of the street throughout the day, restricting flow to one way at any time. This is already dangerous for cars turning off Hawker St and this will be made significantly worse with the increased number of cars in the proposed development (including residents, carers, visitors), and given this is the only access to the development from Hawker street. As proposed, this development will be detrimental to the health and well being of the tenants, and have a significant negative impact on the neighbourhood

Attached Documents

Representations

Representor 8 - Tegan Vessali

Name	Tegan Vessali
Address	27 Gilbert St, OVINGHAM 5082 SA OVINGHAM SA, 5082 Australia
Submission Date	23/09/2024 06:02 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

We are very unhappy that this development would require a beautiful character home, that is over 100 years old and is historic to the area, to be demolished. We were told by Charles Sturt Council that the house features listed within the Ovingham Historic Area Statement are something that the council takes very seriously. We were told that as houses that did not have these characteristics were demolished, only houses that did would be approved to be built. The council described this as a plan to slowly improve the compliance to the historic area requirements. The introduction of a large apartment block would undermine these efforts. The proposed apartment block is disproportionate to the existing residential infrastructure, which primarily consists of single-family homes and small-scale dwellings. The high-density nature of the development would alter the character of the neighborhood, increasing foot and vehicular traffic, congestion, and pressure on local amenities. Our suburb lacks the infrastructure to support such a significant increase in population. Housing SA & Uniting SA, the proposed manager of the development, has a documented history of poor property upkeep. In nearby areas, properties managed by Housing and Uniting SA have been observed with rubbish-strewn yards and general neglect. This lack of proper maintenance would not only degrade the aesthetic quality of our neighborhood but could also lead to safety and health concerns for all residents. Our suburb is a quiet and peaceful community, and residents highly value the sense of security and calm that comes with living in a low-density, well-maintained area. The proposed development, catering to a large number of tenants from low socio-economic backgrounds, risks straining the social fabric of the neighborhood without adequate support services in place. This could lead to a range of issues that would negatively affect both the new and existing residents. While I fully support the need for affordable and community housing, I believe this particular development is out of step with the needs and character of our suburb. I urge the council to consider alternative locations better suited to high-density housing, where proper infrastructure and community services can be provided.

Attached Documents

Representations

Representor 9 - Darren Lines

Name	Darren Lines
Address	14B Noble Street OVINGHAM SA, 5082 Australia
Submission Date	30/09/2024 06:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Too many houses in too small a space. It is also inconsistent with the Historic Area Overlay	

Attached Documents

Representations

Representor 10 - Peter Crush

Name	Peter Crush
Address	8 Quin Street BOWDEN SA, 5007 Australia
Submission Date	02/10/2024 09:38 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
I believe that planning consent should be refused because: 1. the proposed development is too dense 2. the proposed buildings are too high 3. car parking provision is insufficient and very crowded 4. protection of the significant river red gum is inadequate and proposed parking under its canopy would be prejudicial to it. Every effort should be made to preserve this tree. 5. there is insufficient private recreational external space for each dwelling (it appears to be limited to its balcony) 6. the proposed demolition of the Representative Building at 12-14 Market Place would remove the last example of the early housing in Market Place 7. the proposed development would not improve the general appeal of the local environment

Attached Documents

Representations

Representor 11 - Stephanie Wright

Name	Stephanie Wright
Address	108 East Street, Brompton ADELAIDE SA, 5007 Australia
Submission Date	03/10/2024 09:52 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

am not against the redevelopment of this site and I'm fully supportive of social housing but I cannot support this redevelopment plan as it stands. I do not think that the number of dwellings in this development is appropriate for the size of the space as it contains inadequate parking facilities and will mean the removal of greenery and tree canopy. The inclusion of the six townhouses for resale at this site is not part of the social housing plan ethos and will mean that the amount of parking required will vastly exceed the 20 spaces provided. Cars will end up parking all over Market Place, which is a small cul de sac which has had a significant community input to make it pleasant for the people who live there. Inadequate off road parking facilities on our already narrow streets of Brompton/Bowden is a problem and the subsequent clogging of cars in a dead end street with no turnaround is dangerous. It does not allow access for emergency vehicles, council trucks, taxis, carer's cars or visitors. This area is also a well recognised pedestrian and cyclist thoroughfare leading to crossings across the railway line. There are already very few crossings with a large distance between them and to clog this area with cars will make it dangerous for pedestrians and cyclists. Furthermore future parking problems in this area may encourage the developers to request to get rid of the green landscaped mound with its newly planted beautiful bottle brushes which the council and the community have put such a lot of effort into and is part of the enjoyment of the people living there, and adds to the quality of life of people in social housing. It is important that green canopy is maintained in this very tree lacking area and the large gum trees and bottle brushes around the existing complex are not cut down. Urban greening has been a main push of the council in this area as it has one of the poorest tree canopies in Adelaide. The main three story dwellings can be built on this redeveloped area however, an internal road needs to continue to be provided which will allow larger vehicles and visitors vehicles to come off the main thoroughfare of Market Place. This will make the area more pleasant and not add to the already dangerous parking and traffic conditions of our area. That would also allow a larger area of green space within the development site, which will vastly improve the quality of life of the residents as well as helping the climate. If the development goes ahead in its current form, the area will be a car clogged dangerous urban ghetto, which is not what we're trying to achieve with integration with assisted housing in our community.

Attached Documents

Representations

Representor 12 - Dimitrios Moutos

Name	Dimitrios Moutos
Address	PO BOX 647 WALKERVILLE SA, 5081 Australia
Submission Date	06/10/2024 12:23 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
Application ID:24024441 Subject Land:105 Gibson St Bowden SA 5007; 16 Market Place Bowden SA 5007; 18 Market Place Bowden SA 5007; 2-10 Market Place Bowden SA 5007; 2-10 Market Place Bowden SA 5007; 12 Market Pl Bowden SA 5007 Name : Dimitrios Moutos Address: PO Box 647 Walkerville SA 5081 Apartments Building covers an excessive amount of the land. Not enough allocation of land to landscaping. Removal of trees will increase heat in the area. Trees proposed to be removed are protected and need to be kept and not compromised in any form. The apartments are too high. No three storey developments on this side of the railway line. Not in keeping with what is in the area. Set back issues. Too close to the verge. Not enough off street parking. Will need more off street parking. No mention on how to police car restrictions of proposed residents. Will cause on street parking congestion. All ready have huge issues with cars parking on the road. Will be issues driving with cars parked on either side of the road. Traffic flow will be quite restrictive, invariably increasing the chance of car to car accidents or even car to pedestrian accident. Waste bin collection issues for both the proposed development and existing residents. Development is out of character with the local Bowden area Roller door access will cause noise pollution issues, particularly to U5, 2A Market place which is right next to the roller door. Every time someone enters or exits the proposed development the roller door will make a sound. This may happen up to 100 times a day or even more. Townhouses Issue with setback. Too close to footpath Not enough off street carparking. Will cause on street congestion in a busy thoroughfare. Site access point too close to Hawker Road. Will cause traffic flow issues, potential for accidents. Tree would need to be removed. Tree needs to be retained. Bin collection issues. Bins on the footpath may cause pedestrian access, particularly in relation to wheelchair bound people.

Attached Documents

Representations

Representor 13 - Maria Moutos

Name	Maria Moutos
Address	PO BOX 647 WALKERVILLE SA, 5081 Australia
Submission Date	06/10/2024 12:25 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
Application ID:24024441 Subject Land:105 Gibson St Bowden SA 5007; 16 Market Place Bowden SA 5007; 18 Market Place Bowden SA 5007; 2-10 Market Place Bowden SA 5007; 2-10 Market Place Bowden SA 5007; 12 Market Pl Bowden SA 5007 Name : Maria Moutos Address: PO Box 647 Walkerville SA 5081 Apartments Building covers an excessive amount of the land Not enough allocation of land to landscaping. Removal of trees will increase heat in the area. Trees proposed to be removed are protected and need to be kept and not compromised in any form. The apartments are too high. No three storey developments on this side of the railway line. Not in keeping with what is in the area. Set back issues. To close to the verge. Not enough off street parking. Will need more off street parking. No mention on how to police car restrictions of proposed residents. Will cause on street parking congestion. All ready have huge issues with cars parking on the road. Will be issues driving with cars parked on either side of the road. Traffic flow will be quite restrictive, invariably increasing the chance of car to car accidents or even car to pedestrian accident. Waste bin collection issues for both the proposed development and existing residents. Development is out of character with the local Bowden area Roller door access will cause noise pollution issues, particularly to U5, 2A Market place which is right next to the roller door. Every time someone enters or exits the proposed development the roller door will make a sound. This may happen up to 100 times a day or even more. Townhouses Issue with setback. To close to footpath Not enough off street carparking. Will cause on street congestion in a busy thoroughfare. Site access point too close to Hawker Road. Will cause traffic flow issues, potential for accidents. Tree would need to be removed. Tree needs to be retained. Bin collection issues. Bins on the footpath may cause pedestrian access, particularly in relation to wheelchair bound people.

Attached Documents

Representations

Representor 14 - D and M Moutos Pty Ltd

Name	D and M Moutos Pty Ltd
Address	PO BOX 647 WALKERVILLE SA, 5081 Australia
Submission Date	06/10/2024 12:37 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
Application ID:24024441 Subject Land:105 Gibson St Bowden SA 5007; 16 Market Place Bowden SA 5007; 18 Market Place Bowden SA 5007; 2-10 Market Place Bowden SA 5007; 2-10 Market Place Bowden SA 5007; 12 Market Pl Bowden SA 5007 Name : Dimitrios Moutos Address: PO Box 647 Walkerville SA 5081 Apartments Building covers an excessive amount of the land Not enough allocation of land to landscaping. Removal of trees will increase heat in the area. Trees proposed to be removed are protected and need to be kept and not compromised in any form. The apartments are too high. No three storey developments on this side of the railway line. Not in keeping with what is in the area. Set back issues. To close to the verge. Not enough off street parking. Will need more off street parking. No mention on how to police car restrictions of proposed residents. Will cause on street parking congestion. All ready have huge issues with cars parking on the road. Will be issues driving with cars parked on either side of the road. Traffic flow will be quite restrictive, invariably increasing the chance of car to car accidents or even car to pedestrian accident. Waste bin collection issues for both the proposed development and existing residents. Development is out of character with the local Bowden area Roller door access will cause noise pollution issues, particularly to U5, 2A Market place which is right next to the roller door. Every time someone enters or exits the proposed development the roller door will make a sound. This may happen up to 100 times a day or even more. Townhouses Issue with setback. To close to footpath Not enough off street carparking. Will cause on street congestion in a busy thoroughfare. Site access point too close to Hawker Road. Will cause traffic flow issues, potential for accidents. Tree would need to be removed. Tree needs to be retained. Bin collection issues. Bins on the footpath may cause pedestrian access, particularly in relation to wheelchair bound people.

Attached Documents

Representations

Representor 15 - Michael Goers

Name	Michael Goers
Address	107A Gibson Street BOWDEN SA, 5007 Australia
Submission Date	06/10/2024 01:35 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
The need for additional community housing is understood and we will support any proposal in this Bowden area that conforms with the Planning and design code requirements for this area. The Proposal needs to conform with 1) A residency density closer to the current community housing and residential housing located in this zone. 2)Conforms to the 2-story limit imposed on this area of Bowden. 3)Utilises a higher off-street residence parking ratio. 4)Has an improved traffic management plan that does not increase the risk of vehicle accidents due to congestion and poorly situated access and exits with restricted vision. 5)Respects current residents privacy by not including close direct line of sight balconies overlooking their properties and living areas. 6)Respects current residents standard of living by not building significantly higher buildings in very close proximity that do not respect the building limits of the neighborhood. The current proposal in Application 2402441 does not conform. Please see attached document for additional information.

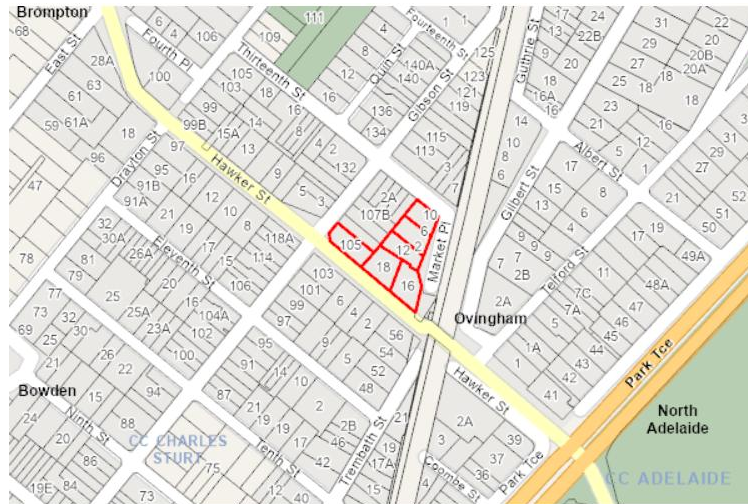
Attached Documents

Development-Application-24024441-107AGibsonSt-1412838.pdf

Development Application 24024441.

Three-story residential flat building comprising community housing dwellings (40) and supported accommodation premises (2), two-story group dwellings (6) and demolition of buildings including one Representative Building.

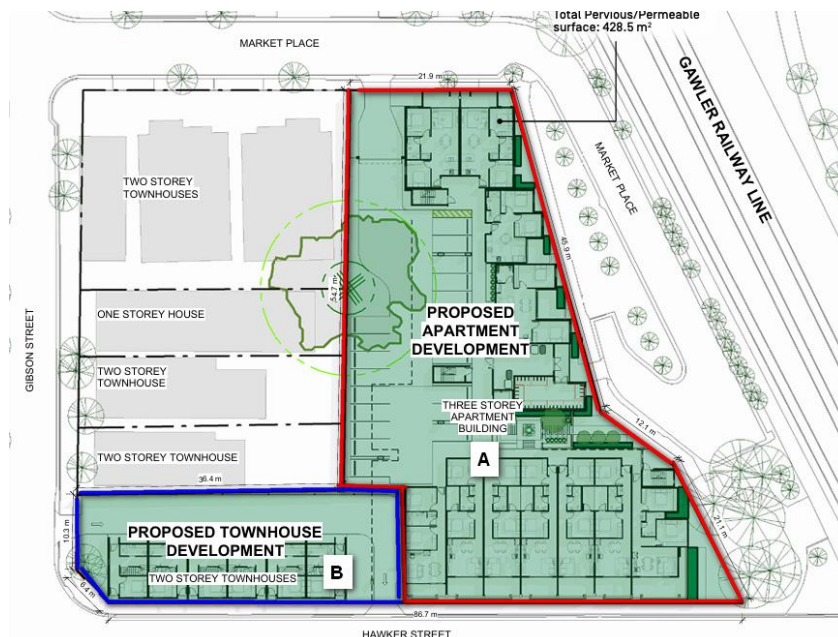
Location Plan: 105 Gibson Street, 12, 16, 18 and 2-10 Market Place, Bowden 5007.



I do not support the proposal due to its failure to meet the Planning and Design Code requirements.

I believe the application proposal should be divided into two parts based upon its community housing purpose and shall outline the reasons for each to be declined. (see plan below for the division).

- A) Three-story residential flat building comprising community housing dwellings (40) and supported accommodation premises (2) (red box below) located on 12, 16, 18 and 2-10 Market Place, Bowden 5007.
- B) Two-story group dwellings (6) townhouse non community housing dwellings (blue box below) located on 105 Gibson Street, Bowden 5007.



It appears both construction proposals have different purposes, characteristics and failures in the Planning and Design Code. They should be separated and resubmitted for individual evaluation.

Three-story residential flat building (A).

These buildings do not adhere to the Planning and Design code requirements for

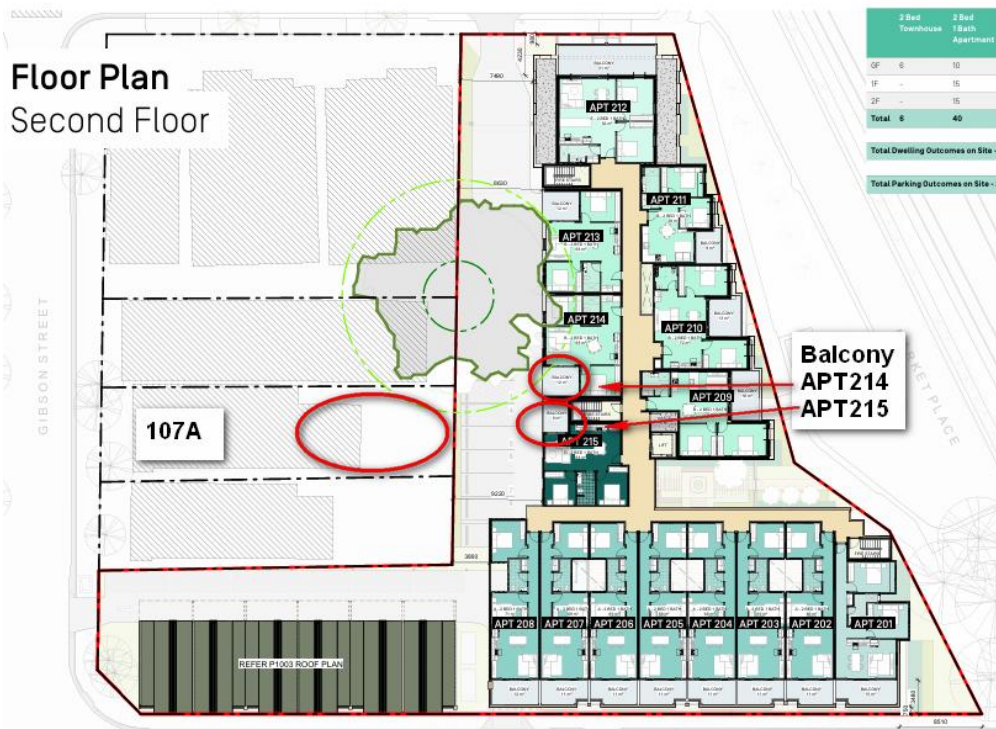
- 1) Dwelling density. The proposed 42 dwellings within the three-story residential flat buildings exceed the previous historic 10 dwellings in the same area and also the surrounding residential dwelling density significantly. This dwelling density increase is very large and would be the only area of high density in Bowden north of Hawker street.
- 2) Building height. The two proposed large three-story buildings do not comply with the surrounding residential buildings heights. These are restricted to a maximum of 2 stories and the majority of residences are single story throughout the area. If approved this would become the only area of buildings of this height in Bowden north of Hawker street.
- 3) Parking. The 42 dwellings have a total of 20 car parks allocated (see table below from the submissions architectural plan). This is significantly below the requirement needed to support the residents. The proposed development location is distant from amenities (supermarkets, medical, support etc) and lacks suitable public transport (public bus services are available nearby for use), transport will be required for the residents. They will require motor vehicles for daily use. With only 20 available parking locations within the proposed area overflow will use the very limited on-street parking in surrounding areas. On-street parking on Market Place, Gibson Street, Hawker Street and Thirteenth Street is currently utilised by residents. The additional required parking is not available and may lead to disagreements between current residents and proposal residents.

	2 Bed Townhouse	2 Bed 1 Bath Apartment	2 Bed SDA Apartment	Townhouse Car Parks	Apartment Car Parks
GF	6	10	1	6	20
1F	-	15	1	-	-
2F	-	15	-	-	-
Total	6	40	2	6	20

Total Dwelling Outcomes on Site - 48

Total Parking Outcomes on Site - 26

- 4) Access. The 42 dwellings can only be accessed via Market Place. This access is a narrow dead end "cul de sac". The additional proposed developments resident's traffic (plus support, visitors, health assistance, etc) will significantly increase the congestion on this access. To access Market Place most vehicles will use Gibson Street. Gibson Street is also a narrow road when on-street parking is utilised by residents. See photograph below of the Gibson Street and Hawker Street intersection (looking south down Gibson Street). Note the approaching light truck entering the narrow street between the parked vehicles on both sides of the road. This parking is a common situation that shall become more frequent because of the increased resident numbers of the proposed development. This will increase the risk at all users of this intersection.



Two-story group dwellings (6) townhouse (B).

This building does not adhere to the Planning and Design code requirements for

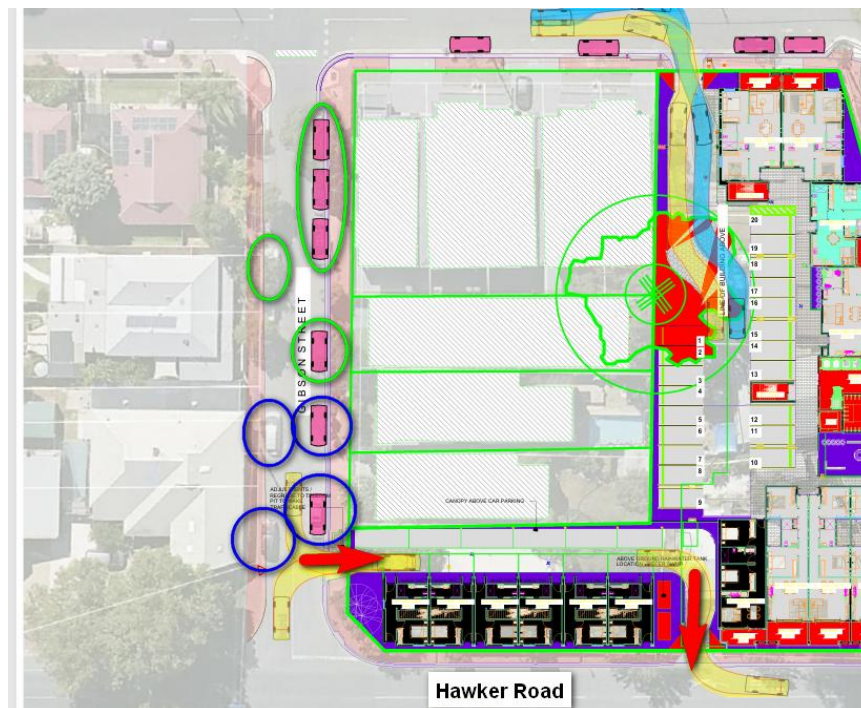
1) Access. Vehicle access for the residents of the 6 townhouse is planned from Gibson Street with a turn in very close to the Hawker Road/ Gibson Street intersection see plan below. This intersection is congested at present with parked vehicle commonly on both sides of Gibson Street restricting traffic.



The below photograph is of the Gibson Street and Hawker Street intersection. This is looking south down Gibson Street showing parked vehicles on both sides of the street. This is common and restricts the traffic to one way passage. Note the access to the proposed 6 2 story townhouses in located in front of the white Nissan sports car situated in front of the SUV on the left-hand side of the road. This planned access will further congest the traffic and is located less than 5 meters from Hawker Street.



Below is the plan of the access and exit from the townhouses, Note the blue circles indicate parked vehicles in the photograph above, and green circles indicate parking spaced commonly utilised by current residents.



The exit from the complex is at the south eastern edge of the building, exiting onto Hawker Street. As the planned townhouse buildings front directly onto the footpath edge of Hawker street this vehicle exit will have very restricted views left and right for traffic entering onto Hawker Street. Hawker Street is also a busy road and becomes congested by rail traffic passage.

2) Parking. Only 6 parking locations are available for the townhouse residents. Any additional vehicles or visitors will be required to park on-street. Hawker road has no street parking close to the location so people will park as close as possible in Gibson and Market place further congesting these streets.

The need for additional community housing is understood and we will fully support any proposal in this Bowden area that conforms more to the Planning and design code requirements for this area.

- 1) **Lower density housing** than that proposed. A density closer to the current community house and residential house in this zone.
- 2) **Conforms to the 2-story limit** imposed on this area of Bowden.
- 3) Utilises a **higher off-street residence parking ratio**.
- 4) Has an **improved traffic management plan** that does not increase the risk of vehicle accidents due to congestion and poorly situated access and exits with restricted vision.
- 5) **Respects current residents privacy** by not including close direct line of sight balconies overlooking their properties and living areas.
- 6) **Respects current residents standard of living** by not building significantly higher buildings in very close proximity that do not respect the building limits of the neighbourhood.

Michael and Haydee Goers

Representations

Representor 16 - Travis Olds

Name	Travis Olds
Address	14 Quin Street BOWDEN SA, 5007 Australia
Submission Date	06/10/2024 03:16 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I understand and fully support the need for more affordable housing, as well as the idea of increasing the density of community housing where the location allows. Affordable housing is critical to supporting a diverse and inclusive community. I would generally be supportive of the proposed development; however, I believe that this specific location is not suitable for a project of this scale. My concerns about this proposal primarily revolve around the following issues: 1. Car Parking: The development provides insufficient parking for future residents and visitors. This will result in overflow parking onto surrounding streets, which are already limited in space and cannot accommodate a significant increase in vehicles. 2. Narrow Streets: The local road network is characterized by narrow streets, which are already challenging for navigation and parking. Increased traffic from the proposed development will only heighten these issues, affecting both road safety and ease of movement for local residents. 3. Limited Access and Connectivity: The site is situated in a cul-de-sac, with many surrounding streets being dead ends. This significantly limits access to and from the area, likely causing bottlenecks and making it difficult for emergency services to operate efficiently in the event of an emergency, and for essential services to perform their regular activities. 4. Removalists and delivery services: With the restricted access due to the cul-de-sac and narrow streets, I am also concerned about how removalists and delivery services will be able to access and park at the site. Large vehicles may have difficulty navigating the area, which could lead to delays, traffic blockages, or damage to property. While I appreciate the intent behind this development, I believe it is not suitable in this specific location which cannot accommodate the increased density without causing undue strain on local infrastructure. I respectfully urge the State Planning Commission to reconsider this application and amend it to address these concerns and propose something more appropriate for this site. Thank you for taking the time to consider my submission.

Attached Documents

Representations

Representor 17 - kylie Voigt

Name	kylie Voigt
Address	15 noble street OVINGHAM SA, 5082 Australia
Submission Date	07/10/2024 01:51 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I am writing to express my concern with the build of Uniting on Hawker. The biggest concern 1400m2 housing over 42 people in a area which residents are already living in close proximity to each other. I have lived in Ovingham for over 20 years and have observed the many types of housing trust, emergency housing & aboriginal housing they are all in close proximity of each other and has often resulted in behaviour that residents have feared for their safety and police have needed to be present. My personal opinion is that a large development like Uniting on Hawker is adding to the already large number of community housing we have in our area. We currently have 3 empty housing trust homes in Ovingham located on Gilbert st that have been left for over 6 months boarded up and been left vandalised. We as a community have worked hard in the past 3 years to make this a beautiful suburb yo help residents ceel safe with knowing our neighbours and I fear if a 3 storey development in a small street with one way access is approved the president is being set for bigger and larger builds in suburbs. Please listen to the community

Attached Documents

Representations

Representor 18 - Sandra Ball

Name	Sandra Ball
Address	106 Drayton Street BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 11:05 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please see attached submission	

Attached Documents

market-place-development-application-1412960.pdf
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Comments on Development Application 24024441 for 48 dwellings facing Market Place and Hawker Street

Summary

While I support the need to build social and affordable housing, I do not support the proposal as outlined in application number 24024441.

I believe the proposal should be rejected because of the extent to which it does not comply with a wide range of requirements of the Planning and Development Code, and because of the range of consequent serious negative repercussions on local amenity.

My understanding is that the proposal falls substantially short of the Planning and Design Code requirements in the following fundamental areas.

- It exceeds density limits by over 4 times.
- It exceeds height guidelines for the area.
- It does not meet setback requirements.
- It is not in keeping with the local Heritage Overlay.
- It does not have sufficient tree canopy, soft landscaping and open spaces.
- It has substantially less than half the required car parking spaces.
- There is insufficient access for essential services such as ambulance, waste management, tradespeople, carers and other service providers.
- It substantially reduces the amenity of local residents, many of whom are also public housing residents, due to increased traffic congestion, unsustainable competition for on street parking, and reduced tree canopy leading to increased heat effects.

Bowden is a diverse and tolerant community. Many people enjoy living here because of the strength of the local community, which includes a wide range of age groups, ethnic backgrounds, and many people who live in public and community housing. It is important to maintain this balance and to not create housing that will reduce the amenity of all these existing residents.

In addition, I believe that the development proposal does not offer comfortable housing for the proposed target residents of over age 55 women, who need safe, accessible, and comfortable dwellings which improve their lives rather than add to their difficulties. Public housing in this area has been reasonably well integrated, but this very large development would stand out and be much harder to integrate due to its density and impact on local amenity.

Detailed Comments

I live at 106 Drayton Street, which is one and a half short blocks from the proposed development, and I utilise the streets adjoining the proposed development for driving, walking and cycling in and out of Bowden.

1. Density

The density of the proposed development is very substantially greater than that of the local neighbourhood. It is greater than density specifications in the Planning and Design code for the area by over 4 times.

The scale and density of the proposed development is far greater than anything in the immediate Bowden locality. It is more consistent with the western high density end of Bowden, not with the type of established residential housing in Bowden.

The report attempts to justify the height of the proposed apartment block by referencing the three story buildings on the opposite side of the railway line. However, it should be noted that those buildings have an overall density of about one quarter of this proposed building. Therefore, their mass is much smaller and the impact of this is further lessened by being much further setback to the street and having substantially more open space around them. They are not particularly obvious from Hawker Street. It should also be noted that they are the only 3 story buildings anywhere in the locality, and therefore they deviate from the usual built form. They are not desirable buildings, and it is hard to see the merit in using them as a precedent.

2. Neighbourhood Character

The development is out of character to the local Bowden area. There are no flat type developments in this part of Bowden.

Bowden is comprised entirely of single story and two story dwellings on their own allotments. Across the railway tracks in Ovingham, there are two buildings of three stories, with all surrounding buildings being single or double stories.

The large majority of dwellings in Bowden are set back from the street. This proposal has a tiny setback for the townhouses and apartments that face or adjoin Hawker Street. The proposal seeks to justify this by referencing two buildings, very old and originally

shopfronts that abut the street. These are not typical of the area and should not be used as a precedent for these townhouses and apartments. The proposal does not meet minimum setback requirements and allowing them to deviate from the local neighbourhood character, in such a substantial fashion, would change the nature of the neighbourhood, rather than be in keeping with it.

The development would greatly change the visual aspect on entry to Bowden along Hawker Street, which is of one and two story buildings, a solid brick fence providing privacy to existing public housing, and a pleasantly treed streetscape. Keeping the large brick fence along Hawker Street would keep consistency along that part of the street, allow existing street trees to remain, and provide privacy to residents.

3. Parking

The parking provided for 26 vehicles is grossly inadequate for an additional 48 two-bedroom dwellings.

The parking report notes that the development is not included in the Affordable Housing Overlay. Therefore, it technically has a shortfall of 33 parking spaces for the apartments and a shortfall of 2 spaces for the townhouses - a shortfall of 35 spaces for the proposal overall. The proposal seeks to justify this shortfall by using Affordable Housing guidelines, even though it acknowledges that this “is not strictly applicable”.

This is unacceptable for the following reasons.

- While SA Housing may attempt to allocate dwellings to those without cars, there is nothing to stop residents buying a car, which they may need to facilitate access to jobs, job interviews, shopping and services.
- Older women, to whom this development is targeted, especially need private transport, particularly at night, for safety reasons. Vehicles are also often needed to access part time or full time work, to visit doctors and family, all of which may be difficult to access via public transport.
- Anecdotal information from the Nightingale Social Housing complex indicates that many of the residents now have cars, despite not owning vehicles at the time they moved into the complex. Many of those residents now have to pay for parking, reducing the benefit of their affordable housing. That complex has much greater access to public transport than the proposed development at Hawker Street.
- While the use of public transport is a worthy aim, it is not practical or fair to assume that public transport will meet all the needs of affordable housing residents.

I find it extremely unlikely that there will only be 20 vehicles owned by residents of 42 two bedroom dwellings. This clearly does not meet provisions of the Planning Code.

The proposal also asserts that on street parking can handle any additional cars belonging to residents and their visitors. This is unwarranted optimism for the following reasons.

- There is already often crowded street parking in the immediate area, with a number of residents already permanently parking their vehicles on the surrounding streets.
- This is exacerbated at times when residents have visitors, when the church in Drayton Street holds regular and other additional services and functions, and when people visit the popular Seven Grounds café and other nearby cafés and businesses.
- 5 new townhouses have recently been completed on Market Place between Gibson St and the railway line. These will place additional demands on street parking in the immediate vicinity of the proposed development. Townhouses in the area almost always rely on street parking for visitors and often also for parking a second car belonging to their residents. Another 4 townhouses are under construction in Fourth Place, which will similarly rely on local street parking.
- A development application by the Greek Orthodox archdiocese in Drayton Street to double the capacity of the Church is also citing street parking to cater for increased attendances at services and functions.
- Carers and other service providers visiting the two supported accommodation apartments will need parking, possibly every day. It cannot be assumed that people living with disabilities cannot drive, with or without adapted cars depending on the type of disability. More, rather than less, car parks are needed for this accommodation.
- Parking for visitors and for any additional cars associated with the 6 townhouses proposed for Hawker Street will primarily rely on parking on Gibson Street between Hawker and Thirteenth Streets. There are already a number of cars parked either permanently or for long periods on this and other parts of Gibson Street. Two Gibson Street parks are restricted for designated use of residents without driveways and for carers.
- The section of Hawker Street which the townhouses and many of the apartments face, has no parking spaces at all.

A development of this size with such limited parking onsite will put street parking under very substantial pressure and thus will reduce local amenity to a great extent, including for the local amenity of the many current residents of other social housing in the vicinity.

The highly inadequate provision for car parking illustrates the incapacity of this site to deal with the requirements of such a large development.

4. Traffic congestion

Even in the unlikely event that there are only 20 additional vehicles associated with the 42 apartments and 6 with the townhouses, this will add to traffic congestion in an area characterised by narrow streets.

- Almost all traffic from Hawker Street into the north east part of Bowden is funnelled along Gibson Street. All additional traffic from the apartments will have to use Gibson Street for entry and exit, as will all vehicles entering the proposed townhouses.
- With cars parked on both sides, as is almost always the case already, it becomes quite narrow and two cars cannot pass each other, making it effectively a one way street. Additional traffic will result in traffic banking up along Gibson street and potentially along busy Hawker Street. This is potentially dangerous.
- At the moment, there is usually a space on Gibson Street for drivers to pull over to let cars coming from the opposite direction pass. Additional cars parked on Gibson Street will make pulling over difficult, This, along with Market Place, is the street that is likely to be used for the additional car parks needed by residents and visitors to the development.
- In addition, the ingress for the 6 townhouses off Gibson Street is problematic, and also potentially dangerous. If traffic is banked up trying to get into the townhouses, then this may result in traffic along busy Hawker Street also being backed up. This is made worse by the entrance to the townhouses being too close to the intersection of Gibson and Hawker Streets, which does not comply with requirements of the Code. While the entrance is a little further back from the intersection than the current one, the fact that it will be servicing six dwellings rather than the current one dwelling, increases the potential problems greatly.
- Market Place presents additional traffic challenges due to being a dead end cul de sac. Parking will be further restricted by waste management Council trucks and all deliveries to the 42 apartments will have to come into this cul de sac, including post, supermarket vans, Uber/Taxi Drivers, Community Buses, furniture deliveries and tradespeople. Most of the associated vehicles will need to reverse out of the cul de sac in order to exit to Gibson Street. This is also likely to present hazardous situations.
- In addition, there does not appear to be a turning circle for traffic within the 20 space provided car park area. If a vehicle enters the area and finds all car parks

are full, it appears that they have to back out of the driveway on to Market Place. Again, this would be quite hazardous.

This aspect of the development proposal does not meet the provisions of the Planning Code and is highly likely to cause traffic problems. There is inadequate allowance made for reduced local amenity caused by the increase in local traffic, all funnelling into one narrow street for entry and exit to the whole of northeast side of Bowden.

The location and density of the proposed development cannot handle the traffic that will be associated with this number of dwellings.

5. Tree Canopy

There will be a substantial reduction in existing tree canopy with consequences for increases in heat in an already hot suburb, making a less comfortable environment for both existing residents and residents of the new development. The proposal leaves one significant tree, which may be damaged by the proposed car parks surrounding it. I have been informed that another significant tree is on the site but is ignored in the application.

The proposal removes at least 20 trees from around the existing buildings and Hawker Street. The landscaping is minimal and does not meet Planning Code requirements. The Charles Sturt Council has a policy of increasing tree canopy, and the removal of so many trees goes against this policy. The Council area has the second lowest tree canopy in Adelaide and Bowden is already one of the hottest suburbs within the Council boundaries.

This lack of green and open spaces is likely to negatively affect the wellbeing of the development's residents.

6. Assessment of Townhouses

The townhouses proposed for Hawker Street, which will be sold commercially, should be subject to the normal assessment of other private dwellings, especially in relation to setbacks, and the safety of vehicle entry and parking, as they are not part of social and affordable housing. A smaller number of townhouses on the site, possibly reduced from six to three or four, would alleviate these issues and enable a design that is more suited to the area and conforms with the Planning and Design Code.

Sandra Ball

106 Drayton Street, Bowden

7 October 2024

Representations

Representor 19 - Alex Pritchard

Name	Alex Pritchard
Address	10, Quin Street BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 02:18 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The following points below are expanded upon in the full representation PDF attachment

1. Exceeds Density Limits The development exceeds the allowable density for the area by more than four times.
2. Does not adhere to Height Guidelines or demonstrate Appropriate Development The proposed three-storey development disrupts the established character of the area and is not compatible with its existing scale and architectural style.
3. Setback Requirements Not Met A significant portion of the proposed new buildings is constructed directly on the front boundary and also exceeds the minimum setbacks for the side and rear boundaries.
4. Conflict with Heritage Overlay The scale and design proposed do not reflect the area's historical and architectural significance
5. Lack of Green Spaces and Landscaping The proposal includes only approximately 10% soft landscaping, well below acceptable standards, and removes many regulated and significant trees.
6. Excessive Site Coverage The site coverage for this development is over 70%, which far exceeds the recommended limits.
7. Inadequate Parking and Waste Management The development offers only 20 parking spaces for 42 new dwellings, which is less than half of the minimum required.
8. Limited Access for Essential Services The design does not provide adequate access for essential services, including ambulances, waste management, and tradespeople.
9. Negative Impact on Local Residents The development will substantially reduce the amenity of local residents. Most importantly, increased traffic congestion on already strained narrow road network.
10. Assessment of Townhouse component should be separated from this application The six townhouses included in this proposal should be assessed as a separate development by Charles Sturt Council.
11. Proximity to Freight Train Line The main national freight train line to Darwin is immediately in front of the proposal, yet there has been no consideration given to acoustic or visual screening from the balconies. A professional Arborist report and Traffic Management report are attached along with my full length PDF representation.

Attached Documents

PRITCHARD-UNITING-ON-HAWKER-REPRESENTATION-1412990.pdf
24-287-2-18-Market-Place-and-105-Gibson-Street,-Bowden-1412991.pdf
Project-Proposal,-Uniting-on-Hawker--1412992.pdf

Date: October 7, 2024

Attention to Troy Fountain
Manager – Commission Assessment
Planning and Land Use Services
State Planning Commission
Via PlanSA Portal

Dear Troy,

Re: Objection to Development Application – Uniting on Hawker (2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden)

I am writing to formally submit my objection to the proposed development "Uniting on Hawker" located at 2-10, 12, 14, 16, 18 Market Place and 105 Gibson Street, Bowden. After reviewing the proposal, I have several concerns regarding its significant negative impacts on the local community and environment.

Key Issues:

1. Exceeds Density Limits

The development exceeds the allowable density for the area by more than four times. The remaining section of the block bounded by Thirteenth St and Gibson St has an area of approximately 2000 sqm, which was originally occupied by two buildings. A few years ago, one of these buildings was demolished, and three new dwellings were constructed on that site. Recently, the remaining corner allotment has had five new dwellings built, illustrating a good example of urban infill. However, the subject land currently has 10 dwellings, and the proposal for 48 new dwellings is not a reasonable example of urban infill. This significant increase raises serious concerns about overcrowding and strain on local infrastructure and services.

2. Height Guidelines and Appropriate Development

While I support the idea of two-storey developments in the area, the proposed three-storey buildings are inappropriate. The planning consultant representing the applicant attempts to justify this height by referencing poor-quality three-storey buildings located across the railway line in the completely different suburb of Ovingham. However, this comparison is not valid, as it is based on a previous planning code and context that does not relate to the subject land. The heritage overlay for our neighbourhood clearly indicates that the typical height for homes is generally one storey. The proposed three-storey development disrupts the established character of the area and is not compatible with its existing scale and architectural style.

3. Setback Requirements Not Met

A significant portion of the proposed new buildings is constructed directly on the front boundary and also exceeds the minimum setbacks for the side and rear boundaries. This lack of appropriate setbacks results in a design that offers no articulation, causing the structures to loom over pedestrians and negatively impacting the streetscape. This configuration not only detracts from the neighbourhood's character but also compromises the privacy and sunlight access for neighbouring properties.

4. Conflict with Heritage Overlay

The development is not in keeping with the local Heritage Overlay, which aims to preserve the character of the area. The scale and design proposed do not reflect the area's historical and architectural significance.

5. Lack of Green Spaces and Landscaping

The proposal includes only approximately 10% soft landscaping, well below acceptable standards, and removes many regulated and significant trees. I have arranged for a professional arborist report that will be included in the linked documents, which clearly shows two significant trees on site. However, the current plans only refer to one regulated tree, and there are several other regulated trees on site that are planned to be removed. Furthermore, there is insufficient space allocated for the planting of replacement trees, which severely compromises the area's tree canopy and environmental sustainability.

6. Excessive Site Coverage

The site coverage for this development is over 70%, which far exceeds the recommended limits. This level of coverage reduces space for essential green areas, landscaping, and permeable surfaces, increasing the risk of urban heat island effects and stormwater runoff.

7. Inadequate Parking and Waste Management

The development offers only 20 parking spaces for 42 new dwellings, which is less than half of the minimum required. This leads to concerns over increased demand for already limited street parking. Many of the proposed 80+ new residents may require ongoing assistance from healthcare providers, further straining local resources. Moreover, there is no guest parking allowed for, which could further exacerbate parking issues. Additionally, I have arranged and paid for an independent traffic report from Phil Weaver and Associates, which clearly outlines the myriad issues with both the apartment site and the townhouses. This report will be attached to my representation. We have also prepared a video illustrating the problems with parking and waste management due to the extremely narrow and old roads in this area. Market Place is a dead end without a large turnaround area at the end, further complicating access for essential services and residents alike. You can view the video here: [Vimeo Link](#).

8. Limited Access for Essential Services

The design does not provide adequate access for essential services, including ambulances, waste management, and tradespeople. Specifically, there are significant challenges for fire appliances to access the site. The narrow roads and limited turning space create logistical difficulties for emergency vehicles, which may impede their response time during critical situations. Ensuring proper access for fire services is crucial for the safety of residents, particularly in a densely populated area where fire hazards may pose increased risks.

9. **Negative Impact on Local Residents**

The development will substantially reduce the amenity of local residents, many of whom are public housing tenants. Key concerns include:

- o Increased traffic congestion
- o Unsustainable competition for on-street parking
- o Reduced tree canopy, exacerbating heat effects in the area, particularly during summer months

10. **Assessment of Townhouses**

The six townhouses included in this proposal should be assessed as a separate development by Charles Sturt Council. They are not structurally joined, are for sale (not intended for community housing) and exhibit poor quality design with no outdoor spaces. This separation is crucial to ensure proper evaluation and oversight.

11. **Proximity to Freight Train Line**

The main national freight train line to Darwin is immediately in front of the proposal, yet there has been no consideration given to acoustic or visual screening from the balconies. This oversight could lead to significant disturbances for future residents and compromise their quality of life.

In light of these issues, I respectfully request that PlanSA reject this development application or, at the very least, require significant and substantial revisions to the design to address the above concerns and ensure compliance with local planning regulations and community needs.

Thank you for considering my submission. I look forward to your response.

Yours sincerely,

Alex Pritchard
Architectural Design Director
GALVIN GROUP STUDIO

Mobile 0412 395 245
Resident at 10 Quin St, Bowden

Consultant Traffic Engineers

ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999

E: contact@pwattraffic.com.au

File: 24-287

4 October 2024

Mr Alex Pritchard
Design Director
Galvin GroupBy email: info@galvingroup.com.au

Dear Alex,

**PROPOSED RESIDENTIAL DEVELOPMENT – 2-18 MARKET PLACE & 105 GILBERT STREET, BOWDEN (24024441)
– TRAFFIC AND PARKING REVIEW**

We refer to our recent discussions with respect to the proposed residential development on the above site. As requested, we have undertaken the following review of the traffic, access, and parking related aspects of the proposed development.

In undertaking this assessment we have considered the following documentation associated with the proposed development, as provided to our office:

- 'Architectural Plans' prepared by City Collective, dated July 2024,
- A 'Traffic and Parking Report' prepared by Cirqa (Project No. 24262), Version 1.1, dated 5 August 2024,
- A 'Waste Management Plan' prepared by Rawtec, Version 1.1 dated 26 July 2024, and
- A 'Planning Letter' prepared by Future Urban, dated 6 August 2024.

TRAFFIC AND PARKING REVIEW

The following concerns have been identified in relation to the proposed development:

1) Adequacy of Car Parking

There is a two-space off-street car parking shortfall associated with the proposed six-dwelling 'townhouse' component of the subject development (visitor parking). This was justified within the 'Traffic and Parking Report' on the basis of a high-level review of available on-street parking identified in historic aerial imagery. This imagery was not provided and it is not apparent if it included typical periods of peak residential visitor parking demand, namely evenings and weekends.

Nevertheless, it is noted that No Stopping Anytime restrictions apply directly adjacent to the subject section of land on both Hawker Street and Gibson Street. As such, justification of visitor parking associated with the proposed townhouses occurring on-street would need to occur entirely adjacent to neighbouring properties, which is considered inappropriate given the potential impact on amenity of the existing residents.

There is also a significant 33-space off-street car parking shortfall associated with the proposed 42-dwelling 'apartment' component of the proposed development.

Given the secured nature of the subject on-site car parking area and more particularly the on-street car parking available on Thirteenth Street and Market Place directly adjacent to the subject site, there is a reasonable argument that the 11 visitor spaces associated with this land use component could be accommodated on-street directly adjacent to the subject site.

However, only 20 resident car parking spaces would be provided on-site, i.e., fewer than one space for every two apartments. The 22-space shortfall for this component was justified in the 'Traffic and Parking Report' and 'Planning Letter' on the basis of:

- a *Planning and Design Code Overlay* which is not relevant to the subject land,
- high-frequency public transport (train stop) which is not within sufficient proximity (<400m) to the subject site,
- an adjoining bus corridor on Hawker Street which is only 'standard frequency' and not 'high frequency' as suggested, and
- anecdotal suggestions of the operator requirements.

It is considered that this shortfall associated with resident car parking is severe, and unjustified.

Even on the basis that the 11 visitor car parking spaces associated with the apartment land use could be accommodated on-street, there would still remain a significant and inappropriate 24-space on-site car parking shortfall associated with both visitor parking for the townhouse component and resident parking for the apartment component.

In summary it is considered that the car parking provision associated with the subject development is insufficient and does not reflect the requirements of the *Planning and Design Code* for the proposed development location.

2) Impact on Hawker Street / Gibson Street Intersection

The 'Traffic and Parking Report' forecasts that the proposed development would generate up to 26 peak hour vehicle trips. Such volumes (between 10 and 100 peak hour vehicle trips) would constitute a 'moderate impact' traffic generating development in accordance with the relevant Austroads Guide to Traffic Management (Part 12).

In relation to traffic generation and distribution the 'Traffic and Parking Report' states that: "*Such a level of traffic generation would be readily accommodated at the proposed access points and on the adjacent road network, with minimal impact upon its operation.*"

Based on the geometry of the adjoining road network, it is anticipated that the majority of these traffic movements would access the site via the intersection of Gibson Street with Hawker Street. It is noted that Hawker Street is a distributor road carrying of the order of 5,600 vehicles per day (vpd), and there are no right turn treatments on Hawker Street on approach to either side road at this stop-controlled four-way intersection.

It is therefore considered that the above summation from the 'Traffic and Parking Report' is unsubstantiated. Further assessment of the impact of the proposed development on the intersection of Gibson Street with Hawker Street is considered warranted. For example, the City of Charles Sturt Local Area Traffic Management Plan from 2009 identifies investigation of a roundabout treatment at the intersection of Gibson Street with Hawker Street intersection as a 'medium-term' recommendation, the need for which the proposed 'moderate impact' traffic generating development may trigger.

3) Proposed Gibson Street Access Point

The proposed site access point on Gibson Street would be located only 3m from the relevant kerb tangent point associated with the nearby intersection of Gibson Street with Hawker Street. i.e., in a 'prohibited location' within 6m of the tangent point as identified by *Figure 3.1* of *AS/NZS 2890.1:2004*.

The 'Traffic and Parking Report' states that this is an improved access arrangement in comparison to existing conditions. However this arrangement remains contrary to the relevant Australian Standard, and in particular given consideration to the distributor-road nature of the nearby Hawker Street, is not considered safe.

Furthermore, the proposed access point would include removal of an existing street tree, which has not been acknowledged in either the 'Planning Letter' or 'Traffic and Parking Report'.

4) Built Form Impact on Sight Distances

The proposed development would incorporate minimal built form offsets from the site boundaries which will impact upon sight distances for exiting vehicles. Together with the narrow verge width along Hawker Street and traffic volumes on this roadway, the impact of the proposed development on the following sight distances warrants further consideration and potentially increased setbacks in order to accommodate:

- Safe Intersection Sight Distance (SISD) at the intersection of Gibson Street with Hawker Street, for a driver queueing to enter Hawker Street from Gibson Street, looking to the south-east past the proposed townhouses, and
- Appropriate sight distance at the proposed Hawker Street site exit point, in both directions past both the townhouses and apartments, respectively.

5) Waste Collection

Waste collection for a development of this scale should be undertaken on-site (*P.O. 40.6* of the *Design in Urban Areas Overlay*), not on-street as proposed. It has not been justified why on-site waste collection would not be feasible on such a 2,950m² allotment.

The waste collection vehicle swept path identified in the 'Traffic and Parking Report' relies on vehicle overlap of the public footpath. This movement is not considered safe or convenient.

The waste collection vehicle turnaround movement on Market Place also relies on temporary on-street parking restrictions. The proposed timing and nature of these restrictions have not been made clear, or justified in terms of the reliance the proposed development would have on on-street parking.

The proposed bin presentation area on Gibson Street identified in the 'Waste Management Plan' for three dwellings is considered to be too close to the intersection of Gibson Street with Hawker Street, and it is questionable whether sufficient space for six bins associated with three dwellings could be accommodated in the identified section of the road verge.

There may also be insufficient width within the Hawker Street verge adjacent to the subject site for pedestrians, including wheelchair users, to travel along the public footpath in the event that bins associated with the proposed development are presented to this roadway in the manner identified in the 'Waste Management Plan'.

6) Bicycle Parking

The 'Traffic and Parking Report' identifies that 22 bicycle parking spaces will be provided on-site, while the 'Architectural Plans' indicate 33 vertical spaces within a ground-floor storage room. In either event, there would be a shortfall below the minimum 42-space requirement identified within the 'Traffic and Parking Report'.

In relation to the apartment bicycle parking, the 'Traffic and Parking Report' states that: *"The proposal will provide 22 bicycle parking spaces, which, although will not satisfy DTS/DPF 14.5, is regarded as being sufficient to accommodate the needs of the residents of the development (noting that, based on advice from Uniting SA, the resident cohort will typically comprise women aged 55 and over) and would satisfy PO 14.5."*

Notwithstanding that the resident cohort may change over time, it is not clear why a lesser rate would be appropriate for the aforementioned resident cohort.

Noting the on-site car parking shortfall also proposed, the on-site bicycle parking shortfall may further exacerbate parking concerns.

Based on the design of the bicycle parking spaces identified on the 'Architectural Plans', it is noted that some spaces intrude on the parking envelope and aisle width requirements of adjacent spaces as per AS 2890.3:2015 dimensional requirements. Additionally, this standard identifies that at least 20% of on-site bicycle parking shall be horizontal, which does not appear to have been allowed for.

7) Townhouse Parking Area Design

The proposed driveway inappropriately narrows to approximately 2.7m (less than the minimum 3m) in width within the first 1.0m into the site from the proposed Gibson Street access point.

The 3.0m wide driveway is reliant on the adjoining paved area being free from obstructions for at least 0.3m from the edge of the driveway. The indicative rainwater tank designs should be confirmed to be outside of these areas, while also accommodating the bin storage as shown in the 'Waste Management Plan'.

There would be risks to pedestrians when stepping out from the rear of the townhouses into the adjoining driveway aisle due to the adjoining wall protrusions which would limit sight lines to oncoming vehicles from the north-west. This would occur when occupants are walking towards their cars or accessing their bin storage area. It is not clear if this area would be delineated from the driveway, but in any event this footpath is considered to be insufficient in width noting residents will be required to use this area to transport bins between the storage area and kerbside bin presentation areas.

Due to drawing lineweight's, it is not clear if the north-westernmost car parking space will maintain sufficient width adjacent to the site boundary. Similarly, it is not clear if canopy columns are achievable in this location. Additional details of the proposed canopy need to be provided.

There is no indication of proposed signage, such as 'No Entry' (R2-4) signage at the proposed site exit point, to clearly identify to oncoming traffic the directional flow of the proposed one-way access point.

Furthermore, entirely parallel car parking, in an unsecured area, and potentially uncovered (subject to canopy details) combines for a poor design outcome for future residents, that should be reconsidered.

8) Apartment Parking Area Design

The proposed fire stair does not provide the minimum 0.3m clearance required to the adjoining driveway aisle (no clearance provided). Based on scaling of the plans, there also appears to be less than the minimum 0.3m clearance from these fire stairs to the adjoining car parking space #13.

The roller door controlling access to this car parking area has an opening less than the minimum 6.1m required for two-way access. It is also not clear how this roller door will be controlled, e.g., remote control, number-plate recognition, keypad / card readers, etc. Minimum overhead clearance for each car parking area has not been identified in the 'Traffic and Parking Report', including passage through the subject roller door.

The offset of the proposed access point measures approximately 0.26m from the adjoining stobie pole, i.e., less than the minimum required 0.5m.

The proposed wheelstops within this car parking area as identified in the 'Architectural Plans' are not dimensionally compliant with AS/NZS 2890.1:2004.

Notwithstanding that two SDA apartments are proposed, it is identified that there is no accessible parking proposed on-site for use by persons with a disability.

Apartment 007 has minimal protection from the adjoining driveways associated with both the apartment and townhouse components, with only 0.3m landscaping strips between this dwelling and both driveways. Redesign or physical protection measures such as bollards should be considered to protect the occupants of the bedrooms of this dwelling from potential oncoming vehicular conflict from both adjoining internal driveways.

SUMMARY

In summary, we consider that there are various concerns associated with the proposed development relating to adequacy of car parking, vehicular site access, impact on the adjoining Gibson Street and Hawker Street intersection, sight distances, waste collection, bicycle parking, on-site design deficiencies, internal pedestrian safety, and internal apartment occupant safety.

I can be contacted at (08) 8271 5999 or andy@pwattraffic.com.au to discuss this matter further as required.

Yours sincerely,

Andy Hayes | Traffic Engineer
Phil Weaver and Associates Pty Ltd



Dear Alex,

RE: Project Proposal:Uniting on Hawker 2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden

Thank you for engaging us to conduct a preliminary site assessment to assess any existing trees.

The table below provides all relevant tree data and ratings of the existing trees:

Tree Number	Tree Owner	Species	Status	TPZ radially in M	Health	Structure	ULE	Retention Rating
1	Private	<i>Eucalyptus camaldulensis</i>	Significant	12.36	Good	Good	Long 40 years +	High
2	Private	<i>Hymenosporum flavum</i>	Regulated	6.48	Good	Good	Long 40 years +	High
3	Private	<i>Callistemon citrinus</i>	Regulated	6.36	Good	Good	Medium 15 -40 years	High
4	Private	<i>Casuarina cunninghamiana</i>	Significant	7.08	Good	Good	Long 40 years +	High

Table 1

The proposal seeks to construct 48 dwellings which consists of 42 apartments across three levels and 6 two storey town houses.

The architectural plans only highlight one tree on the site which has been labelled as 'Regulated'. However this status is incorrect, and there are additional trees which are either Regulated or Significant as per the *Planning, Development and Infrastructure Act 2016*. Trees defined as Regulated or Significant should be preserved *if* they meet the relevant environmental criteria within the *PDI Regulations 2017* and desired Performance Outcomes.

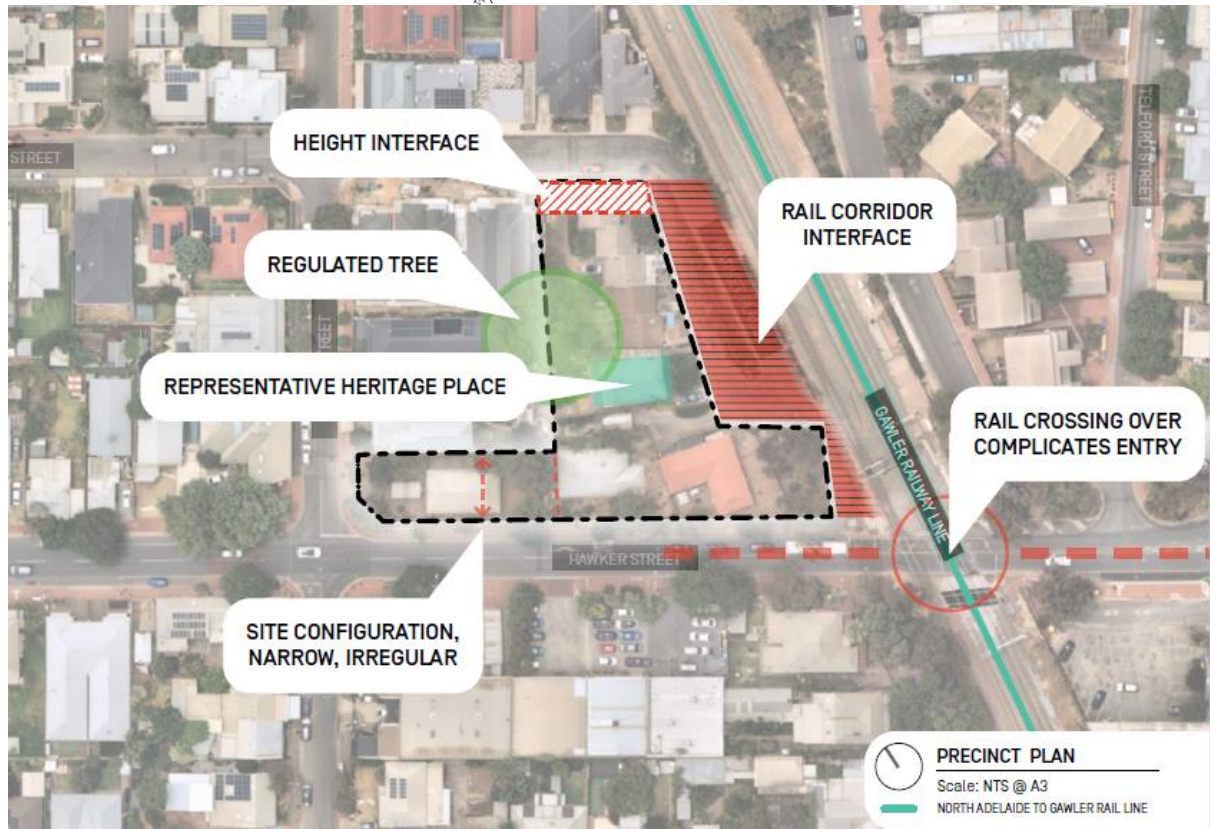


Figure 1



Figure 2

Tree Images

		
<p>Tree 1</p>	<p>Tree 2</p>	<p>Tree 3</p>
		
<p>Tree 4</p>	<p>Group of Council trees</p>	

Table 2



Observations

The area is subject to the following overlays as per the SA property and planning atlas:

- **Regulated and Significant Trees** - The Regulated and Significant Tree Overlay seeks to mitigate the loss of regulated trees through appropriate development and redevelopment.
- **Urban Tree Canopy** - The Urban Tree Canopy Overlay seeks to preserve and enhance urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.
- **Historic Area** - ChSt2 -The Historic Area Overlay aims to reinforce historic themes and characteristics through conservation, contextually responsive development, design and adaptive reuse that responds to the attributes expressed in the Historic Area Statement.
- **Maximum Building Height (Levels)** - *Maximum building height is 1 level*

Tree 001 is the largest tree and has a large surface root that is at conflict with the existing infrastructure. This particular root appears to be a structural root that extends well into the TPZ and forms part of the lateral root system also. It is likely that this root is important to the anchoring, stability, and water resources of this tree and therefore it should not be pruned. It will a priority to any future development that infrastructure within the 12.36m TPZ of this tree is excavated non-destructively as per the appropriate methods within AS4970 – *Protection of Trees on Development Sites*.

Additionally, any new surfaces to be installed will have to account for this root, and therefore appropriate design solutions will have to be implemented to ensure the health and stability of this tree is not negatively impacted.



LSM TREE
ADVICE



Image 1 – Laser measure by uplift for reference.



LSM TREE
ADVICE



Image 2



LSM TREE
ADVICE



Image 3



LSM TREE
ADVICE



Image 4



In keeping with the existing taller trees on the site and the overlays that seek to protect these assets, serious consideration should be given to the retention of these trees. It should be noted that the initial architectural proposal has not accurately shown the amount and status of the trees that would be impacted by the future construction.

Thank you for the opportunity to provide this advice. Please contact me if there are any further questions.

Lawrence Skipworth-Michell

Consulting Arborist

AQF 8 – Graduate Certificate Arboriculture

AQF 5 – Diploma Arboriculture

VALID - Accredited Tree Risk Assessor

Representations

Representor 20 - Christina Tzidras

Name	Christina Tzidras
Address	7 Little Miller St BRUNSWICK EAST VIC, 3057 Australia
Submission Date	07/10/2024 02:32 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons I believe that due to a significant increase in Units having been built around Gibson St and Bowden in general it has increased the amount of traffic compromising car congestion and limited street parking for people already living in the aria. It has increased traffic use on the road and poses a problem with high traffic both in pedestrian traffic as well as comuting traffic, from a relatively quiet inner city suburban enclave to a higher density living, & with this of high density living, losing the integrity of this Bowden location as well as the safety & the convinces of locals lifestyle & compremising on street parking & living.	

Attached Documents

Representations

Representor 21 - Michael Smiljanic

Name	Michael Smiljanic
Address	16 Quin St BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 02:40 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Market-Place-development-Mike-Smiljanic-1413001.pdf

Re: Development Application 24024441

Three-storey residential flat building comprising community housing dwellings (40) and supported accommodation premises (2), two-storey group dwellings (6) and demolition of buildings including one Representative Building

I have been a resident of Bowden since 2018, a relative newcomer by local standards. The eclectic mix of residents living in private and public housing works well for the most part.

I am cognisant of the need for more social and affordable housing, and I would welcome a reasonable proposal for more to be built in the area however I do not support the proposed development application (DA) for the following reasons:

Density and form of the proposed development

The area of Bowden northeast of Hawker Street contains a mix of single- and two-story dwellings. It is not a high-density area. High density as defined in the THE 30-YEAR PLAN FOR GREATER ADELAIDE is more than **70** dwellings per hectare. At 48 dwellings in a space of 2950 square metres the proposed development is equivalent to **163** dwellings per hectare. The proposed development is well in excess of the prevailing density of the area.

The locality is wholly in the Established Neighbourhood Zone and is also covered by the Historic Area Overlay. There is a requirement for new development to be “sympathetic to the predominant built form.” The applicant has argued that there is no consistency in the existing built form in the area and has looked at examples that might support its proposal.

The DA relies heavily on comparisons with the only 3 story residential site in the adjacent suburb of Ovingham to support the scale of this new development. That site has just 11 units with setbacks and garden spaces, not 48 without either.

What is clear is that nothing in the area approaches what is being proposed. The mass of the built form when completed will totally dominate this part of Bowden.

The applicant claims compliance with an overlay that by their own admission does not even apply as justification for the shortcomings in its proposal:

“the proposal will provide affordable housing outcomes (despite an Affordable Housing Overlay not applying to the site)”

Regrettably, the plan includes demolition of the long brick wall on Hawker Street which currently functions as a shield from traffic noise and other roadside disturbances.

Traffic impact

The streets surrounding the development are Gibson Street, Hawker Street and Market Place.

- Gibson Street

It is likely that most vehicle movements will be to and from Hawker Street (as the main conduit for traffic into Bowden). Hawker St is a busy road and will become more so with huge growth expected in high density housing planned to the southwest of Hawker St.

During peak times traffic is often banked up from the railway level crossing to beyond the Hawker St/Gibson St intersection. This can make access to Gibson St tricky, and particularly so when cars park on both sides of the road (i.e. in Gibson St) as there is insufficient room for vehicles to pass each other making it in effect a one-way road. Vehicles turning into Gibson St can be stranded at the Hawker St intersection. Added traffic and pressure on street parking on Gibson St will only make matters worse and potentially dangerous at times.

Vehicle ingress to the proposed townhouse development will be via a non-compliant driveway (insufficient distance from an intersection) on Gibson St. The submission argues that the proposed driveway while still not compliant is at least better positioned than the existing one. It should be noted it will be supporting 6 times as many dwellings.

- Hawker Street

The proposal is for an egress point to be created exiting the townhouses parking arrangement onto Hawker Street. As previously noted, traffic banks up well past the proposed egress point. With over 90 train movements per day plus a traffic light to prevent city bound traffic from queuing across the level crossing this occurs frequently enough to make this a very bad solution.

- Market Place

Market Place is a dead-end street. Traffic enters and leaves via the same route. Larger vehicles such as council waste removal services, deliveries (Coles, Woolworths, couriers, furniture removalists et al) and tradesmen attending Uniting on Hawker will have to negotiate a tight path between parked vehicles to arrive at the end of Market Place where the main residents' and visitor entrance to Uniting on Hawker will be located. When parking spaces on the street are full, no room is left for vehicles to pass each other forcing one of the parties to reverse or use driveways to resolve the impasse.

Parking

The proposal provides for a wholly inadequate 20 parking spaces for 42 (2 bedroom) apartments. It suggests the target group of residents are less likely to own private vehicles and, in any case, can be vetted to ensure car parking needs are contained. This approach has not worked elsewhere in Bowden (the Nightingale development comes to mind) and there is no reason to expect it would work here. There is also no guarantee that the type of resident housed at Uniting on Hawker will not change with time.

I note that the car park has no space allowed for use as a turning bay. If that is an oversight it means even fewer than 20 vehicles can be accommodated. If it is by design then contrary to statements made in the DA, vehicles **will** have to reverse out of the car park at times, noting also that incoming drivers will not know the park is full until they enter the site.

With a car park of this size, it is reasonable to expect the provision of an electric vehicle charging point. I see no mention of it in the documentation perhaps because it would impact on the scant number of parking spaces in the proposal.

Contrary to the Code, no visitor parking is provided as part of this development with the expectation that visitors will park in the street. Visitors in this context will also include service providers, noting that 2 of the dwellings are designated Specialist Disability Accommodation (SDA). Parking on both sides of the street is currently allowed however it causes problems with traffic flow due to the narrowness of the street. It will not surprise if Council limits street parking in the future to one side only.

The local area is not well endowed with street parking. Infill development on Market Place and Gibson St has fragmented available street parking due to the number of driveways and has increased competition for their use.

I am aware of at least one other Development Application (23033068, 100 DRAYTON ST Bowden SA 5007 to expand the capacity of a nearby church) also relying on using street parking close this location. This application should not be looked at in isolation.

Reduction in tree canopy

The proposal looks to remove nearly all tree cover on the site as well as the street trees planted on Hawker Street. Despite new regulations to protect tree canopy and Governments at all levels espousing plans for increasing tree canopy, developers continue to ignore this with apparent impunity.

It is noted that no arborist report has been included with this proposal. The applicant reports only 1 significant tree however there is another significant tree on the area proposed for townhouse development and two that could be considered regulated trees under the new legislation.



Trees on the proposed site of 6 townhouses

The [Western Adelaide Urban Heat Island Mapping Project](#) report * identifies Bowden and Ovingham as two of the hottest suburbs in the City of Charles Sturt Council area. Greening and tree canopy is widely recognised as a necessary means of mitigating the heat island effect.

Removing trees on this site runs counter to building resilient communities in the face of climate change.

*Available on Councils website

All the trees in the image below will be removed and no replacement canopy is planned:



Corner of Gibson and Harker Street, proposed site of 6 townhouses

The inclusion of the proposed townhouses (corner of Gibson and Hawker Streets) in this submission

The 6 townhouses are to be sold on the market and therefore represent a completely different use case scenario. I am concerned that including them on this application is an attempt to reduce the developer's obligation to build to Code in areas such as setbacks, minimum site area, minimum width, and car parking.

The townhouses should be considered for approval as the subject of a separate DA so they can be assessed on their own merits.

Conclusion

The applicant downplays the relevance of various development Codes that apply to this site and describes requirements as "theoretical" rather than actual as is the case. Many concessions have been sought by the applicant that unfairly shifts the burden of this development, traffic, and parking etc, onto the surrounding community.

That there is a need for suitable housing for people at risk of becoming homeless is undeniable. I respectfully request however that the panel considers the short comings of this proposal in its current form and denies consent.

Mike Smiljanic, 5th of October 2024

16 Quin St, Bowden SA 5007

Representations

Representor 22 - Jo Mignone

Name	Jo Mignone
Address	10, Quin Street BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 03:30 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

Re: Objection to Development Application – Uniting on Hawker (2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden. As a local resident, I am writing to formally submit my objection to the proposed development "Uniting on Hawker" located at 2-10, 12, 14, 16, 18 Market Place and 105 Gibson Street, Bowden. I strenuously object to this development which exhibits a blatant disregard for the local community, the proposed residents and a lack of knowledge of the road usage in this area. 1. Traffic congestion and chaos caused by high density I use the streets affected by this development on a daily basis. This area already suffers from serious congestion with vehicles needing to weave in and out of parked cars, effectively reducing the streets to one-way lanes. The fact that a proposed driveway for the 6 townhouses is a few metres from the busy intersection of Hawker and Gibson street is ludicrous and shows a distinct lack of foresight. If this goes ahead, this development will cause traffic accidents. Judging by this plan, the developers seem to think that local residents don't use the street parking and it should be wholly retained for the use of the proposed residents. The attached photograph shows Gibson St on a typical Tuesday (5pm 24/09/24), illustrating the already heavy parking usage and the reduced one-way traffic flow. We have family who live in the new Bowden development near Plant 4 who avoid the Hawker and Gibson St intersection when travelling to and from work due to the already heavy traffic congestion - they can't even get onto Hawker St from Gibson St coming from that direction. Adding this many new residents to such a small area will create an untenable situation. 2. Density of the development is wholly inappropriate While this proposal states that it is in keeping with the local character, nothing could be further from the truth. Most dwellings in this area are one-storey or some two-storey with no density like the one proposed in this plan. The three-storey dwelling in Ovingham (different suburb) that is cited as reference for this development is a low quality, poor example and is an anomaly in this area and not in the immediate vicinity. 3. Lack of Landscaping and green space The plan seems to show little regard for the quality of natural environment with only a very small percentage of the site dedicated to green space and landscaping. How will this create a quality environment for the residents, let alone address how existing trees on the site have been taken into account? 4. Access for emergency and council services for proposed residents Access by ambulance, rubbish removal trucks and all vehicles needing critical access for the newly proposed residents is severely compromised by this high-density development with lack of parking.

Attached Documents

IMG_2458-2-1413004.JPG



Representations

Representor 23 - Jo Mignone

Name	Jo Mignone
Address	10, Quin Street BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 03:41 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

Re: Objection to Development Application – Uniting on Hawker (2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden. As a local resident, I am writing to formally submit my objection to the proposed development "Uniting on Hawker" located at 2-10, 12, 14, 16, 18 Market Place and 105 Gibson Street, Bowden. I strenuously object to this development which exhibits a blatant disregard for the local community, the proposed residents and a lack of knowledge of the road usage in this area. 1. Traffic congestion and chaos caused by high density I use the streets affected by this development on a daily basis. This area already suffers from serious congestion with vehicles needing to weave in and out of parked cars, effectively reducing the streets to one-way lanes. The fact that a proposed driveway for the 6 townhouses is a few metres from the busy intersection of Hawker and Gibson street is ludicrous and shows a distinct lack of foresight. If this goes ahead, this development will cause traffic accidents. Judging by this plan, the developers seem to think that local residents don't use the street parking and it should be wholly retained for the use of the proposed residents. The attached photograph shows Gibson St on a typical Tuesday (5pm 24/09/24), illustrating the already heavy parking usage and the reduced one-way traffic flow. We have family who live in the new Bowden development near Plant 4 who avoid the Hawker and Gibson St intersection when travelling to and from work due to the already heavy traffic congestion - they can't even get onto Hawker St from Gibson St coming from that direction. Adding this many new residents to such a small area will create an untenable situation. 2. Density of the development is wholly inappropriate While this proposal states that it is in keeping with the local character, nothing could be further from the truth. Most dwellings in this area are one-storey or some two-storey with no density like the one proposed in this plan. The three-storey dwelling in Ovingham (different suburb) that is cited as reference for this development is a low quality, poor example and is an anomaly in this area and not in the immediate vicinity. 3. Lack of Landscaping and green space The plan seems to show little regard for the quality of natural environment with only a very small percentage of the site dedicated to green space and landscaping. How will this create a quality environment for the residents, let alone address how existing trees on the site have been taken into account? 4. Access for emergency and council services for proposed residents Access by ambulance, rubbish removal trucks and all vehicles needing critical access for the newly proposed residents is severely compromised by this high-density development with lack of parking.

Attached Documents

IMG_2458-3-1413006.JPG



Representations

Representor 24 - Jo Mignone

Name	Jo Mignone
Address	10 Quin Street BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 03:47 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

Re: Objection to Development Application – Uniting on Hawker (2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden. As a local resident, I am writing to formally submit my objection to the proposed development "Uniting on Hawker" located at 2-10, 12, 14, 16, 18 Market Place and 105 Gibson Street, Bowden. I strenuously object to this development which exhibits a blatant disregard for the local community, the proposed residents and a lack of knowledge of the road usage in this area. 1. Traffic congestion and chaos caused by high density I use the streets affected by this development on a daily basis. This area already suffers from serious congestion with vehicles needing to weave in and out of parked cars, effectively reducing the streets to one-way lanes. The fact that a proposed driveway for the 6 townhouses is a few metres from the busy intersection of Hawker and Gibson street is ludicrous and shows a distinct lack of foresight. If this goes ahead, this development will cause traffic accidents. Judging by this plan, the developers seem to think that local residents don't use the street parking and it should be wholly retained for the use of the proposed residents. The attached photograph shows Gibson St on a typical Tuesday (5pm 24/09/24), illustrating the already heavy parking usage and the reduced one-way traffic flow. We have family who live in the new Bowden development near Plant 4 who avoid the Hawker and Gibson St intersection when travelling to and from work due to the already heavy traffic congestion - they can't even get onto Hawker St from Gibson St coming from that direction. Adding this many new residents to such a small area will create an untenable situation. 2. Density of the development is wholly inappropriate While this proposal states that it is in keeping with the local character, nothing could be further from the truth. Most dwellings in this area are one-storey or some two-storey with no density like the one proposed in this plan. The three-storey dwelling in Ovingham (different suburb) that is cited as reference for this development is a low quality, poor example and is an anomaly in this area and not in the immediate vicinity. 3. Lack of Landscaping and green space The plan seems to show little regard for the quality of natural environment with only a very small percentage of the site dedicated to green space and landscaping. How will this create a quality environment for the residents, let alone address how existing trees on the site have been taken into account? 4. Access for emergency and council services for proposed residents Access by ambulance, rubbish removal trucks and all vehicles needing critical access for the newly proposed residents is severely compromised by this high-density development with lack of parking.

Attached Documents

MIGNONE-Gibson-St-parking-usage-1413008.jpg



Representations

Representor 28 - Michael Lennon

Name	Michael Lennon
Address	17A Trembath St. BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 04:39 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

This proposal does not appear to meet any planning policies for this area of Bowden. Th proposed area of 2950sq. mts. should accommodate 11 dwellings not 48. It is in a low density area, whereas these plans indicate medium density. The set backs do not meet current guidelines. The proposed apartments are 3 stories whereas the current limit is for 2 storey housing therefore they breach the height limits of 6 metres against the proposed in excess of 10 metres. Car parking is way below guidelines with only 20 allocated parks for 46 2 bedroom residences. The proposal indicates using available spaces in Market Place and Gibson St. but these are generally already taken most days by existing residents in these streets. The access into the car park area of the apartments is very tight and there is no allowance for delivery or emergency vehicles. I believe the internal carparks will create friction amongst the residents as to non availability of car parks. The proposed green spaces/ canopy are far below the required levels. Rubbish removal is going to create issues on Market Place with the bins being placed on a narrow footpath which is currently used by many exiting locals for walking and cycling without added pressure of more than 46 new residents. I believe it will also be difficult for rubbish trucks to access this area with cars parked either side of Market Place. These are some of the more important shortcomings of this proposal and I look forward to the opportunity to speak to my submission.

Attached Documents

Representations

Representor 29 - Jeanette Lennon

Name	Jeanette Lennon
Address	17A Trembath St. BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 04:59 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The first thing I would like to bring to your attention is the fact that this proposal goes way beyond all the planning policies for this particular part of Bowden. If this is allowed to proceed it will compromise not only the visual appeal of the area but will provide a very difficult environment for the intended residents of this proposal as well as neighbours. There are so many things wrong with this proposal that I could go on page after page but will just highlight a few. Firstly I cannot see where any of the proposal meets the requirements for the planning code for this area. Lack of outdoor space, the green space proposed is under what is required as well as the significant tree on the property has not been adequately provided for. Privacy for the neighbouring properties is compromised by the height of the proposal and the closeness to the surrounding properties does not meet the requirements. The density of the proposal is out of line with the guidelines for this area Lack of parking Inadequate provision for providing services to the apartments eg; waste disposal, emergency services, carers. According to Traffic Consultants Phil Weaver and Associates the proposal is short by a total of 35 spaces. This will result in a lot of friction not only with the residents of the proposal but neighbours and visitors as well. Bowden already has a high number of community housing residences well above the acceptable amount and this proposal will make the proportion unsuitable. This proposal I believe is fraught with a lot of potential to provide a very unsafe and dangerous living environment for the residents. The proposal is trying to target those at risk but this very proposal on so many levels will be putting those very people at risk. The lack of safe carparks, lack of space for waste management, very little garden, one exit and entry point all are detrimental to the residents well being.

Attached Documents

Representations

Representor 30 - Joh Doran

Name	Joh Doran
Address	29 Gilbert street OVINGHAM SA, 5082 Australia
Submission Date	23/09/2024 06:04 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
I think we have too much social housing in this area these houses are in a million dollar postcode which a lot of people like myself have paid a lot of money for! I understand these people need to be mixed in the local community but not at the rate they are in this area it's not good enough more social housing equals more crime and antisocial behavior which we do not want for our kids growing up in which should be a safe environment for all...

Attached Documents

Representations

Representor 31 - Jacob Speed

Name	Jacob Speed
Address	27 Torrens Road OVINGHAM SA, 5082 Australia
Submission Date	23/09/2024 06:28 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons This development is not in keeping with the architectural design code of the area, further increases density in an area already stretched for infrastructure, and adds to an already under-maintained public housing stock in the area for which there are not the public services available to keep residents free from harm, vandalism and vagrancy (which we have been victims of repeatedly as long term residents)	

Attached Documents

Representations

Representor 32 - Brett Morris

Name	Brett Morris
Address	3 Market Place BOWDEN SA, 5007 Australia
Submission Date	24/09/2024 09:10 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons 3 reasons for this proposal to be refused 1. Height restrictions in Current residential area - at over 11 Mtrs it is significantly higher than any property in the surrounding streets. 2. Parking - with over 42 properties (2 and 3 bedroom) - 20 carparks is nowhere near enough and will clog up all surrounding streets. 3. traffic management - with the number of residents entering and exiting on Market Place-current Road infrastructure cannot sustain that volume, and it will be a nightmare for all trying to come and go More thought needs to be put into parking (go underground), traffic management different entry and exits etc	

Attached Documents

Representations

Representor 33 - Allison Lines

Name	Allison Lines
Address	14b Noble Street OVINGHAM SA, 5082 Australia
Submission Date	25/09/2024 05:38 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Influx of residents is not sustainable by the neighbourhood and its lack of parks and other infrastructure. Band-aid solution for housing in sa. Does fit the historical area.	

Attached Documents

Representations

Representor 34 - Michael Neindorf

Name	Michael Neindorf
Address	24 Gilbert street OVINGHAM SA, 5082 Australia
Submission Date	25/09/2024 05:40 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons There are already enough housing trust homes in the area, and all new builds in the area have to be built with certain regulations and this comes now where near what has been forced on other owners.	

Attached Documents

Representations

Representor 35 - Kristy Neindorf

Name	Kristy Neindorf
Address	24 Gilbert st OVINGHAM SA, 5082 Australia
Submission Date	25/09/2024 05:42 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons This area consists of a lot of heritage buildings with strict building regulations. This new development does not meet the standards of the area and I am concerned it will create noise within the neighbourhood & our street which I am strongly against. We already have trouble with residents in some of the housing trust places & don't want it to become an unsafe area for the residents	

Attached Documents

Representations

Representor 36 - Riley Mccloy

Name	Riley Mccloy
Address	14b Noble Street OVINGHAM SA, 5082 Australia
Submission Date	25/09/2024 05:42 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Band-aid fix and Ovingham Brampton and Bowden residents are left with an over populated area as we already lack parks and other infrastructure	

Attached Documents

Representations

Representor 37 - Amit Malik

Name	Amit Malik
Address	41 Gilbert Street OVINGHAM SA, 5082 Australia
Submission Date	25/09/2024 05:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I am writing to formally object to the proposed multi-story development in the Ovingham Historic Area, specifically referencing the Ovingham Historic Area Statement ChSt2. As a property owner within this historic area, I have faced significant restrictions regarding the height and design of my own property. I was denied permission for a two-story structure straight away, despite the existence of two-story houses behind mine, due to cited changes in code. I was required to modify my building to ensure it appears as a single story from the front. This process resulted in almost a year of delays in obtaining design approval, fundamentally altering the character of my home and significantly increasing my costs. The rationale provided for my restrictions was to preserve the historic character and aesthetic of our neighborhood. It is deeply concerning that the council is now considering allowing a new three-story building in the same area, which directly contradicts the guidelines established to maintain the integrity of our historic environment. This decision seems biased and unfair; all developments in this area should be subject to the same standards. Additionally, our community is already experiencing significant nuisance issues, including noise, traffic congestion, and a general decline in the quality of life. Introducing public housing in the form of a multi-story building will likely exacerbate these existing problems, leading to further disturbances and complications for residents. This inconsistency raises several important issues:

1. Impact on Historic Character: Allowing a multi-story building will alter the unique charm and historical significance of the Ovingham area, undermining the very reasons for the existing restrictions. The proposed development could overshadow and diminish the architectural cohesion that defines our neighborhood.
2. Precedent for Future Developments: Approving this development could set a precedent for further multi-story constructions, ultimately eroding the character of our historic community. It raises concerns about how future applications will be assessed and whether the established guidelines will continue to be respected.
3. Fairness and Equity: It is disheartening to see a double standard applied in the assessment of developments within the same historic area. I incurred significant costs and endured lengthy delays in complying with the regulations designed to protect our neighborhood. The council's willingness to consider a three-story structure stands in stark contrast to the challenges I faced.
4. Community Concerns: Many residents, including myself, cherish the historic nature of our community. The proposed development threatens to disrupt not only the physical landscape but also the sense of community we have fostered over the years.

In light of these concerns, I urge the council to reconsider the approval of this proposed development and to uphold the integrity of our historic area as outlined in the Ovingham Historic Area Statement. Everyone should be treated equally by the council, whether they are individuals, government entities, or large organizations like Uniting Care. Thank you for your attention to this matter. I look forward to your response. I believe the planning consent should be refused.

Attached Documents

Historic_Area_Statements_and_Character_Area_Statements_-_Phase_3_-_City_of_Charles_Sturt-1409503.pdf

DRAFT PLANNING AND DESIGN CODE

→ STATE
PLANNING
REFORM

HISTORIC AREA STATEMENTS AND CHARACTER AREA STATEMENTS PROPOSAL TO AMEND PHASE 3 (URBAN AREAS) PLANNING AND DESIGN CODE AMENDMENT

City of Charles Sturt



Purpose

The State Planning Commission has released for public consultation the Urban Areas Planning and Design Code Amendment that applies to metropolitan Adelaide, regional cities and larger towns.

This new Code is the cornerstone of South Australia's new planning system and will become the state's single source of all planning zones and rules for assessing development applications. It will replace all 72 Development Plans by 1 July 2020.

The Code aims to make the development application process quicker, simpler and more equitable, giving people greater access to planning information that is consistent and clear, and available online.

With the introduction of the Code, some changes are proposed to the way we manage heritage in this State. This documents sets out what's new, and seeks your feedback on new historic area and character statements that will help guide development in areas of historic or character importance in South Australia.

What is proposed?

The State Planning Commission is required by legislation to set up a new planning system that makes heritage policy and rules clearer, fairer and easier for all. Heritage in South Australia is protected by heritage specific legislation (the *Heritage Places Act 1993*) and through the planning legislation (the *Development Act 1993* and its successor, the *Planning, Development and Infrastructure Act 2016*). The *Heritage Places Act 1993* provides for a listing process for heritage that is judged to be of state significance. The planning legislation provides for a parallel system to list heritage that is deemed to be of local significance.

State Heritage Places and Areas

In the new planning system, all current State Heritage Areas (17) and State Heritage Places (approx. 2,300) will transfer directly into the new Planning and Design Code under a State Heritage Areas Overlay and a State Heritage Places Overlay. They will continue to be protected under the *Heritage Places Act 1993* and continue to be listed in the South Australian Heritage Register.

State heritage protections have been further strengthened with the Minister for Heritage given greater authority to direct decisions (at present the Minister is only empowered to provide advice). Importantly, the Minister cannot direct approval of demolition.

Demolition controls will apply in both State Heritage Areas and State Heritage Places Overlays, with any proposal to demolish a building/structure to be assessed using a single set of criteria including:

- the building's existing heritage values
- the structural condition of the building and risk to safety.

The State Heritage Overlay could be complemented by State Heritage Statements that assist in describing the historical themes and elements that are important considerations in development assessment. Regardless, development within State Heritage Areas triggers a referral to the Heritage Minister and as such, will be assessed against the relevant Conservation Management Plans and guidelines.

Importantly, where a State Heritage Places Overlay applies, it takes precedence over any other planning requirements.

Local Heritage Places

In the new planning system, all Local Heritage Places (approx. 7,250) currently identified in council Development Plans will transfer directly into the new Planning and Design Code under a Local Heritage Places Overlay. They will continue to be listed in the South Australian Heritage Register, and will also be accurately mapped in the State Planning Atlas (currently under development).

Demolition controls will apply in the Local Heritage Places Overlay, with any proposal to demolish a building/structure to be assessed using a single set of criteria including:

- the building's existing heritage values
- the structural condition of the building and risk to safety.

The important elements of a local heritage place are to be included as part of the listing and assist in assessing any alterations or additions to these places.

It is acknowledge that at the current time, different Council development plans have different rules applying to Local Heritage Places. The Commission has proposed an approach to heritage protection which is consistent across council boundaries.

Historic Areas

A new Historic Areas Overlay

In the new planning system, all Historic Conservation Zones (over 140 are currently in development plans) and the similarly named zones, plus the 11,810 contributory items within these zones will transition into the new Planning and Design Code under a new Historic Area Overlay. The Overlay will apply to local areas that exhibit discernible historic character worthy of retention.

Demolition controls will apply in the Historic Area Overlay, with any proposal to demolish a building/structure to be assessed using a single set of criteria including:

- the building's historic characteristics and the ability to reasonably, economically restore it
- the contribution the building makes to the historic character of the streetscape
- the structural integrity/condition and the ability to economically restore it.

Some councils (25 of 68) have used 'contributory items' to identify specific buildings that contribute to the character of an area. However, not all councils with Historic Conservation Zones have included them, and there are vast differences in their demolition and public notification policies. No new contributory items have been listed since 2012.

In developing the Code, the Commission has proposed that contributory items not be individually identified in the new planning system because they have no statutory basis; have been applied inconsistently and processes to identify them have not afforded home owners the rights associated with the listing of state and local heritage.

The intention of the Historic Area Overlay is to ensure Historic Conservation Zones and the contributory items within them are subject to a consistent assessment process and the same level of protection. In this way, the Overlay will bring equality and fairness to land owners regardless of where they live.

New Historic Area Statements

At the time the draft Planning and Design Code for Urban Areas was released for public consultation, it was foreshadowed that historic statements could be drafted to support the Historic Area Overlay. The Historic Area Statements were proposed to be introduced in the Code to help clearly identify and articulate the key elements of historic importance in a particular area. These were intended to replace Desired Character Statements in existing Development Plans.

- The proposal to include Historic Statements has gained support through the consultation process, and 22 councils have participated in the drafting process. The work prepared by Councils has been edited where necessary to provide a level of consistency in drafting style. Key amendments to the statements include the removal of prescriptive numbers which are covered in other areas of the code, the removal of background information and words that talk about what development should do (this is the role of the Overlay).
- Over 200 Historic Area Statements have now been prepared, which will affect in the order of 40,000 properties across South Australia that are proposed to be transitioned into the new Historic Areas Overlay. Importantly, these statements are based on existing Development Plan content. The intent of these Statements is not to provide lengthy background statements, but to distil the critical information required to make an informed planning decision that results in development that complements the existing (historic) character of a particular location. The Statements should be used to determine the prevailing styles and patterns of development for the purposes of interpreting all policies within the Overlays. Councils will be able to evolve these statements over time.
- Importantly, the maps shown in the attached statements are illustrative only. These will be removed when the final Planning and Design Code becomes operational. At this time, you will be able to click on your property and pull up the statement that is relevant to you, as well as other planning information.

Landowners affected by this change will be directly notified by letter of the proposal in accordance with legislative requirements.

Character Areas

Character Area Overlay

All Character Areas, such as residential character zones in council Development Plans which capture a desired visual appearance that give a community its identity, will continue to be protected in the new planning system under a Character Area Overlay. They will be accurately mapped in the State Atlas, with special individual characteristics of these areas reflected in zones and subzone policies to allow for suburban differences and uniqueness.

As in the former planning system, demolition within Character Areas will not require planning approval, however proposals for replacement dwellings will undergo rigorous assessment to ensure that existing character is maintained or enhanced.

Character Area Statements

Character Area Statements will be introduced to help clearly identify and articulate the key elements of importance in a particular area. These will replace Desired Character Statements in existing Development Plans. A set of generic examples were released with the Code and have now been updated in the same way as the historic areas statement. Like the Historic Area Statements, several Councils have participated in the drafting process.

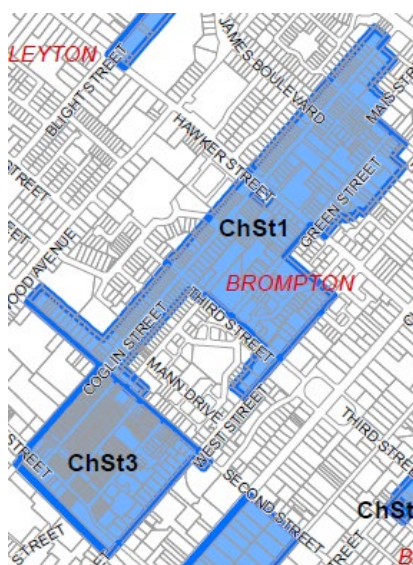
Historic Areas affecting City of Charles Sturt

Bowden / Brompton Historic Area Statement (ChSt1)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of a Heritage Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.



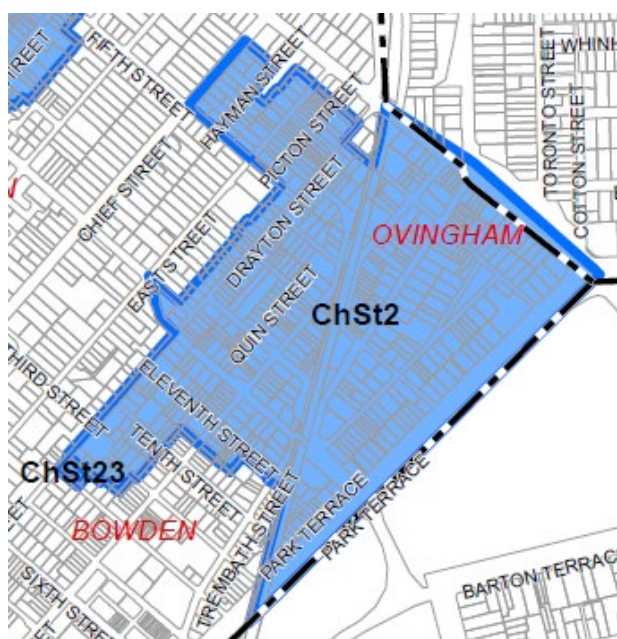
Eras and themes	1850s to early 1900s Victorian era
Allotments and subdivision patterns	Small, narrow lots
Architectural features	Single storey, detached and attached, single and double fronted workers' cottages. Typically gable and hipped roofs facing the street, with separate verandah form
Building height	Single storey with ceiling heights at least 3m
Materials	red brick and bluestone walls corrugated steel roofing
Fencing	Low front fencing, typically picket fencing and low masonry walls or combination thereof
Setting and public realm features	small setbacks from the street

Ovingham Historic Area Statement (ChSt2)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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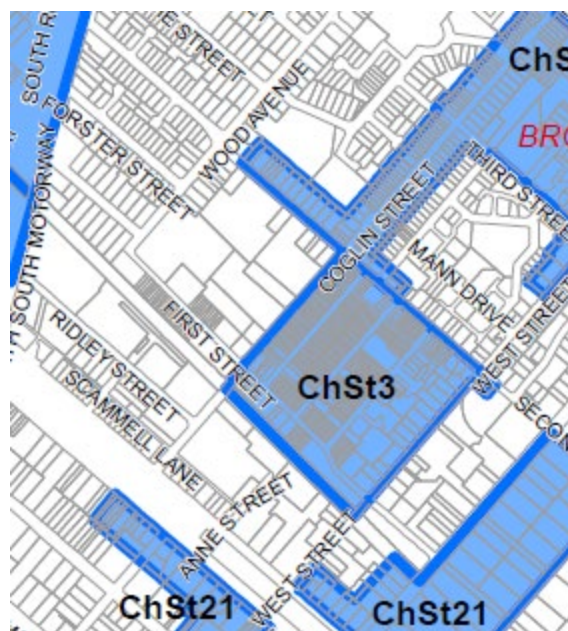
Eras and themes	1850s to 1900s 1930s to 1940s 1970s to 1980s (SA Housing Trust)
Allotments and subdivision patterns	Small narrow lots, often on strongly sloping sites
Architectural features	Single storey, detached and attached, single and double fronted workers' cottages bungalows and Austerity houses some early SA Housing Trust stock typically gable and hipped roofs facing the street, with separate verandah form
Building height	Single storey with ceiling heights at least 3m
Materials	bluestone, sandstone and pressed metal/corrugated walls corrugated steel roofing
Fencing	Low front fencing, typically picket fencing and low masonry walls or combination thereof
Setting and public realm features	small setbacks from the street

Brompton Park Historic Area Statement (ChSt3)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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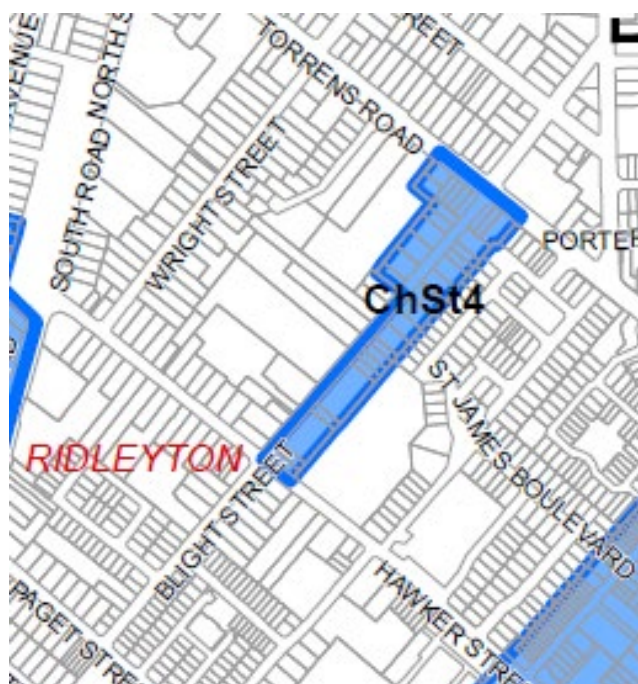
Eras and themes	1870s to 1890s Victorian era
Allotments and subdivision patterns	Very small, narrow lots
Architectural features	Single storey, detached and attached, single and double fronted workers' cottages gable and hipped roofs, with separate verandahs across frontage
Building height	Single storey with ceiling heights at least 3m
Materials	bluestone and sandstone front walls, and red brick sidewalls corrugated steel roofing
Fencing	Low front fencing, typically picket fencing and low masonry walls or combination thereof
Setting and public realm features	small setbacks from the street

Blight Street, Ridleyton Historic Area Statement (ChSt4)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

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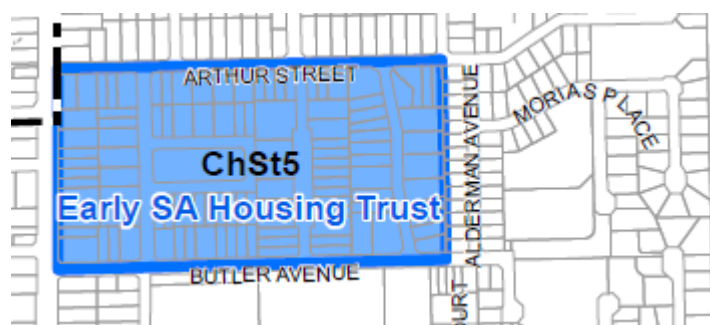
Eras and themes	1939 Early SA Housing Trust
Allotments and subdivision patterns	Regular rectangular allotments with central shared boundary and small side boundary setbacks for driveways
Architectural features	Single storey, 'early modern' style, typically semi-detached (duplex) hipped roofs, with porch and awnings over front door and windows
Building height	Single storey with ceiling heights around 2.7m
Materials	red brick, protruding courses, painted and rendered sections corrugated steel roofing porches either corrugated steel or curved flat concrete canopies
Fencing	Low open cyclone wire fencing or low tubular steel fencing
Setting and public realm features	Small to medium front setbacks

Bell Street, Pennington Historic Area Statement (ChSt5)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of a Heritage Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.



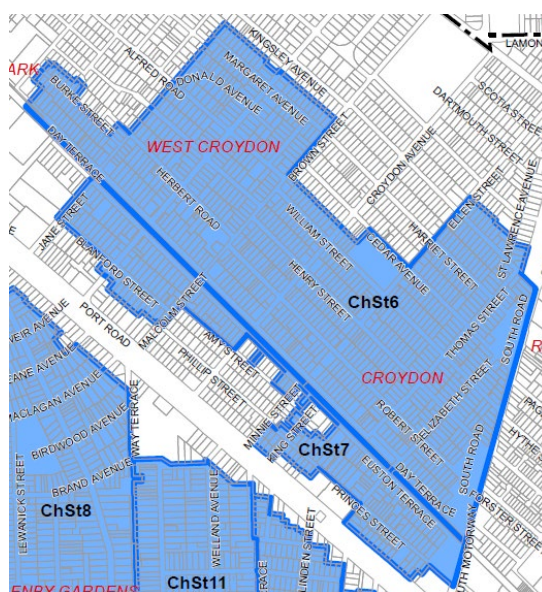
Eras and themes	From 1938 Early SA Housing Trust
Allotments and subdivision patterns	Layout reflects 'Garden Suburb' design concept, generally with shared central boundary and small side boundary setbacks for driveways Strong urban focal points in Sinclair Square and Tulloch Avenue
Architectural Buildings	Austere, with late modern style, typically semi-detached (duplex) hipped and gable roof forms with porches continuous to main roof and separate awnings over windows
Building height	Single storey with ceiling heights around 2.7m
Materials	red brick, protruding courses, painted and rendered sections corrugated steel roofing and terracotta tile roofing (Bell Street)
Fencing	Low open cyclone wire fencing or low tubular steel fencing
Setting and public realm features	Small to medium front setbacks

Croydon / West Croydon (North east of the railway line) Historic Area Statement (ChSt6)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of a Heritage Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.



Eras and themes	1890s – 1910s 1910s – 1940s (west of Brown Street, north of Herbert Road)
Allotments and subdivision patterns	Very regular and consistent rectangular allotments, with large widths
Architectural features	Edwardian to early Federation Post-Edwardian villas along Day Terrace early bungalow styles, including some Queen Anne, Tudor and Art Deco styles in latter period areas A number of more substantial buildings, particularly fronting the railway line Combined shop/dwellings and rows of shops (Elizabeth Street, Rosetta Street) hipped, gable and Dutch-gable roofs, and separate verandahs
Building height	Single storey with ceiling heights at least 3m
Materials	bluestone, sandstone and redbrick, quoins and window surrounds corrugated steel and terracotta (latter period) roofing

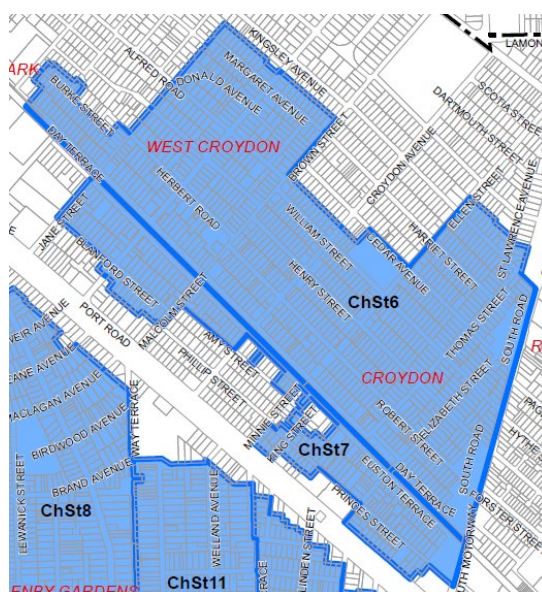
Fencing	low masonry fencing with simple masonry piers, sometimes with simple iron and steel infill panels (from hume iron to tubular steel variations)
Setting and public realm features	small to medium front setbacks, typically set in mature gardens typically tree lined streets

Croydon / West Croydon (South west of the railway line) Historic Area Statement (ChSt7)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of a Heritage Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.



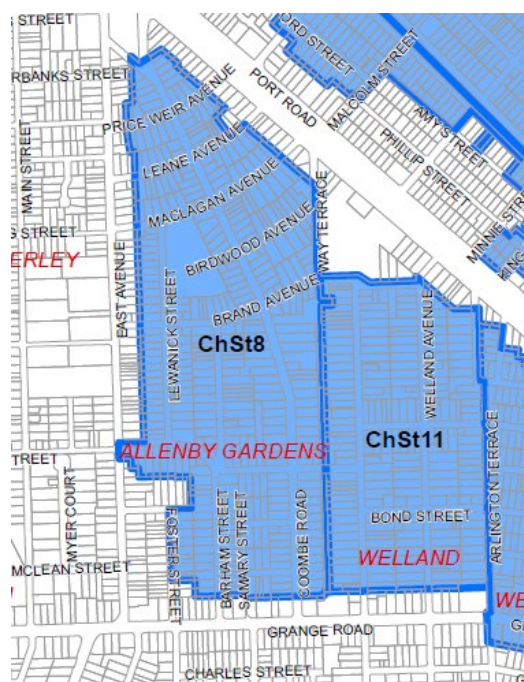
Eras and themes	1890s – 1910s
Allotments and subdivision patterns	Very regular and consistent rectangular allotments, with large widths
Architectural features	Villas and symmetrical cottages, with some later, intrusive infill some worker's cottages of earlier periods hipped and gable roofs, and separate verandahs
Building height	Single storey with ceiling heights at least 3m
Materials	bluestone, sandstone and redbrick corrugated steel roofing
Fencing	low masonry and cast-iron fencing
Setting and public realm features	Small to medium front setbacks

Allenby Gardens Historic Area Statement (ChSt8)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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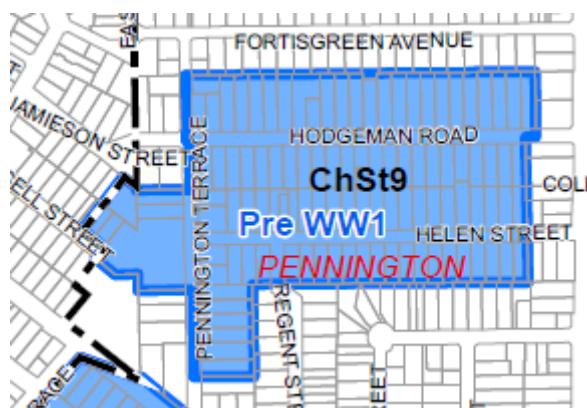
Eras and themes	1920s – 1930s
Allotments and subdivision patterns	Very regular and consistent rectangular allotments, with large widths
Architectural features	Late Edwardian, Federation and bungalow styles Smaller number of Queen Anne and Tudor style houses Mainly detached housing Hipped, gable and Dutch gable roofs with decorative gable panelling and timber trim
Building height	Single storey with ceiling heights at least 3m
Materials	Red brick and sandstone walls Terracotta tiles and corrugated steel roofing
Fencing	Typically, low masonry fencing, sometimes with steel inserts
Setting and public realm features	Small to medium front setbacks. Tree lined streets. Coombe Road is the natural focus of the area, and includes a school complex of a similar period to surrounding housing

Pre-World War One Pennington West Historic Area Statement (ChSt9)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

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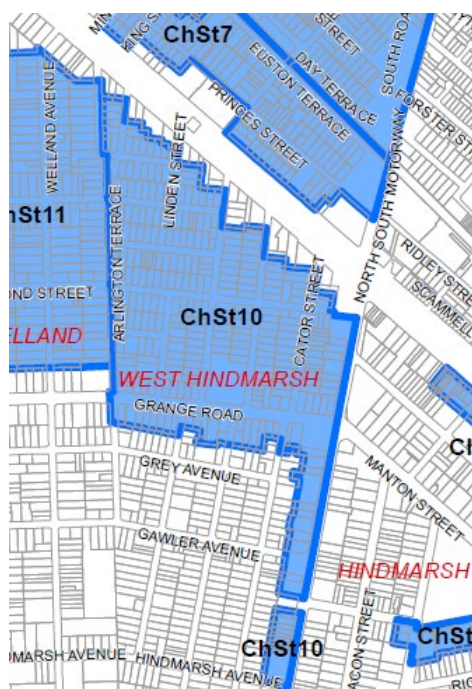
Eras and themes	1900s to 1920s, some 1940s/50s eastern side
Allotments and subdivision patterns	Uniform allotment size and street layout Typically large frontages
Architectural features	Edwardian, Federation and early bungalows Predominantly detached Hipped, gable and Dutch gable roof forms
Building height	Single storey with ceiling heights at least 3m
Materials	Red brick, sandstone and render walling, pressed metal wall cladding on the fronts, corrugated iron or small fluted iron cladding on the side walls Terracotta tile and corrugated iron roofing and verandahs
Fencing	Typically, low masonry, timber picket or wire mesh with timber post fencing.
Setting and public realm	Medium to large front setbacks

Pre-World War One West Hindmarsh Historic Area Statement (ChSt10)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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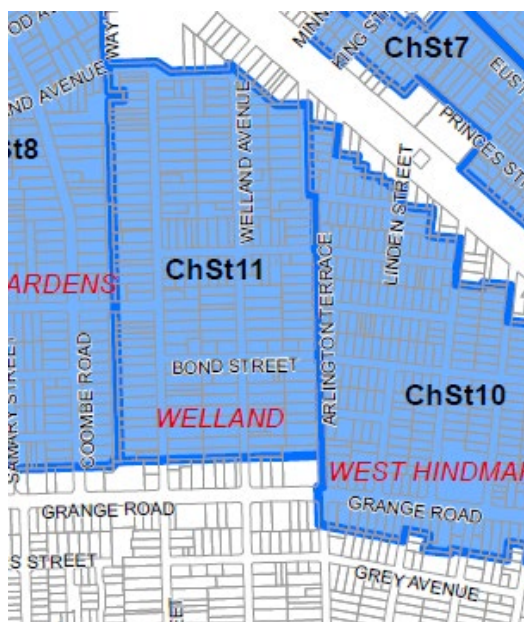
Eras and themes	1890s to 1910s
Allotments and subdivision patterns	Uniform allotment size and street layout Typically large frontages
Architectural features	Symmetrical cottages and villas Edwardian, Federation and early bungalow periods Predominantly detached Hipped, gable and louvre roofs
Building height	Single storey with ceiling heights at least 3m
Materials	Bluestone, sandstone and red brick walls Corrugated iron roofs with verandahs
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Setting and public realm features	Broad tree-lined streets Medium to large front setbacks

Welland Historic Area Statement (ChSt11)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of a Heritage Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.



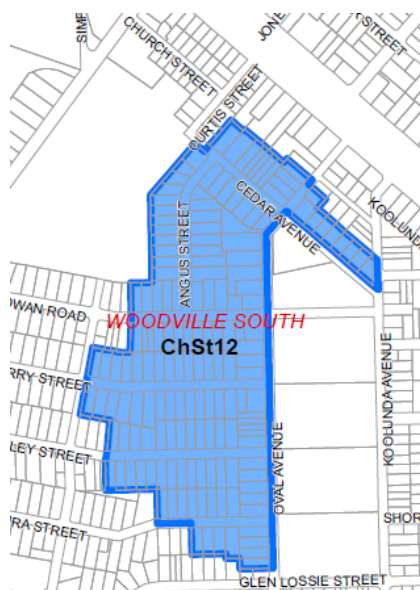
Eras and themes	1910s to 1920s
Allotments and subdivision patterns	Very regular and consistent rectangular allotments, typically very wide
Architectural features	Late-Edwardian and Federation housing styles Small number of early bungalows and 1940s Austerity houses Predominantly detached Hipped, gable and louvre roofs
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Materials	Red brick and sandstone walls Terracotta tiles, corrugated iron and decorative timber trim roofs.
Building height	Single storey with ceiling heights at least 3m
Setting and public realm features	Tree-lined streets Large front setbacks

Woodville South Historic Area Statement (ChSt12)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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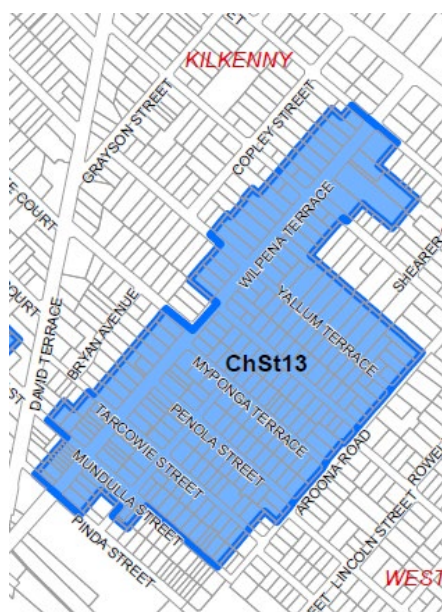
Eras and themes	1910s to 1940s
Allotments and subdivision patterns	Substantial allotments with uniformity of layout and buildings, particularly in the 'Glen' Streets and Angus Street Predominantly large frontages
Architectural features	Predominantly bungalow and Tudor Some Spanish Mission, Dutch Gable and Art Deco houses Predominantly detached Steep pitched gables associated with Tudor housing and Dutch Gables
Building height	Single storey with ceiling heights at least 3m
Materials	Freestone, red brick, stucco and baked brick Exposed ornate timber work Terracotta tiles and some galvanised iron roofs
Fencing	Fencing generally low brick, stucco or wire and mostly integral with the design of the house
Setting and public realm features	Tree lined streets, well maintained gardens, abundant with mature vegetation Main-focus the landscaped Woodville Oval complex Buildings fronting Woodville Oval on Oval Avenue and Cedar Avenue are of a larger scale

Kilkenny Historic Area Statement (ChSt13)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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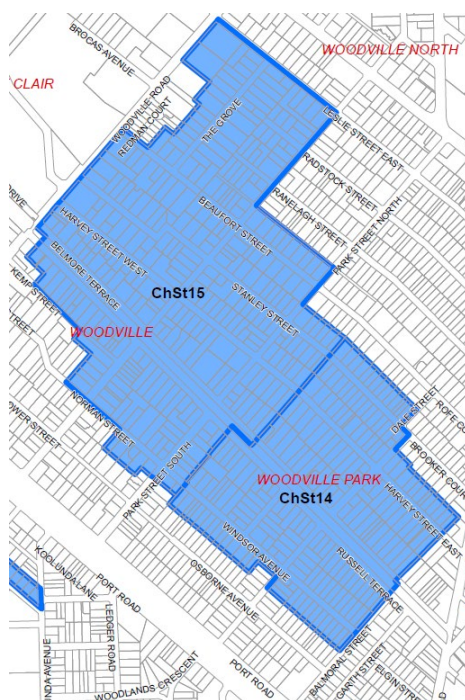
Eras and themes	1850s to 1950s Predominant era is 1920s to 1930s in the north and 1910s to 1920s in the south
Allotments and subdivision patterns	Very regular and consistent rectangular allotments, typically very wide
Architectural features	Edwardian and post-Edwardian cottages in the south Federation and bungalow houses in the north Small group of Victorian former shops located at the southern end of Wilpena Terrace reflecting the original main street of Kilkenny High-quality 1930s houses on large allotments at the northern end Predominantly detached and some attached housing Hipped, gable and louvre roofs
Building height	Single storey with ceiling heights at least 3m
Materials	Freestone and red brick side walls Corrugated iron and terracotta tile roofs
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Setting and public realm features	Medium to large front setbacks

Woodville Park Historic Area Statement (ChSt14)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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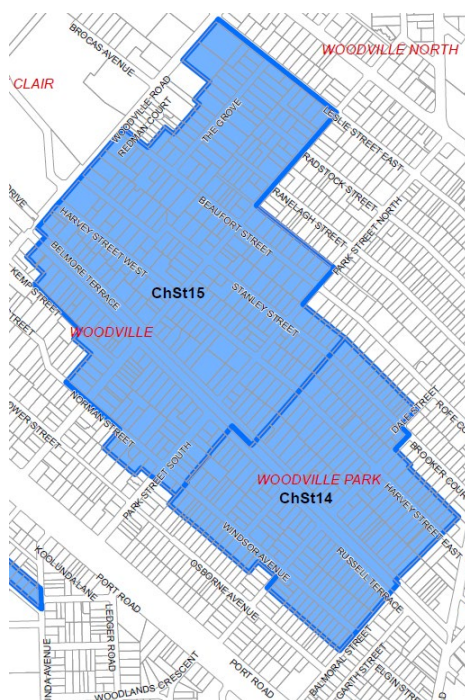
Eras and themes	1900s to 1940s
Allotments and subdivision patterns	Very regular and consistent rectangular allotments, typically very wide
Architectural features	Late symmetrical cottages, Villas, Federation, Queen Anne and some bungalow styles. Hipped, gable and louvre roofs with verandahs
Building height	Single storey with ceiling heights at least 3m
Materials	Red brick and freestone walls with timber windows. Galvanised iron and terracotta roofs.
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Setting and public realm features	Fences and front gardens are strong elements. Medium to large front setbacks

Woodville Historic Area Statement (ChSt15)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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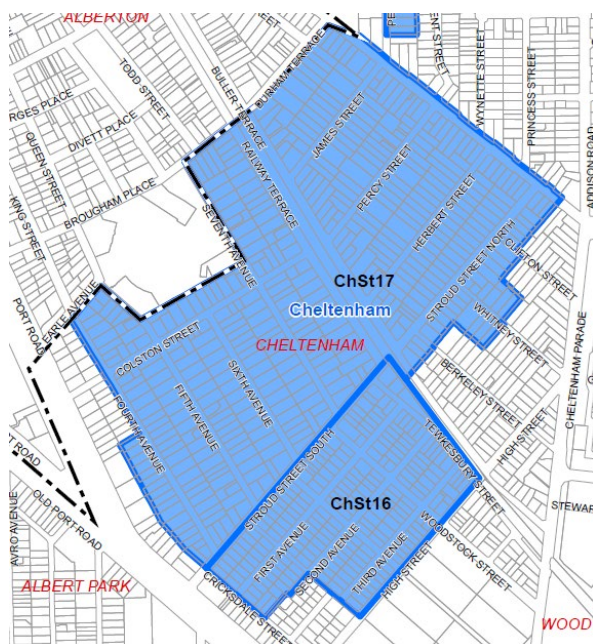
Eras and themes	1880s to 1930s
Allotments and subdivision patterns	Large allotments typically very wide with slightly smaller scale housing south of the railway line.
Architectural features	Large single-storey detached houses, bluestone Victorian villas, large Federation and Queen Anne houses Hipped, gable and louvre roofs
Building height	Single storey with ceiling heights at least 3m
Materials	Bluestone, red brick and freestone walls with timber windows. Galvanised iron and tiled roofs.
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Setting and public realm features	Wide, tree-lined streets and large established gardens Medium to large front setbacks

Cheltenham East Historic Area Statement (ChSt16)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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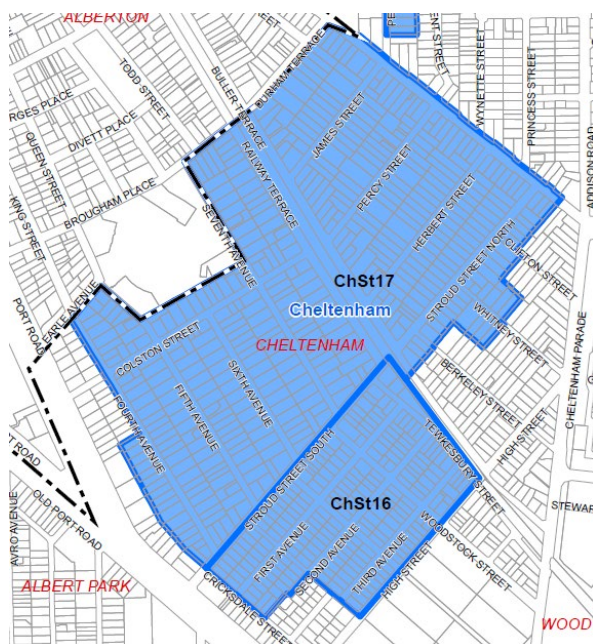
Eras and themes	1880s
Allotments and subdivision patterns	Small allotment sizes, typically wide
Architectural features	Villas and symmetrical cottages, bungalows styles Predominantly detached Hipped, gable, louvre roof forms and verandas
Building height	Single storey with ceiling heights at least 3m
Materials	Pressed metal, 'stone' front, iron clad, red brick and sandstone walls Corrugated iron and terracotta tiled roofs
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Setting and public realm features	Small to medium front setbacks typically

Cheltenham West Historic Area Statement (ChSt17)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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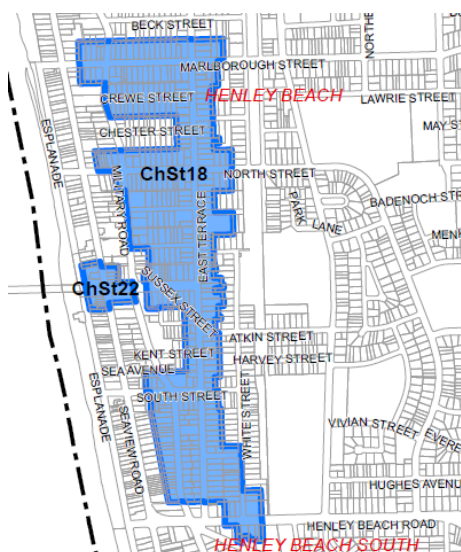
Eras and themes	1910s to 1930s
Allotments and subdivision patterns	Typically, wide streets, with large allotments typically very wide
Architectural features	Villas, Post-Edwardian, Federation and bungalow style Occasional Tudor or 1940s dwelling south of the railway line Housing close to Torrens Road and south of the railway line more 'mixed' in character Hipped, gable and louvre roof forms and verandas
Building height	Single storey with ceiling heights at least 3m
Materials	Pressed metal, 'stone' front, iron clad, red brick and sandstone walls Corrugated iron and terracotta tiled roofs
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Setting and public realm features	Residual shops and community facilities centred around 'main streets' in Buller Terrace, Stroud Street (north and south) and Railway Terrace Medium to large front setbacks

Henley Beach Historic Area Statement (ChSt18)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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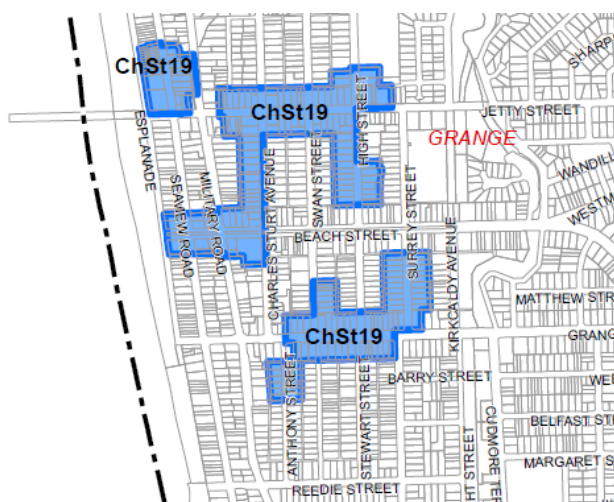
Eras and themes	1880s to 1930s
Allotments and subdivision patterns	Regular and consistent rectangular allotments, typically very wide
Architectural features	<p>Marlborough Street and Crewe Street, south to Clarence Street/Durham Street generally feature smaller villas and bungalows</p> <p>Larger, grand villas, cottages and bungalows predominantly along Marlborough Street and East Terrace.</p> <p>South of Atkin Street, bungalows and Tudors</p> <p>Hipped, gable and louvre roof forms and verandas</p>
Building height	Single storey with ceiling heights at least 3m
Materials	<p>Red brick walls and freestone facades</p> <p>Corrugated and terracotta tile roofs</p>
Fencing	Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing.
Setting and public realm features	<p>south of the Bowling Club to Atkin Street, small setbacks</p> <p>South of Atkin Street larger allotments and medium setbacks</p> <p>Tree lined streets with a large presence of Norfolk Island pines along North Street and East Terrace</p> <p>Vehicle access design and located to preserve existing street trees</p>

Grange Historic Area Statement (ChSt19)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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Eras and themes	<u>Grange Road</u> 1920s to 1940s <u>Beach Street</u> Late 1800s to 1920s <u>Jetty Street</u> Late 1800s in the west, to 1920s in the east <u>Grange Esplanade</u> 1880s
Allotments and subdivision patterns	Allotments typically large and wide <u>Grange Esplanade</u> Varied
Architectural features	<u>Grange Road</u> Bungalows and Tudors Hipped, gable with verandahs <u>Beach Street</u> Victorian houses and Federation Bungalows Gable roofs and verandahs <u>Jetty Street</u> Bungalows, cottages, Tudor and villas Concentration of Tudor homes on Jetty Street (from Charles Sturt Avenue to High Street) Gable and Dutch gable roofs and verandahs

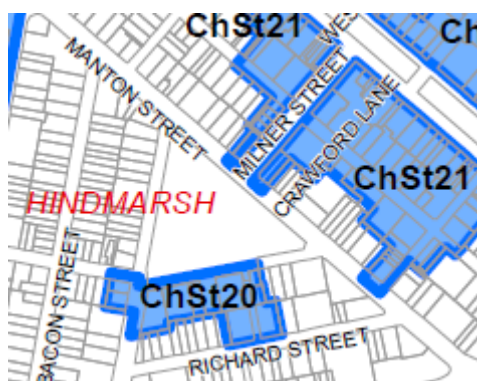
	<u>Grange Esplanade</u> The Marines (State Heritage Place) Grange Hotel (Local Heritage Place) Hipped, gable and louvre roofs
Building height	Single storey with ceiling heights at least 3m <u>Grange Esplanade</u> The Esplanade: 3 storeys Along western frontage to Seaview Road: 2 storeys To the east of Seaview Road: 2 storeys
Materials	<u>Grange Road and Jetty Street</u> Red brick and freestone walls Corrugated and terracotta tile roofs <u>Beach Street</u> Red brick and freestone walls Corrugated roofs <u>Grange Esplanade</u> Stone and red brick walls Corrugated iron and terracotta tiled roofs
Fencing	<u>Grange Road</u> Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing. <u>Beach Street</u> Predominantly small masonry retaining walls that border the footpath <u>Jetty Street</u> Typically, low masonry sometimes with steel inserts, timber picket or wire mesh with timber post fencing. <u>Grange Esplanade</u> Variety of fencing styles or remaining unfenced. East of Seaview Road, given the retaining walls in this location, low or no fencing
Setting and public realm features	<u>Grange Road</u> Small, front setbacks relatively consistent <u>Beach Street</u> Tree lined streets Large presence of Norfolk Island pines <u>Jetty Street</u> Large presence of Norfolk Island pines along Jetty Street <u>Grange Esplanade</u> Seaview Road dominated by rendered retaining walls of varying heights between one to two metres Presence of Norfolk Island pines

Hindmarsh Place Historic Area Statement (ChSt20)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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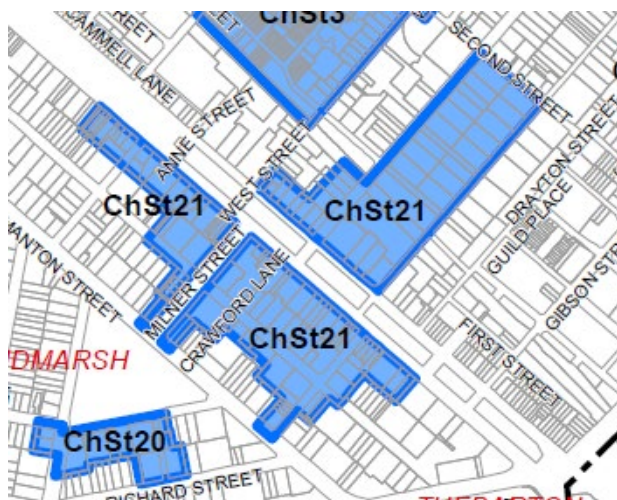
Eras and themes	1860s – 1930s
Allotments and subdivision patterns	Uniform small allotments interspersed with larger allotments
Architectural features	<p>Single storey attached and detached cottages, row dwellings, former fire station, former Christian Chapel, former municipal hall, former brewery, Victorian churches</p> <p>Steeply pitched gable and hipped roofs facing the street, with various separate verandah form and saw-tooth design (former brewery)</p> <p>Steeple and bell tower</p> <p>Some parapet walling</p>
Building height	<p>Typically, single storey with ceiling heights at least 3m</p> <p>Industrial and former church buildings with substantial ceiling and wall heights</p>
Materials	<p>Rendered masonry, red brick, bluestone, limestone and sandstone walls</p> <p>Decorative brickwork detailing to windows and doors</p> <p>Corrugated galvanised steel roofing</p> <p>Painted decorative timber posts and fascia elements</p>
Fencing	Substantial rendered masonry with brick capping, and cast iron infill fences and gates
Setting and public realm features	Small setbacks from the street

Hindmarsh District Centre Historic Area Statement (ChSt21)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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The preparation of a Heritage Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.



Eras and themes	1840s to 1930s
Allotments and subdivision patterns	Narrow fronted with deep allotments facing Port Road Wider allotments to Manton and Milner Street
Architectural features	Narrow fronted two-storey built form interspersed with some narrow fronted single storey of intimate scale Generous verandahs over footpaths, balconies and parapets with some decorative elements including pediments Some detached single and two storey residential buildings to Orsmond Street Occasional upper level balconies Vertically proportioned elements with high solid to void ratio, particularly at upper levels Substantial church buildings Decorative parapets to street frontages and returns Steeply pitched hipped roofs visible behind parapets, with separate, wide verandahs across frontage Some gable forms including simple cottage form to Milner Street
Building height	Single and two-storey built form with ceiling heights that vary from 3m through to substantial church buildings

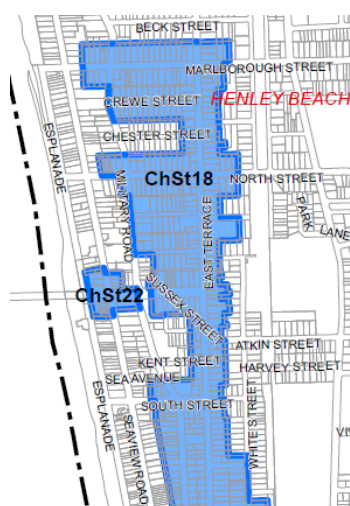
Materials	<p>Limestone, bluestone, sandstone, face red brick walls and rendered walls</p> <p>Use of brick and rendered quoins</p> <p>Corrugated galvanised steel roofing</p> <p>Decorative cast iron posts and balustrades</p> <p>Painted timber posts and fascia elements</p>
Fencing	<p>Built form typically to the street with verandahs over public realm</p> <p>Some rendered masonry fencing with cast iron infill</p>
Setting and public realm features	<p>Historic heart of the Hindmarsh Village and the principal area for a range of retail, business, ecclesiastic and office uses</p>

Henley Beach Historic Area Statement (ChSt22)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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Eras and themes	1840s to 1920s
Allotments and subdivision patterns	Traditional patterns of development incorporating verandahs, balconies and parapets clustered around Henley Square
Architectural features	<p>Substantial two-storey buildings with wide balconies and verandahs, some over footpaths</p> <p>Traditional single storey buildings with verandahs over footpaths</p> <p>Modern development including large expansive verandahs on the square</p> <p>Decorative parapets to the street and Henley Square facades</p> <p>Steeply pitched hipped and gable roof forms, with attached balconies and verandahs across frontage</p> <p>Skillion and curved (bull nose) verandah roof forms</p>
Building height	Single and double storey buildings with ceiling heights at least 4.5m per floor giving an imposing character
Materials	<p>Bluestone, sandstone, red brick walls and rendered walls</p> <p>Some corrugated iron walling</p> <p>Use of brick and rendered quoins, brick banding and other traditional decoration</p> <p>Imposing masonry pediments and gables with brick banding</p> <p>Corrugated steel roofing</p> <p>Decorative cast iron and painted timber verandahs and balconies</p>

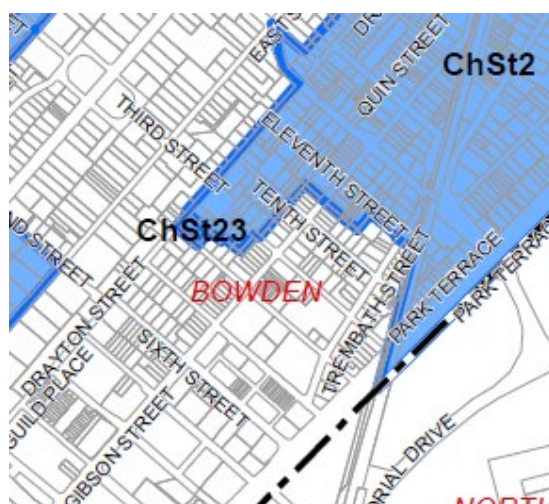
Fencing	Some low masonry walling Typically, open shop fronts with verandahs over public realm
Setting and public realm features	Historic heart of Henley Beach and the principal area for a range of retail, business and entertainment uses

Eighth Street, Bowden Historic Area Statement (ChSt23)

Historic Area Overlays identify localities that comprise unified, consistent characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

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Eras and themes	1860s – 1890s
Allotments and subdivision patterns	Intimate scaled narrow fronted and regular rectangular allotment containing three pairs of semi-detached dwellings and one detached dwelling
Architectural features	Single storey semi-detached dwellings and detached dwelling Gable facing the street defining each semi-detached dwelling Steeply pitched gable roofs facing the street Skillion verandah roof forms or variable pitch
Building height	Single storey with ceiling heights around 3m High solid to void ratio and vertically proportioned openings
Materials	Rendered masonry walls with attached front verandahs Brick capping to parapets with some decoration Corrugated steel roofing
Fencing	Traditional and some non-original low rendered masonry and timber picket fencing with occasional tubular-steel
Setting and public realm features	Small front wall setbacks with verandah forward of front wall

Representations

Representor 38 - Justin PORTER

Name	Justin PORTER
Address	28 Gilbert St OVINGHAM SA, 5082 Australia
Submission Date	26/09/2024 08:47 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

REFUSAL BASIS: Absent Affordable Housing Overlay- Much of the application relies on conditions pertaining to an Affordable Housing Overlay to account for the failure of the proposal to comply with numerous planning objectives. The locale does not have the supporting infrastructure or open space to support high density affordable housing and hence is not catered for within the planning Zone. Furthermore the zone is "Historic" and the nature of the propasal in no way leveregaes either historic buildings, form or character to align with the intended charateristics of the area. Nearby Churchill Rd is zoned for high density and affordable housing and would be the apporpriate site for such a development proposal. Carparking: Carparing report incorrectly estimates from and 'aerial view' that sufficient on street carparks will compnsate for the insufficient carparking allowed for on site in the proposal. The Development plan provides that 2 carparks should be allowed for on site for each dwelling and it is therefore both non compliant and incorrect to suggest the shorrtfall of 48 carparks could be accounted for on street. The Loacity already comprises simi-high density living and there are seldom suffiecient carparks for the current dwellings. Most certainly there is insufficuent for an allowance of 48 additional. Furthermore, many people travel to the area and park during the daytime to access train stations nearby the area to travel to work. Hawker St is congested at peak times adjacent the level crossing and the egress from

Attached Documents

REFUSAL-BASIS-1409578.pdf

REFUSAL BASIS: Absent Affordable Housing Overlay- Much of the application relies on conditions pertaining to an Affordable Housing Overlay to account for the failure of the proposal to comply with numerous planning objectives. The locale does not have the supporting infrastructure or open space to support high density affordable housing and hence is not catered for within the planning Zone. Furthermore, the zone is "Historic" and the nature of the proposal in no way leverages either historic buildings, form or character to align with the intended characteristics of the area. Nearby Churchill Rd is zoned for high density and affordable housing and would be the appropriate site for such a development proposal.

Future Urban have provided a skewed interpretation of the relevant planning conditions. It argues that residential amenity will be improved by way of housing upgrade of existing dwellings however fails to acknowledge that increasing the density from 15 dwellings with off street parking to 43 dwellings would drastically impact the residential amenity in a negative way.

P0 1.1 is specifically referenced however the proposed development, despite its large scale, fails to provide for 'complementary non-residential activities'. Nor is the proposal 'compatible with the established development pattern of the neighbourhood'.

D01 Relates to compatibility with the area. The proposal is not 'sympathetic to the predominant built form character and development patterns'.

Whilst a small number of 3 storey units are referenced nearby but not adjacent the site, these were constructed some time ago and would be non-compliant under the current Development Plan. These units are unsightly and out of character of housing in the locale. The referenced units do not add value or amenity to surrounding area and themselves should not be reproduced. Indeed they form an example of why the proposal should not be approved.

The proposal is non-compliant with the development plan for height, number of stories, setbacks, bulk and scale, density and carparking. The provided assessment reports repeatedly seek to ignore or excuse the non-compliance,

which were it on one criterion might be acceptable, however noncompliance is pervasive throughout the proposal.

Setbacks are compared to solitary detached historical buildings in the locality that were in their time utilised as commercial premises. The Hawker St/ Gibson St corner store is an example reference in the proposal in an attempt to justify zero or minimal setback from boundaries of the proposed dwellings. What is ignored is that these historical buildings are detached, single or limited double story and of a character build. They do not impose on the site in the same way that the b proposal in its bulk and scale will do. More modern dwellings in the area follow setbacks compliant with the development plan.

The scale of the proposal will overshadow and impose upon Hawker st and negatively affect public amenity of the area. There is insufficient open space and street facing landscaping in the proposal to add to the character of the locality.

Carparking: The basis of the carparking report cannot be accepted given it relies on an Affordable Housing Overlay that simply does not apply to the site.

Carparking report incorrectly estimates from an 'aerial view' that sufficient on street carparks will compensate for the insufficient carparking allowed for on site in the proposal. The Development plan provides that 53 carparks should be allowed for. Therefore both non-compliant and incorrect to suggest the shortfall of 33 carparks could be accounted for on street. The Locality already comprises semi-high density living and there are seldom sufficient carparks for the current dwellings. This is despite the Appendix B diagram in the carparking report assigning the majority of on-street parking currently heavily utilised by existing dwellings along Market Place and Gibson St. Furthermore, many people travel to the area and park during the daytime to access train stations nearby the area to travel to work. Dispensation provided for given the proximity of the proposal to public transport is largely offset by this utilisation of non-local users of the area to access public transport in this way. Hawker St is congested at peak times adjacent the level crossing and the egress from Gibson St will be affected, despite it not being recognised in the (clearly not impartial) carparking report.

This is an example of greed and colonisation by the developer who seeks to impose such a grossly non-compliant and incongruent development upon the area and its inhabitants. The site may comfortably suit 15 mixed single and

double story-dwellings together with public and open space and gardens. The proposal as submitted may be suitable in a location such as Churchill Rd.

Representations

Representor 39 - Ali-Reza Vessali

Name	Ali-Reza Vessali
Address	27 Gilbert St, OVINGHAM SA, 5082 Australia
Submission Date	26/09/2024 07:10 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
Our second query regards to the actual plan itself. We are aware that SAHA and state housing policy dictates that the density of the population in an area that rely on housing cannot be increased. This document I have attached has a section in it which indicates that you are demolishing 10 social housing homes and replacing them with over 30 "community housing" homes, but not counting these as social housing. How is this possible? We also note there are future developments in the plant 4 area for social housing. Reclassifying government funded housing the same as residential, regardless of how you title it, seems like a huge stretch- especially because these individuals need to come off the same list. Our question is- what is the strategic plan of the area if you cannot legally add housing trust homes and only replace them? Which houses are you selling off privately to avoid a large population of disadvantaged people all living in the same close proximity- the research on this speaks for itself. All while demolishing a heritage building and ignoring the building code requirements of our heritage zone that all other "residents" need to abide by.

Attached Documents

Representations

Representor 40 - Helen Sutherland

Name	Helen Sutherland
Address	130 Gibson Street BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 05:32 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
I do not support the development. My understanding is that the proposal falls substantially short of the Planning and Design Code requirements in a range of fundamental areas. My key concerns are: - Density - Height and footprint of the structure - Traffic impacts and parking requirements - The inclusion of townhouses for private sale. More information is available in my full representation, which is attached.

Attached Documents

Helen-Sutherland-Representation-in-relation-to-Development-Application-24024441-1413036.pdf

Comments on Development Application 24024441

RE: Application 24024441 by Uniting SA Ltd, for the development of 42 residential flats earmarked for community housing, and 6 townhouses earmarked for private sale.

I believe this development application should be declined consent.

My understanding is that the proposal falls substantially short of the Planning and Design Code requirements in a range of fundamental areas.

While I am supportive of the need for community housing, there is a significant amount of existing social housing in the immediate area. This includes a halfway house for men on the corner of Gibson Street and Hawker Street which is often the source of antisocial behaviour in the area. I am concerned about the proposed development establishing a facility for women less than 100 metres away from a facility for men – this seems to represent a high likelihood of exposing vulnerable people to more trauma, and/or increasing antisocial behaviour in our community.

I have lived on Gibson Street in Bowden, between Hawker Street and Thirteenth Street, for more than 10 years. I value the community we have built and nurtured over that time, which includes residents of existing community housing in the area. I believe the proposed development would substantially impact on our quality of life, as well as provide poor quality of living to residents of the proposed development. It will also negatively impact on the character and amenity of the area.

My key concerns are:

- **Density**
 - The proposed development represents a significant increase in density from the existing 9 residences, each comprising 1-2 bedrooms, to 48 2-bedroom residences in the same footprint. This is an increase of more than 5 times the current density. I understand it is also more than 4 times the density required by the Planning and Design Code.
- **Height and footprint of the structure**
 - At 3 storeys, the proposed development exceeds height guidelines for the area and is higher than anything else in the neighbourhood. While there are a few 3 storey townhouses on the other side of the railway line, they are not a good example of the character of the neighbourhood, nor can they be easily seen from Hawker Street. Given the proposal shows the townhouses and apartments with virtually no setback from Hawker Street, I fear this development would substantially change the streetscape of the main street, and not for the better.

- The footprint of the proposed development represents a significant reduction in greenspace, open space and soft landscaping, including the removal of 30+ established trees and plants, including at least 1 significant tree that is not listed in the application.
- **Traffic and parking**
 - The proposal readily admits that it falls short of the parking requirements, providing less than half of what is stipulated. While the proposal lists reasons for this, I believe the parking provided is drastically under what is required. I find it extremely unlikely that there will only be 20 vehicles owned by residents of 42 two-bedroom dwellings. The street parking identified for use is already being used by existing residents and visitors, as can clearly be seen in the photographs used in the application. In addition to regular traffic and parking required by existing residents, the surrounding streets are also already used for overflow parking to access local businesses (cafes, churches, etc).
 - The Gibson Street entry into the proposed townhouses represents the most dangerous aspect of this proposal. The intersection between Gibson Street and Hawker Street is already an extremely challenging intersection – with street parking available on both sides of Gibson Street, cars turning into Gibson Street from Hawker Street are forced into the centre of the road, as are cars exiting Gibson Street onto Hawker Street. Adding an ingress point for 6 additional cars here, so close to the existing intersection, will worsen the bottleneck and is an accident waiting to happen.
- **The inclusion of townhouses for private sale**
 - The 6 proposed townhouses will be for private sale, and should be subject to the standard assessment process for private dwellings, especially in relation to setbacks, the safety of traffic entry and exits, and parking requirements.

Representations

Representor 41 - Karren Smith

Name	Karren Smith
Address	140 Gibson Street BOWDEN SA, 5007 Australia
Submission Date	07/10/2024 06:46 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Too small of area for too dense housing and only 20 car parks. There are other streets with older units that would be better than this small dead end street. Also Hawker St too busy. Old Bowden area needs to retain some heritage and not to be filled with more dog boxes with not enough parking.	

Attached Documents

Representations

Representor 42 - Dorothy Jaeschke

Name	Dorothy Jaeschke
Address	5a Trembath Street BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 11:39 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I do not support the application due to: - the scale i.e. height, lack of setbacks, number of dwellings - lack of tree canopy and green space - the impact on traffic and parking in the area - not sympathetic with surrounding area which is an Established Neighbourhood Zone

Attached Documents

Representations

Representor 43 - Kate Foster

Name	Kate Foster
Address	112 Drayton Street BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 11:50 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons 1) Too many houses for proposed development area creating unsustainable population increase 2) No room for parking or traffic movement causing extreme traffic congestion 3) 3 storey housing not in line with the height restrictions in Bowden North area, 2 storey height should be maximum height of buildings 4) 1 bedroom apartments do not offer sufficient space for residents needs and not viable for future resale 5) Lack of designated green space creating increased heat in the area and no sense of wellbeing for residents, both future and current population	

Attached Documents

Representations

Representor 44 - Phillip Brunning

Name	Phillip Brunning
Address	PBA, Level 1/27 Halifax Street ADELAIDE SA, 5000 Australia
Submission Date	08/10/2024 02:20 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please refer to PBA letter of 8 October 2024	

Attached Documents

Representation-by-R-Worthington-and-others-in-relation-to-Application-ID-24024441-1413506.pdf

8 October 2024

Presiding Member
State Commission Assessment Panel
State Planning Commission
Via the Plan SA Portal



Town Planning
Development Advice
Strategic Management

Attention: Joanne Reid - Planning & Land Use Services

Dear Ms Thomas & Members,

REPRESENTATION IN RELATION TO DEVELOPMENT APPLICATION 24024441

I refer to the abovementioned Development Application by Uniting SA Ltd that seeks planning consent to demolish existing buildings including a representative building and the construction of a residential complex comprising a three storey residential flat building comprising 42 dwellings and 6 two storey group dwelling on land at Bowden.

I make the following representation in relation to this development on behalf of:

- Rod Worthington, 128 Gibson Street, Bowden
- Cheryl Jaeschke, 16 Quin Street, Bowden
- Michael Smiljanic 16 Quin Street, Bowden
- Alex Pritchard, 10 Quin Street, Bowden
- Jo Mignone, 10 Quin Street, Bowden
- Rosalind Hannaford, 134 Gibson Street, Bowden
- Jim Moutos, 2A-D Market Place, Bowden
- Sarah Lennon, 113 Gibson Street, Bowden
- Mike Lennon, 17A Trembath Street, Bowden
- Jeanette Lennon, 17A Trembath Street, Bowden
- Bethany Loates, 109 Drayton Street, Bowden
- Luke Urban, 107B Gibson Street, Bowden
- Mick Goers, 107A Gibson Street, Bowden
- Helen Sutherland, 130 Gibson Street, Bowden
- Alireza Vessali, 27 Gilbert Street, Ovingham
- Mike Neindorf, 24 Gilbert Street, Ovingham
- Sandy Ball, 106 Drayton Street, Bowden
- Paul Acfield, 106 Drayton Street, Bowden

1. Introduction

For reasons I discuss more particularly below, this development application should be declined consent. The proposal in its current form is an *over development* of the land that would have an adverse impact on the character and amenity of the locality. The departure from the Planning & Design Code is too great in the circumstance.

Phillip Brunning & Associates

ABN 40 118 903 021

Level 1, 27 Halifax Street
Adelaide SA 5000
Mobile 0407 019 748
phil@phillipbrunning.com
www.phillipbrunning.com

In making this representation, I acknowledge the bona fides of the Applicant with respect to the important work they do in the provision of housing and services to the community. In this instance however the quantum of development is beyond the capacity of the site and surrounding locality.

This is not to say that a development of a more appropriate scale and intensity may not be appropriate on this land. One which is respectful of the amenity presently enjoyed by existing residents that live adjoining and nearby, and one which is compatible with the existing pattern of development and built form character.

As noble as the community housing outcome sought may be, this should not come at a disproportionate cost to those that currently reside in this area. If development of this nature is to be successfully pursued, it should adopt a more contextual approach and one which is respectful of and responsive to its setting

2. Context

In terms of the setting, the land which is the subject of this development is comprised of multiple allotments that are each developed with one or in a few instances two dwellings. The built form character of this locality is predominantly one, with some more recent two storey 'townhouse' development.



Other notable characteristics of the locality include the commercial properties on the southern side of Hawker Street, the rail corridor, the grid pattern of local streets, established trees including a number of mature eucalypts, and various historic buildings from the late 19th and early 20th century.

This locality has a distinctly inner urban residential neighbourhood character reflective of the historical pattern and form of development, with more recent infill development primarily in a town house format. This locality is not characterised by multi-level residential flat development.

I understand that the dwellings proposed for demolition are currently or until recently been used for social housing. The single storey dwellings fronting Market Place are provided with rear access for vehicle parking, with buildings well set back from rear boundaries. A more notable mature eucalypt is evident in this shared rear yard area.

3. Proposal

The proposal seeks approval for:

- demolition of existing buildings including one 'representative' building;
- a three storey residential flat building fronting Hawker Street comprising 23 dwellings to be used for 'community' housing (shared parking);
- a three storey residential building fronting Market Place comprising 19 dwellings for community housing and supported accommodation (shared parking);
- 6 two storey 'town house' style dwellings fronting Hawker Street in an attached format (no private garaging);
- an arrangement of shared driveways and parking spaces (6 spaces associate with the townhouses and 20 spaces for use by the other dwellings); and
- retention of the large eucalypt (a significant tree), fencing, landscaping including that for a 'Zen Garden'.

4. Planning & Design Code

The land is located within the Established Neighbourhood Zone.

The following policy Overlays apply:

- Airport Building Heights (Regulated) (*All structures over 45 metres*)
- Building Near Airfields
- Historic Area (*ChSt2*)
- Prescribed Wells Area
- Regulated and Significant Tree
- Stormwater Management
- Traffic Generating Development
- Urban Tree Canopy

The following Technical Numerical Variations (TNV) apply.

- Maximum Building Height (Metres) (*Maximum building height is 6m*)
- Minimum Frontage (*Minimum frontage for a detached dwelling is 10m; semi-detached dwelling is 7m; row dwelling is 6m; group dwelling is 18m; residential flat building is 18m*)
- Minimum Site Area (*Minimum site area for a detached dwelling is 250 sqm; semi-detached dwelling is 250 sqm; row dwelling is 190 sqm; group dwelling is 275 sqm; residential flat building is 275 sqm*)
- Maximum Building Height (Levels) (*Maximum building height is 1 level*)

Various General Development policies apply including that under the headings:

- Design
- Design in Urban Areas
- Housing Renewal
- Transport, Access & Parking
- Waste Treatment & Management Facilities

5. Assessment Considerations

The following matters are of most relevance in the assessment of this proposal.

5.1 Nature of Housing

On my review, there is some inconsistency between the manner in which dwellings within the residential flat buildings are described, with the proposal plans referring to *affordable housing* whereas the planning report uses the term *community housing*.

In the absence of specific agreement, the proposal may not be described as *affordable housing* in the meaning of such provided by the Planning & Design Code, with no specific meaning provided for social or community housing.

Affordable housing

Means housing that meets the relevant criteria for 'affordable housing' as determined by the Minister responsible for the *South Australian Housing Trust Act 1995* under Regulation 4 of the South Australian Housing Trust Regulations 2010.

The planning report indicates that two of the houses within the three level residential flat building fronting Market Place will be used for supported accommodation, presumably according to the meaning provided by the Code.

Supported accommodation

Means premises in which residential accommodation is provided to persons requiring/together with regular medical and/or personal care assistance, but does not include home care.

Little if any detail is provided by the application with respect to the manner in which this supported accommodation is to be managed, including provision for careers that may be required to attend during the day and on occasion, a stay overnight.

In my experience, these dwellings are not in a form that may be used for Specialist Disability Accommodation (SDA) housing as suggested on the proposal plans, with a requirement for individual ensuite bathrooms.

5.2 Dwelling Density

With respect to dwelling density, the Established Neighbourhood Zone seeks.

PO 2.1 Allotments/sites for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and are compatible with the prevailing development pattern in the locality.

The associated DPF provides that

PO 2.1 Allotments/sites for residential purposes accord with the following:

- a) site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building):

Minimum Site Area
Minimum site area for a detached dwelling is 250 sqm; semi-detached dwelling is 250 sqm; row dwelling is 190 sqm; group dwelling is 275 sqm; residential flat building is 275 sqm

This measure is consistent with the TNV identified for this location.

In so far as all of the dwellings proposed would fall within the meaning of a *residential flat building*, the minimum allotment/site size of 275 m² applies. The townhouses to Hawker Street are not considered to be detached, semi-detached or row dwellings.

Residential flat building	Means a single building in which there are 2 or more dwellings.
Detached dwelling	Means a detached building comprising 1 dwelling on its own site and has a frontage to a public road, or to a road proposed in a plan of land division that is the subject of a current development authorisation
Row dwelling	Means a dwelling: <ul style="list-style-type: none"> a) occupying its own site and has a frontage to a public road, or to a road proposed in a plan of land division that is the subject of a current development authorisation; and b) comprising 1 of 3 or more dwellings erected side by side, joined together and forming, by themselves, a single building.
Semi-detached dwelling	Means a dwelling: <ul style="list-style-type: none"> a) occupying its own site and has a frontage to a public road or to a road proposed in a plan of land division that is the subject of a current planning authorisation; and b) comprising 1 of 2 dwellings erected side by side, joined together and forming, by themselves, a single building.
Group dwelling	Means 1 of a group of 2 or more <u>detached buildings</u> , each of which is used as a dwelling and 1 or more of which has a site without a frontage to a public road or to a road proposed in a plan of land division that is the subject of a current development authorisation.

I say this in so far as the dwellings don't enjoy their own site and are not detached.

On the basis that this land has a total area of some 2,950 m², the expectant density outcome would be 11 dwellings (rounded up) whereas the proposal seeks 48 dwellings. This represents an exceedance of the measure by nearly 4 ½ times.

I would describe the proposal as being *medium*, not *low density*.

Acknowledging that General Development Policies in relation to Housing Renewal are relevant in the assessment of this proposal given the accreditation of the Applicant for the provision for community housing, these can only be read so far.

On my reading of these provisions, medium density housing ought to be located in close proximity to public transport, opens pace and /or activity centres. I would not describe this location as being close '*in close proximity*' to any of these.

Housing Renewal

PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.

I am also mindful that the Desired Outcome for Housing Renewal seeks.

DO 1 Renewed residential environments replace older social housing and provide new social housing infrastructure and other housing options and tenures to enhance the residential amenity of the local area.

While the quantitative measure for density provided by the Code is not mandatory in nature, the planning authority may not ignore the extent of departure and needs to be cognisant with respect to the manner in which this exceedance manifests itself.

The planning authority should also be mindful that the Rules of Interpretation for the Code provide that policy provisions for the Overlay and the Zone will prevail over General Development Policy.

I also note that this is not a location where housing renewal at higher densities than which otherwise prevail is provided for more specifically, as is the case in the Housing Diversity Neighbourhood Zone for example.

While I accept that the Housing Renewal provisions have some work to do, they should not be applied *carte blanche* and need to be tempered in their application with appropriate regard to the pattern and form of existing development in the area.

5.3 Pattern of Development & Historic Character

In addition to allotment size or site area, it is appropriate to consider whether the proposal is suitably compatible with the predominant pattern of development and streetscape character of the neighbourhood.

Established Neighbourhood Zone

DO 1 A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.

DO 2 Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.

As noted above, pattern of development and the manner in which dwellings are accommodated on their own allotments with frontage to the public road is a key attribute of this locality and the suburb more generally.

What is proposed is very much different than this in so far as it introduces a pattern of development that is not characterized by individual buildings on their own allotments or site, but rather an aggregation of dwellings into a single form.

This land is also located within area subject to the Historic Area Overlay, the provisions for which amplify the call for development which is sympathetic with patterns of land division, site configuration and streetscapes.

Historic Area Overlay

- DO 1 Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

While I can see that an attempt has been made to reflect dwelling frontages in manner that is reminiscent with the historic pattern of development in this area, this is undone by the excessive bulk and scale of the buildings in their context.

The Code is very clear in its call for **contextual** development.

- PO 2.1 The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.
- PO 2.2 Development is consistent with the prevailing building and wall heights in the historic area.
- PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) complement the prevailing characteristics in the historic area.
- PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the historic area.
- PO 2.5 Materials are either consistent with or complement those within the historic area.

Again, while an attempt has been made to reflect some of the prevailing design elements and attributes of buildings within the locality, the application falls short of meeting these provisions given the form and scale of the buildings proposed.

This is not a locality characterised by larger scale residential complexes comprised of three storey residential flat buildings. The prevailing character of this area is derived from one and two level buildings in a detached, semi-detached or row configuration.

This is clarified more specifically by the Ovingham Historic Area Statement.

Architectural styles, detailing and built form features	Single storey, detached and attached, single and double fronted workers' cottages. Bungalows and Austerity houses. Some early SA Housing Trust stock. Typically gable and hipped roofs facing the street, with separate verandah form. Generous roof planes and eaves overhangs to bungalows. Low wide bungalow style overhang verandah or gable.
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5.4 Height, Set Backs & Site Coverage

The Code seeks the following with respect to building height.

Established Neighbourhood Zone

- PO 4.1 Buildings contribute to the prevailing character of the neighbourhood and complements the height of nearby buildings.

DPF 4.1 Building height (excluding garages, carports and outbuildings) is no greater than:

a) the following:

Maximum Building Height (Metres)
Maximum building height is 6m
Maximum Building Height (Levels)
Maximum building height is 1 level

The proposed development will be up to 3 levels and 11.5 metres in height.

Historic Area Overlay

PO 2.1 The form and scale of new buildings and structures that are visible from the public realm are consistent with the prevailing historic characteristics of the historic area.

PO 2.2 Development is consistent with the prevailing building and wall heights in the historic area.

I specifically note that these provisions for the Historic Area Overlay, which prevail over that for the Established Neighbourhood Zone seek a *consistent* approach to building height. That which is proposed is far from consistent.

This is clarified more specifically by the Ovingham Historic Area Statement.

Building height Single storey with ceiling heights at least 3m.

The proposal plainly, if not grossly exceeds the maximum building height otherwise provided for in this area. This extent of departure is reason enough in my view to decline planning consent.

Acknowledging that front building setbacks in this locality are varied, the Code seeks.

PO 5.1 Buildings are set back from primary street boundaries consistent with the existing streetscape.

Whereas nominal set backs are proposed by this design to front property boundaries (which may be considered acceptable for lower scale development) buildings of 2 and 3 levels so close the street will be inconsistent with streetscape character.

Similarly, side set backs are less than that which are evident in this locality.

PO 8.1 Buildings are set back from side boundaries to provide:

- a) separation between buildings in a way that complements the established character of the locality
- b) access to natural light and ventilation for neighbours.

In the main, the siting arrangement of existing dwellings in this locality provide for side set backs that enable space between buildings and therefore opportunity for the entry of natural light and ventilation into habitable rooms.

The proposed development would introduce long continuous front facades that would not complement this existing character, with a greater reliance on artificial light and mechanical ventilation to habitable rooms.

With respect to set back to rear property boundaries, the Code seeks.

PO 9.1 Buildings are set back from rear boundaries to provide:

- a) separation between buildings in a way that complements the established character of the locality
- b) access to natural light and ventilation for neighbours
- c) private open space
- d) space for landscaping and vegetation.

The associated DPF calls for buildings to be set back 4 metres for the first building levels and 6 metres for any second building level. The proposal at its closest point will result in a three storey wall within 3.89 metres of a rear boundary.

Even the rear facing balconies associated with the two storey townhouses fronting Hawker Street are only set back by 3.78 metres from the shared boundary with the adjoining single storey detached dwelling to the north.

This theme of space around buildings is reinforced by the following provisions.

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.

DPF 3.1 Development does not result in site coverage exceeding:

In instances where:

- a) no value is returned (i.e. there is a blank field), then a maximum 50% site coverage applies

Rather unhelpfully, the proposal plans do not provide a site coverage calculation.

5.5 Privacy & Shadowing

In so far as the amenity enjoyed by residents in this area is derived not only from built form character and space around building, it is appropriate to consider privacy and also access to sunlight during winter months.

With respect to privacy the Code seeks.

PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses

DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:

- a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm
- b) have sill heights greater than or equal to 1.5m above finished floor level
- c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
- d) 1.5 m above the finished floor level.

PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.

DPF 10.2 One of the following is satisfied:

- a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace, or

- b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:
- c) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land
- d) 1.7m above finished floor level in all other cases

While an attempt has been made to provide screening to limit the potential for overlooking into the rear yard area of adjoining residents, this has necessitated rather oppressive measures that will impact the amenity enjoyed by future residents.

Even with frosted glass to 1.5 metres above finished floor levels and screening of a similar height to balconies, I expect that there will be occasion where the privacy of existing residents will be impinged.

This will be most profound from the north facing balconies of the townhouses which will look not the rear yard area of the adjoining dwelling separated by a distance of only 3.78 metres, whereas the Code seeks at least 15 metres.

PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:

- a) a neighbourhood type zone is minimised to maintain access to direct winter sunlight
- b) other zones is managed to enable access to direct winter sunlight.

DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:

- a) for ground level private open space, the smaller of the following:
 - i. half the existing ground level open space or
 - ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)
- b) for ground level communal open space, at least half of the existing ground level open space.

With reference to the shadow diagrams provided, the proposal will not reduce the extent of sunlight that adjoining residents may continue to enjoy during the specified hours in Winter.

5.6 Traffic, Access & Parking

While I am not an expert in traffic engineering, I raise the following matters for your consideration with reference to key provisions of the Code that relate to traffic, access and car parking.

PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.

I question whether sufficient separation is provided between the proposed driveway from Gibson Street relative to the junction with Hawker Street and the ability to provide suitable safe sight distance.

I also query the appropriateness of a one way driveway arrangement for these townhouses of a nominal width. In my experience one-way driveways of this nature are rarely observed, and that vehicle conflict invariably occurs.

PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.

PO 6.2 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.

The positing of driveways and parking areas adjacent the side and rear boundaries of existing residents will have a profound impact on the amenity that may continue to be enjoyed, in terms of the coming and going of vehicles during the day and night.

Nominal landscaping is proposed to be undertaken at the boundary interface.

PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.

Provisions is not made on site for a waste collection vehicle to perform its function.

PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.

I fail to see parking specifically for persons with a disability, noting that this development includes SDA housing. I would have expected at least one parking spaces be provided for this purpose.

PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

- a) availability of on-street car parking
- b) shared use of other parking areas
- c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared
- d) the adaptive reuse of a State or Local Heritage Place.

On my assessment, the proposed development ought to be provided with 64 parking spaces if the rates provided at Table 1 – General Off-Street Car Parking Requirements are to be met, i.e.:

- Apartments (2 beds) 42 x 1 space + 0.33 visitor spaces = 55.86 spaces
- Town Houses (2 beds) 6 x 1 space + 0.33 visitor spaces = 7.98 spaces

The proposal provides for 26 spaces, equivalent to only 41% of the requirement.

The Applicants. Traffic Engineer has sought to justify that a lesser provision is acceptable in the circumstance given on-street parking opportunities in the locality, access to public transport and public housing considerations.

Even with the discounted visitor parking rate of 0.25 spaces per dwelling, the shortfall would be 33 spaces for the apartments. Together with the short fall of 2 spaces for the townhouses, the overall departure would be 35 spaces.

This location is not in close proximity to a high frequency public transit system (400 metres) and experiences high levels of competition for on street parking given many dwellings historically have not been provided with on-site parking.

In my view, the proposal is significantly under parked.

I also draw your attention to the review undertaken by Andy Hayes of Phil Weaver & Associates, experienced and highly regarded Traffic Engineers that deals with traffic, parking, waste management and safety considerations in greater detail with reference to Code policy and the relevant Australian Standard.

In particular, I note:

- at best, the shortfall of parking on site is equivalent to 24 spaces;
- inadequate assessment has been undertaken with respect to the Gibson Street and Hawker Street intersection;
- the site access point on Gibson Street would be located only 3 metres away from the relevant kerb tangent points with the intersection with Hawker Street;
- further consideration is required to be given in relation to the provision of suitable safe sight distance for drivers;
- the swept paths required for a waste collection vehicle to undertake on street collection are not considered safe or convenient;
- the proposal does not provide sufficient on site bike parking which would only exacerbate the considerable parking shortfall;
- the design of the parking area associated the proposed townhouses to Hawker Street and its one way arrangement presents a risk to pedestrians; and
- the design of parking spaces for the proposed apartments has many deficiencies that will compromise its safe and efficient use.

5.7 Regulated & Significant Trees

In so far as the proposal plans do indicate the presence of a regulated tree on the land that is to be retained as part of this development, a report from a consulting arborist with respect to the health of this tree initially during construction and thereafter has not been provided by the Applicant.

This has necessitated my clients engaging Lawrence Skipworth-Michell of LSM Tree Advice to provide a review. It is first apparent when reading this review that the Applicant has failed to identify all trees that are either regulated or significant on this and adjoining land, and the extent of proposed removal. This is most disappointing.

The planning report provided by Future Urban has therefore not adequately assessed the proposal according to relevant Code policy. I also query the reference made by Future Urban to advice provided by Arborman Tree Solutions in relation to a 'previous version' of the proposal which included greater parking areas beneath the tree canopy.

If this previous advice is to be relied upon, I should be produced.

6. Conclusion

I am of the view that the proposal departs too far from clearly expressed planning policies that seek compatibility with the prevailing pattern and form of existing development, and as a consequence will compromise the character and amenity of this locality.

More particularly, the proposed development will:

- result in building height that is not only 3 times that otherwise provided for in this location, but is very much inconsistent with and uncharacteristic of the prevailing pattern and form of development sought for this heritage area;
- result in a density that is 4½ times greater than that provided for in this location;
- the scale and intensity of the proposed development will have a profound impact on not only the built form character of this locality, but the amenity that adjoining and nearby residents may reasonably expect to enjoy in this context;
- buildings are sited too close to property boundaries given their height, with insufficient space for landscape screening to ameliorate the adverse effects of building bulk and scale;
- notwithstanding efforts made, the proposal will invariably result in a loss of privacy for neighbouring residents given the opportunity for light of site from upper level winds and balconies;
- the proposal is grossly under parked which will result in disproportionate pressure being placed on limited on street parking opportunities in the locality that struggle to satisfy current demand arising;
- driveways along side existing residential properties is a poor outcome that will lead to disturbance, with the proposed one way arrangement for the town houses to Hawer Street a recipe for disaster; and
- result in an over development of the land far beyond that which is provided for.

As provided for, I seek the opportunity to appear before the Panel to speak further to the above and respond to any questions arising. Can you please confirm the date and time of this meeting. Thank you.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD



PHILLIP BRUNNING RPIA

Registered Planner

Accredited Professional – Planning Level 1

Consultant Traffic Engineers

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E: contact@pwattraffic.com.au

File: 24-287

4 October 2024

Mr Alex Pritchard
Design Director
Galvin GroupBy email: info@galvingroup.com.au

Dear Alex,

**PROPOSED RESIDENTIAL DEVELOPMENT – 2-18 MARKET PLACE & 105 GILBERT STREET, BOWDEN (24024441)
– TRAFFIC AND PARKING REVIEW**

We refer to our recent discussions with respect to the proposed residential development on the above site. As requested, we have undertaken the following review of the traffic, access, and parking related aspects of the proposed development.

In undertaking this assessment we have considered the following documentation associated with the proposed development, as provided to our office:

- 'Architectural Plans' prepared by City Collective, dated July 2024,
- A 'Traffic and Parking Report' prepared by Cirqa (Project No. 24262), Version 1.1, dated 5 August 2024,
- A 'Waste Management Plan' prepared by Rawtec, Version 1.1 dated 26 July 2024, and
- A 'Planning Letter' prepared by Future Urban, dated 6 August 2024.

TRAFFIC AND PARKING REVIEW

The following concerns have been identified in relation to the proposed development:

1) Adequacy of Car Parking

There is a two-space off-street car parking shortfall associated with the proposed six-dwelling 'townhouse' component of the subject development (visitor parking). This was justified within the 'Traffic and Parking Report' on the basis of a high-level review of available on-street parking identified in historic aerial imagery. This imagery was not provided and it is not apparent if it included typical periods of peak residential visitor parking demand, namely evenings and weekends.

Nevertheless, it is noted that No Stopping Anytime restrictions apply directly adjacent to the subject section of land on both Hawker Street and Gibson Street. As such, justification of visitor parking associated with the proposed townhouses occurring on-street would need to occur entirely adjacent to neighbouring properties, which is considered inappropriate given the potential impact on amenity of the existing residents.

There is also a significant 33-space off-street car parking shortfall associated with the proposed 42-dwelling 'apartment' component of the proposed development.

Given the secured nature of the subject on-site car parking area and more particularly the on-street car parking available on Thirteenth Street and Market Place directly adjacent to the subject site, there is a reasonable argument that the 11 visitor spaces associated with this land use component could be accommodated on-street directly adjacent to the subject site.

However, only 20 resident car parking spaces would be provided on-site, i.e., fewer than one space for every two apartments. The 22-space shortfall for this component was justified in the 'Traffic and Parking Report' and 'Planning Letter' on the basis of:

- a *Planning and Design Code Overlay* which is not relevant to the subject land,
- high-frequency public transport (train stop) which is not within sufficient proximity (<400m) to the subject site,
- an adjoining bus corridor on Hawker Street which is only 'standard frequency' and not 'high frequency' as suggested, and
- anecdotal suggestions of the operator requirements.

It is considered that this shortfall associated with resident car parking is severe, and unjustified.

Even on the basis that the 11 visitor car parking spaces associated with the apartment land use could be accommodated on-street, there would still remain a significant and inappropriate 24-space on-site car parking shortfall associated with both visitor parking for the townhouse component and resident parking for the apartment component.

In summary it is considered that the car parking provision associated with the subject development is insufficient and does not reflect the requirements of the *Planning and Design Code* for the proposed development location.

2) Impact on Hawker Street / Gibson Street Intersection

The 'Traffic and Parking Report' forecasts that the proposed development would generate up to 26 peak hour vehicle trips. Such volumes (between 10 and 100 peak hour vehicle trips) would constitute a 'moderate impact' traffic generating development in accordance with the relevant Austroads Guide to Traffic Management (Part 12).

In relation to traffic generation and distribution the 'Traffic and Parking Report' states that: "*Such a level of traffic generation would be readily accommodated at the proposed access points and on the adjacent road network, with minimal impact upon its operation.*"

Based on the geometry of the adjoining road network, it is anticipated that the majority of these traffic movements would access the site via the intersection of Gibson Street with Hawker Street. It is noted that Hawker Street is a distributor road carrying of the order of 5,600 vehicles per day (vpd), and there are no right turn treatments on Hawker Street on approach to either side road at this stop-controlled four-way intersection.

It is therefore considered that the above summation from the 'Traffic and Parking Report' is unsubstantiated. Further assessment of the impact of the proposed development on the intersection of Gibson Street with Hawker Street is considered warranted. For example, the City of Charles Sturt Local Area Traffic Management Plan from 2009 identifies investigation of a roundabout treatment at the intersection of Gibson Street with Hawker Street intersection as a 'medium-term' recommendation, the need for which the proposed 'moderate impact' traffic generating development may trigger.

3) Proposed Gibson Street Access Point

The proposed site access point on Gibson Street would be located only 3m from the relevant kerb tangent point associated with the nearby intersection of Gibson Street with Hawker Street. i.e., in a 'prohibited location' within 6m of the tangent point as identified by *Figure 3.1* of *AS/NZS 2890.1:2004*.

The 'Traffic and Parking Report' states that this is an improved access arrangement in comparison to existing conditions. However this arrangement remains contrary to the relevant Australian Standard, and in particular given consideration to the distributor-road nature of the nearby Hawker Street, is not considered safe.

Furthermore, the proposed access point would include removal of an existing street tree, which has not been acknowledged in either the 'Planning Letter' or 'Traffic and Parking Report'.

4) Built Form Impact on Sight Distances

The proposed development would incorporate minimal built form offsets from the site boundaries which will impact upon sight distances for exiting vehicles. Together with the narrow verge width along Hawker Street and traffic volumes on this roadway, the impact of the proposed development on the following sight distances warrants further consideration and potentially increased setbacks in order to accommodate:

- Safe Intersection Sight Distance (SISD) at the intersection of Gibson Street with Hawker Street, for a driver queueing to enter Hawker Street from Gibson Street, looking to the south-east past the proposed townhouses, and
- Appropriate sight distance at the proposed Hawker Street site exit point, in both directions past both the townhouses and apartments, respectively.

5) Waste Collection

Waste collection for a development of this scale should be undertaken on-site (*P.O. 40.6* of the *Design in Urban Areas Overlay*), not on-street as proposed. It has not been justified why on-site waste collection would not be feasible on such a 2,950m² allotment.

The waste collection vehicle swept path identified in the 'Traffic and Parking Report' relies on vehicle overlap of the public footpath. This movement is not considered safe or convenient.

The waste collection vehicle turnaround movement on Market Place also relies on temporary on-street parking restrictions. The proposed timing and nature of these restrictions have not been made clear, or justified in terms of the reliance the proposed development would have on on-street parking.

The proposed bin presentation area on Gibson Street identified in the 'Waste Management Plan' for three dwellings is considered to be too close to the intersection of Gibson Street with Hawker Street, and it is questionable whether sufficient space for six bins associated with three dwellings could be accommodated in the identified section of the road verge.

There may also be insufficient width within the Hawker Street verge adjacent to the subject site for pedestrians, including wheelchair users, to travel along the public footpath in the event that bins associated with the proposed development are presented to this roadway in the manner identified in the 'Waste Management Plan'.

6) Bicycle Parking

The 'Traffic and Parking Report' identifies that 22 bicycle parking spaces will be provided on-site, while the 'Architectural Plans' indicate 33 vertical spaces within a ground-floor storage room. In either event, there would be a shortfall below the minimum 42-space requirement identified within the 'Traffic and Parking Report'.

In relation to the apartment bicycle parking, the 'Traffic and Parking Report' states that: *"The proposal will provide 22 bicycle parking spaces, which, although will not satisfy DTS/DPF 14.5, is regarded as being sufficient to accommodate the needs of the residents of the development (noting that, based on advice from Uniting SA, the resident cohort will typically comprise women aged 55 and over) and would satisfy PO 14.5."*

Notwithstanding that the resident cohort may change over time, it is not clear why a lesser rate would be appropriate for the aforementioned resident cohort.

Noting the on-site car parking shortfall also proposed, the on-site bicycle parking shortfall may further exacerbate parking concerns.

Based on the design of the bicycle parking spaces identified on the 'Architectural Plans', it is noted that some spaces intrude on the parking envelope and aisle width requirements of adjacent spaces as per AS 2890.3:2015 dimensional requirements. Additionally, this standard identifies that at least 20% of on-site bicycle parking shall be horizontal, which does not appear to have been allowed for.

7) Townhouse Parking Area Design

The proposed driveway inappropriately narrows to approximately 2.7m (less than the minimum 3m) in width within the first 1.0m into the site from the proposed Gibson Street access point.

The 3.0m wide driveway is reliant on the adjoining paved area being free from obstructions for at least 0.3m from the edge of the driveway. The indicative rainwater tank designs should be confirmed to be outside of these areas, while also accommodating the bin storage as shown in the 'Waste Management Plan'.

There would be risks to pedestrians when stepping out from the rear of the townhouses into the adjoining driveway aisle due to the adjoining wall protrusions which would limit sight lines to oncoming vehicles from the north-west. This would occur when occupants are walking towards their cars or accessing their bin storage area. It is not clear if this area would be delineated from the driveway, but in any event this footpath is considered to be insufficient in width noting residents will be required to use this area to transport bins between the storage area and kerbside bin presentation areas.

Due to drawing lineweight's, it is not clear if the north-westernmost car parking space will maintain sufficient width adjacent to the site boundary. Similarly, it is not clear if canopy columns are achievable in this location. Additional details of the proposed canopy need to be provided.

There is no indication of proposed signage, such as 'No Entry' (R2-4) signage at the proposed site exit point, to clearly identify to oncoming traffic the directional flow of the proposed one-way access point.

Furthermore, entirely parallel car parking, in an unsecured area, and potentially uncovered (subject to canopy details) combines for a poor design outcome for future residents, that should be reconsidered.

8) Apartment Parking Area Design

The proposed fire stair does not provide the minimum 0.3m clearance required to the adjoining driveway aisle (no clearance provided). Based on scaling of the plans, there also appears to be less than the minimum 0.3m clearance from these fire stairs to the adjoining car parking space #13.

The roller door controlling access to this car parking area has an opening less than the minimum 6.1m required for two-way access. It is also not clear how this roller door will be controlled, e.g., remote control, number-plate recognition, keypad / card readers, etc. Minimum overhead clearance for each car parking area has not been identified in the 'Traffic and Parking Report', including passage through the subject roller door.

The offset of the proposed access point measures approximately 0.26m from the adjoining stobie pole, i.e., less than the minimum required 0.5m.

The proposed wheelstops within this car parking area as identified in the 'Architectural Plans' are not dimensionally compliant with AS/NZS 2890.1:2004.

Notwithstanding that two SDA apartments are proposed, it is identified that there is no accessible parking proposed on-site for use by persons with a disability.

Apartment 007 has minimal protection from the adjoining driveways associated with both the apartment and townhouse components, with only 0.3m landscaping strips between this dwelling and both driveways. Redesign or physical protection measures such as bollards should be considered to protect the occupants of the bedrooms of this dwelling from potential oncoming vehicular conflict from both adjoining internal driveways.

SUMMARY

In summary, we consider that there are various concerns associated with the proposed development relating to adequacy of car parking, vehicular site access, impact on the adjoining Gibson Street and Hawker Street intersection, sight distances, waste collection, bicycle parking, on-site design deficiencies, internal pedestrian safety, and internal apartment occupant safety.

I can be contacted at (08) 8271 5999 or andy@pwattraffic.com.au to discuss this matter further as required.

Yours sincerely,

Andy Hayes | Traffic Engineer
Phil Weaver and Associates Pty Ltd



Dear Alex,

RE: Project Proposal:Uniting on Hawker 2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden

Thank you for engaging us to conduct a preliminary site assessment to assess any existing trees.

The table below provides all relevant tree data and ratings of the existing trees:

Tree Number	Tree Owner	Species	Status	TPZ radially in M	Health	Structure	ULE	Retention Rating
1	Private	<i>Eucalyptus camaldulensis</i>	Significant	12.36	Good	Good	Long 40 years +	High
2	Private	<i>Hymenosporum flavum</i>	Regulated	6.48	Good	Good	Long 40 years +	High
3	Private	<i>Callistemon citrinus</i>	Regulated	6.36	Good	Good	Medium 15 -40 years	High
4	Private	<i>Casuarina cunninghamiana</i>	Significant	7.08	Good	Good	Long 40 years +	High

Table 1

The proposal seeks to construct 48 dwellings which consists of 42 apartments across three levels and 6 two storey town houses.

The architectural plans only highlight one tree on the site which has been labelled as 'Regulated'. However this status is incorrect, and there are additional trees which are either Regulated or Significant as per the *Planning, Development and Infrastructure Act 2016*. Trees defined as Regulated or Significant should be preserved *if* they meet the relevant environmental criteria within the *PDI Regulations 2017* and desired Performance Outcomes.

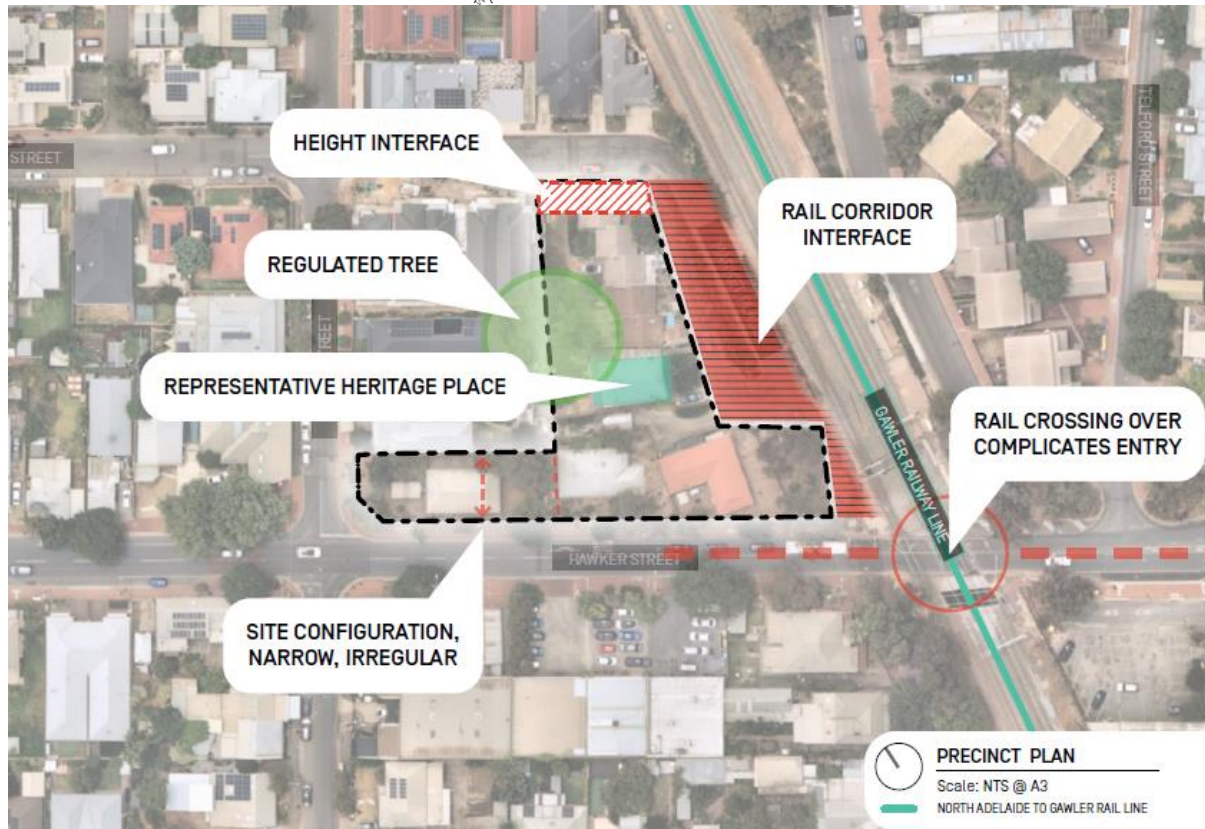


Figure 1



Figure 2

Tree Images






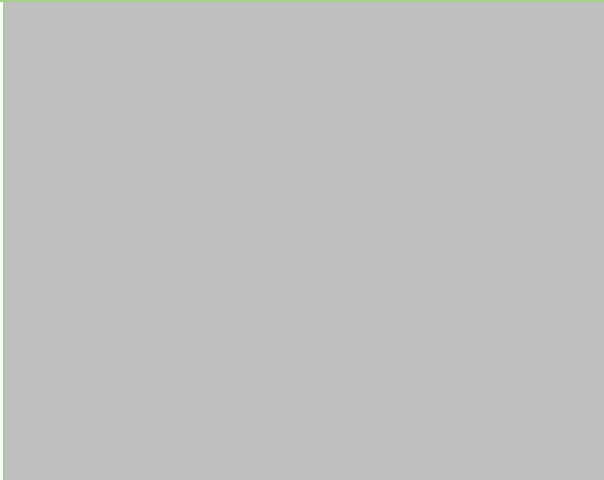
		
Tree 1	Tree 2	Tree 3
		
Tree 4	Group of Council trees	

Table 2



Observations

The area is subject to the following overlays as per the SA property and planning atlas:

- **Regulated and Significant Trees** - The Regulated and Significant Tree Overlay seeks to mitigate the loss of regulated trees through appropriate development and redevelopment.
- **Urban Tree Canopy** - The Urban Tree Canopy Overlay seeks to preserve and enhance urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.
- **Historic Area** - ChSt2 -The Historic Area Overlay aims to reinforce historic themes and characteristics through conservation, contextually responsive development, design and adaptive reuse that responds to the attributes expressed in the Historic Area Statement.
- **Maximum Building Height (Levels)** - *Maximum building height is 1 level*

Tree 001 is the largest tree and has a large surface root that is at conflict with the existing infrastructure. This particular root appears to be a structural root that extends well into the TPZ and forms part of the lateral root system also. It is likely that this root is important to the anchoring, stability, and water resources of this tree and therefore it should not be pruned. It will a priority to any future development that infrastructure within the 12.36m TPZ of this tree is excavated non-destructively as per the appropriate methods within AS4970 – *Protection of Trees on Development Sites*.

Additionally, any new surfaces to be installed will have to account for this root, and therefore appropriate design solutions will have to be implemented to ensure the health and stability of this tree is not negatively impacted.



LSM TREE
ADVICE



Image 1 – Laser measure by uplift for reference.



LSM TREE
ADVICE



Image 2



LSM TREE
ADVICE



Image 3



LSM TREE
ADVICE



Image 4



In keeping with the existing taller trees on the site and the overlays that seek to protect these assets, serious consideration should be given to the retention of these trees. It should be noted that the initial architectural proposal has not accurately shown the amount and status of the trees that would be impacted by the future construction.

Thank you for the opportunity to provide this advice. Please contact me if there are any further questions.

Lawrence Skipworth-Michell

Consulting Arborist

AQF 8 – Graduate Certificate Arboriculture

AQF 5 – Diploma Arboriculture

VALID - Accredited Tree Risk Assessor

Representations

Representor 45 - Megan Hayward

Name	Megan Hayward
Address	15a noble Street OVINGHAM SA, 5082 Australia
Submission Date	26/09/2024 08:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons I think this is a great project. I love the design overall. My only concern is increased traffic to the area, which could be easily addressed with some finessing of the design.	

Attached Documents

Representations

Representor 46 - Ali Vessali

Name	Ali Vessali
Address	27 Gilbert Street OVINGHAM SA, 5082 Australia
Submission Date	27/09/2024 02:50 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I have been reading a lot of policy and rules regarding this building put forward and funded by SAHA and United Care so apologies about my multiple submissions. Id love these addressed as the approval of this property will have significant implications for what we will be allowed to do with our own property. Firstly Query Quoted from the planning report: Density Existing density in this locality is varied, there is no consistent pattern of development. In our view the Zone TNV site areas do not reflect the expectations of the relevant policy (PO 2.1). PO 5.1 of the Historic Area Overlay and PO 2.1 of the Zone seeks: PO 5.1 Land division creates allotments that are: a) compatible with the surrounding pattern of subdivision in the historic area b) of a dimension to accommodate buildings of a bulk and scale that reflect existing buildings and setbacks in the historic area (underlining added) PO 2.1 Allotments/sites for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and are compatible with the prevailing development pattern in the locality. (underlining added) It's noted that the example premises given by the report is the White building apartments on Gilbert Street and Telford street corner. Ill attach this picture. The density of 42 dwellings on approx. 1400m2 is considered comparable to the 12 dwellings on approximately 1350m2 across the railway at 2a Telford Street Ovingham. This is 30 more dwellings on the same area and a story higher. If this gets approved, based on precedent, Planning SA should allow me to build a 3 story, 12 apartment dwelling on my 740 sq/m property? Our property is half the size so we assume a third of the dwellings should be allowed if we accommodate parking. This would be well under the density proposed here. It also states that the parking is "likely" to meet the tenants needs by utilizing mainly street parking- this again is a quote from the planning report. So I should also be able to mostly disregard that in my planning- based on precedent. Second Query These dwellings are being funded by SAHA - South Australian Housing Trust. They are social housing but being branded as "residential" or "community" The funding for this build is from Social Australian Housing Association. Based on their own policy, regardless of how "low risk" these individuals are, it is what it is. Its not the 50year old female tenants who are the concern, but as per the United housing on 31 Gilbert St Ovingham, The tennant that lives there often grants her keys to others who stay and leave the place in a below average state and after many calls to SAHA we still have a skip bin in the front yard and has been for the last few months. What contingencies are in place to manage this? Third Query There will be a 120 year old historically listed home demolished here to accommodate the premises. Will this be the way moving forward because in past talks with council, we have been told we require a heritage facade with 3m ceilings and an aesthetic "that fits the heritage zone" of our area, which is significantly more expensive than a modern build. It'd be great to know we can move away from the cottage style look, and this may allow a cheaper look for our 3 story building too. Fourth Query There are clear issues here with access, parking and waste maintenance. I am a firefighter and my first thought was fire appliance access issues. This fire at this premises would incur a minimum 4 appliance response, and if was a bigger incident there would be 8 fire trucks that would need to attend. I hope they have taken this into consideration. Especially coupled with the potential up to 32 vehicles parked in the area (assuming they have 1 per dwelling). I look forward to hearing from you via email or phone 0433561981. Regards Ali Vessali

Attached Documents

12-apartments-on-1350-sq-mtrs-1410270.jpg
Heritage-Building-1410271.jpg



Google

Image capture: Jan 2023 © 2024 Google Australia Terms Privacy Report a problem





Representations

Representor 47 - Ashley Phillips

Name	Ashley Phillips
Address	7 Telford St OVINGHAM SA, 5082 Australia
Submission Date	28/09/2024 04:32 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

As a resident of Telford St Ovingham, this proposed development is within 100 meters of my residence. We currently have numerous problems with crime and antisocial behavior within our street and suburb. We have housing trust and other community housing within our suburb(I presume aboriginal housing) that attracts residents that create an unsafe environment for our community. Consumption of alcohol and drugs within our children's play spaces, trespassing and attempted break ins on our property have occurred. We currently have at least 3 properties within our suburb owned by SA Housing that are boarded up and unlivable due to previous tenants vandalism. As a member of our community I pay high council rates and take pride in my residence. We get little help from Charles Sturt Council and most of the time, simple infrastructure is left in a state of disrepair (trees don't get trimmed, footpaths are dangerous to walk on due to inadequate maintenance) . We currently live opposite a group of majority rental flats that constantly have rubbish dumped on the street. I feel that this proposed development will be detrimental to an economically growing suburb. I oppose this development. I feel my children will not be safe if it goes ahead. I will also be expressing my disapproval of this development with my local Member Of Parliament.

Attached Documents

Representations

Representor 48 - Emma Phillips

Name	Emma Phillips
Address	7 Telford street OVINGHAM SA, 5082 Australia
Submission Date	28/09/2024 04:34 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons I believe the development should not go ahead! Reasons being - it will decrease the value of homes in the area. - violence and crimes will be on the rise in an area where we already have troubles with these issues. - I am a parent who no longer takes her child to the parks, playgrounds or the basketball courts due to anti-social behaviors. - already housing trust homes in the area boarded up by past residents "trashing" the property. Enough said!	

Attached Documents

Representations

Representor 49 - Luke Urban Henderson

Name	Luke Urban Henderson
Address	107b Gibson street BOWDEN SA, 5007 Australia
Submission Date	29/09/2024 08:49 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
This Proposal is an absolute joke! It breaches the heritage code. It breaches the building code for carpark allocation. This suggested 3 story height is going to standout like a sore thumb in conjunction to all surrounding buildings. The soft landscaping which is proposed is not nearly big enough. Not to mention the traffic issues we already have with this highly populated area is problematic for not only current residents but also visitors. We already have a hugely populated zone of housing trust in this area which cause havoc on our streets and not for one second do I believe that this affordable housing opportunity will be mostly populated by woman over 55. We have heard this before and results are very different. Lastly, the increase in danger for current and new residents from overpopulated cars on streets will be much worse than what it is. Your lack of carparking is going to be a huge issue. Regards Luke

Attached Documents

Representations

Representor 50 - Cheryl Jaeschke

Name	Cheryl Jaeschke
Address	16 Quin Street BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 03:30 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

DA-24024441-Submission-from-Cheryl-Jaeschke-1413549.pdf

Representation in relation to Development Application 20424441

Application **24024441** by Uniting SA Ltd is for the development of 48 residential flats.

I am a resident living on the corner of Thirteenth Street and Quin Street Bowden, in close proximity to this development. I am an active member of the community with a keen interest in improving our streetscape and tree canopy. I value the historical character of our neighbourhood, the visual streetscape and the people who live in it.

In response to the Application, I am submitting this representation **to reject the application** and explain the reason for this decision.

Assessment

I urge SCAP to take into consideration the still live Application **23033068** by The Greek Orthodox Archdiocese of Australia for the planned alteration and addition to place of worship and associated offices which is approximately 140 metres to the north, also on Hawker Street. Both applications rely on the same street parking spaces on Hawker Street and the surrounding streets to justify their non-compliance to parking requirement.

Consideration should also be given to the 5 recently completed town houses at 2a-2d Market Place, Bowden which now impacts the availability of on-street parking spaces.

Introduction

My major concerns are summarised as follows:

- Townhouse Development
- Integration with the Community
- Reduction of Tree Canopy
- Traffic Flow
- Car Parking
- Waste Management
- Site Density and Building Mass

Townhouse Development

As the 6 townhouses are being developed for resale by Uniting SA Housing, this portion of the development should not be assessed as Community Housing.

It has been discovered that a Significant Tree exists on the Townhouse site which was not disclosed in the Development Application. For clarity, it has been identified by an arborist that there are 2 Significant Trees on the overall site.

Integration with the Community

The DA Executive Summary (Page 5) states “The ‘Uniting on Hawker’ Bowden housing project has the potential to be an **innovative, diverse and inclusive** housing development that **prioritises the local community** through **empathic & contextually responsive design**.”

- Uniting SA Housing did not consult with our community on any aspect of the DA.
- The extent of the request for exclusions from compliance to existing codes and overlays including Tree Canopy, Significant and Regulated Trees, Density, Height and Setbacks,

Heritage, Car Parking and Traffic requirements is extensive and pays no consideration to the protections provided by the codes for our neighbourhood.

- There is no recognition that Bowden is one of the oldest suburbs in Adelaide. Indeed the Ovingham Historic Area statement should protect Bowden and Ovingham from medium and high density of development
- The City of Charles Sturt has rejected this application

I value the sensitive integration of social housing in our neighbourhood but not at the density that is proposed. I am sympathetic to the need as both my mother and sister are in social housing in Bowden. It is noted that:

- Bowden currently has > 130 social housing dwellings between Gething Place and Seventh Street (north to south) and Drayton Street to the Gawler Railway line (West to East) plus >70 dwellings in Ovingham which are all in the Ovingham Established Neighbourhood Zone.

I understand the need for change with social housing renewal programs. However, the saturation of social housing in Bowden has a limit and the density, poor street interface and lack of diversity of this development on this very constrained site is grossly excessive.

The inner north-west is doing the heavy lifting for high density housing in our city, both social and private.

Bowden has finally dispelled the reputation of being the 'slum' of Adelaide. It is now a vibrant suburb with extensive street art and landscaping that links our community. Market Place, Thirteenth Street and Drayton Street form the beautiful Bowden Bird Walk Art Trail, a 5 year in the making mosaic street art project undertaken by Bowden residents.

Uniting SA Housing's massive development proposed for this site is a significant step back to a very sad chapter for this suburb and risks creating a high density ghetto that sets an alarming precedence for this historic area of Bowden.

Reduction of Tree Canopy

The DA only identified one (1) Significant Tree on the site. I have been made aware of a **second Significant Tree** on the Gibson Street property which is on the proposed Townhouse site. In addition:

- The proposed demolition includes **all trees**, except for one Significant Tree on a shared boundary and two large shrubs/small trees on Gibson Street boundary.
- All street trees on the Hawker Street frontage and Gibson Street will be removed. There is no indication that street trees will be replaced by anyone.
- Over 20 trees with some trees 7-15 metres high will **disappear including the second significant tree**.
- In recent times we have lost over 200 trees with the construction of the nearby Ovingham Rail Bridge

Bowden has been identified as the third hottest suburb in the City of Charles Sturt and the proposal to decimate the tree canopy on this site will make it an even hotter place in the face of climate change. Removal of the tall trees will have a huge negative visual impact on the gateway to Bowden for both residents and visitors.

Market Place - Traffic Flow

My elderly mother lives in Trembath Street and I walk along Market Place from Thirteenth Street routinely. This busy walking route is used by pedestrians accessing the gym, parks and playgrounds, Plant 4, bus stops, visiting friends and family etc.

Market Place is a cul-de-sac. With a high number of visitor and residents expected to use the on-street carparks, the potential for conflicts with traffic, parking and particularly the poor turning circle at the cul-de-sac need to be understood.

The DA only addresses the Garbage Truck management - no other vehicles movements are discussed. This is my observation:

- Cyclists, of which I am one, frequently use Market Place rather than Gibson Street as this road provides a safe link through to established cycling routes to the city and beaches
- Currently the section of road from the bend to the cul-de-sac services only two (2) driveways for the four (4) houses at the end of the road. Three (3) of the houses have off street parking and one (1) house uses on- street parking
- The ANR technicians who need access to the national freight line signal box adjacent the Hawker Street rail crossover and the council gardener are routine users of the three (3) car parks adjacent the cul-de-sac.
- Parking is allowable on both sides of the entire street from Gibson Street to Market Place cul-de-sac, including adjacent the railway line and the landscaped mound. I have been advised by Council that this mound will not be altered for this development, having just been reconstructed and landscaped following community consultation
- Five (5) new townhouses (all 4 bedroom) have been completed this year on Market Place near Gibson Street. There are now eleven (11) driveway crossovers which has reduced the number of available car parks and residents and visitors are now parking along the railway line and adjacent the mound
- From the bend, Market Place is a narrow road allowing for unimpeded two-way flow but only when there are no cars parked along this street. In addition, there is no footpath provided on the road (adjacent the railway line or the mound) so people alighting from a vehicle are walking on the road
- In my observation and personal experience, turning manoeuvres for vehicles arriving at the end of the cul-de-sac are tight with cars required to do up to a **six-point turn** to exit when there are cars in the cul-de-sac parking bays
- Large vehicles, including the Garbage truck rely on the existing crossover into a private driveway to turn around. This driveway will be removed in the DA proposal making it almost impossible for large trucks to safely turn around. It is noted in the proposal that parking restrictions will apply to the 3 cul-de-sac car parks on garbage collection days but this does not alleviate the problem for large delivery vehicles (eg Furniture and Food) at other times

The proposed 42 new dwellings will massively change the parking and volume of traffic on Market Place and it's obvious this highly constrained, small service road was not designed to accommodate this scale of development.

Market Place - Pedestrian Access to the Complex

In order to understand the problems than may arise from Uniting SA Homes' choice to not have an internal driveway to handle their traffic movements, the following information is my reading of issues regarding access to the complex.

The only pedestrian access into the complex for all 31 upper floor residents and visitors is through one external gate on Market Place unless they snag an internal car park.

The cul-de-sac is where:

- 3 times per week a contractor's Garbage Trucks will pick up skip bins which will be placed on the footpath for collection (noted in the Waste Management Plan). This means that the cul-de-sac parking and footpath is interrupted on three days per week. On Thursdays the routine council garbage truck will pick up rubbish bins from Market Place and will require turning at the cul-de-sac as there is not opportunity to turn before the bend
- Pedestrians (including wheelchair users, prams, etc) and cyclists arrive in Market Place from Hawker Street
- Furniture Removal Vans will park and unload, possibly for hours. It appears they must go through the Zen Garden to deliver furniture as there is no access to the internal carpark for this function
- Parcel deliveries, Supermarket deliveries, Fast Food etc will deliver to Market Place
- Uber/Taxi Drivers, Council's Community Bus, etc will deliver and pick up people here. There doesn't appear to be any shelter for people waiting for transport or pick up by friends/relatives etc. This is a secluded area with poor lighting which raises the question of a safe environment for 55+ aged vulnerable women while awaiting transport at night
- Emergency vehicles ie Fire & Ambulance access to Market Place is problematic. As this is a Class B building 4 fire trucks will attend any call out

It is easy to see the congestion, conflicts and potential danger that vehicles using this cul-de-sac will create. At times trucks and cars will have to reverse out of Market Place and proceed around the bend to release vehicles from the bottleneck if most car parks are taken. The solution must surely be to have an internal road in the development to alleviate this serious conflict.

Car Parking

The code is specific on the parking requirements for residential flats. The DA highlights a 35 car park shortfall. The DA relies on the Affordable Homes Overlay to provide exemptions to which this development is not entitled. Further,

- It appears there is no turning bay for the cars accessing the 20 internal car parks. If this is the case, then the car parks will reduce by at least 1, if not 2 car spaces
- No off-street parking is provided for SDA support staff and carers
- No disability parking is provided onsite

I have no faith in the ability for Uniting SA Homes to prevent residents from owning cars. The Nightingale development in Bowden tried this approach and a number of the residents just pay their \$90 per month to park in a nearby car park.

The Federal Government is allocating \$4.3b to support in home care to keep people out of aged care facilities when the new Aged Care Act commences in mid-2025. Per the Prime Minister's Press release this will mean "home visits will become routine. Services at home include Medical visits, Pharmacy deliveries, Cleaning of houses, Washing of clothes, Nursing and Healthcare services, Delivery of Meals and Shopping, Maintaining of Home, Transport (assisted) and Traditional". There is no identifiable parking for these services to be delivered from the Market Place kerbside.

Waste Management

I understand that the waste collections for a development of this scale should be undertaken **on site** (*P.O. 40.6 of the Design in Urban Areas Overlay*). This development does not comply with this code.

The Waste Management Report provided by the applicant states that 3 collections are required each week for this scale of development with the skip collection being on the street. Apart from the impact on pedestrians and the requirement for parking restrictions at the cul-de-sac on these 3 days to accommodate the garbage trucks, the loss of amenity to the community using the cul-de-sac by having waste, litter and potential dumping is significant.

Site Density and Building Mass

The Height, Density and Setbacks of this development is not in keeping with the local Heritage Overlay and does not meet the code, as follow:

- The building height greatly exceeds 6m which is the maximum allowable height
- The density proposed is approximately 164 dw/ha which is in no way reflective of the density of other dwellings in the Established Neighbourhood Zone which mandates low rise. This DA exceeds the density limit significantly and falls into the medium density development category (if not high rise according to the SAHT Liveable Neighbourhoods - Housing Design Guidelines Revised 2020 definition of high rise being > 67 dw/ha)
- Setbacks are non-compliant. This DA proposes the Townhouses to be effectively built to the footpath on Hawker Street. The apartments also do not have compliant setbacks on Hawker Street and Market Place.

This three floor building without compliant setbacks will completely dominate the site and have a negative impact on the community. The buildings cover over 70% of the site when I understand the maximum coverage allowed is 50%.

Precedence

Consent to build to the proposed density, setbacks and height will open the door for other applications from developers, including residents with larger properties that may want to develop their land.

The sheer mass of this building will alter the character of Bowden to such an extent as to risk ruining the historic nature of the area. Consent given to this DA potentially sends a signal to developers that codes and overlays applying to historic areas in Bowden and Ovingham can be ignored or “got around” by developers.

Conclusion

The proposal put forward by the applicant is just bad development which is evidenced by the number of exemptions requested for this site. The lack of nearby amenity such as pharmacy, medical, food shops and transport support the conclusion that this site does not meet the needs of the intended residents.

In my opinion, the proposal is inconsiderate of the quality of life for residents who will be living closely to each other, in that no internal amenity such as BBQ area, suitable landscaping, play area or communal facilities have been provided. These recreational spaces are important for the wellbeing of residents, both adults and children and have been largely overlooked in this DA.

On the basis that the Development Application does not meet the applicable codes and overlays that offer protection to our historical suburb from this type of development, I request that the Application be rejected.

Cheryl Jaeschke

16 Quin Street Bowden

Representations

Representor 51 - Jonathan Burke

Name	Jonathan Burke
Address	112 Drayton Street BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 08:57 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Sep file enclosed	

Attached Documents

DA-20424441-Submission-J-Burke-3-1413651.pdf
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Representation in relation to Development Application 20424441

Application **24024441** by Uniting SA Ltd is for the development of 48 residential flats.

I live on Drayton Street Bowden and travel daily through the area which the development is planned for. I have lived here for 40 years next year and was a key person in establishing the Partfitt Square Park, which no doubt residents of the new development will enjoy, as of course there is practically no provision of open space for this development.

Eye watering non compliance is in fashion

My first issue is that in this process of development, we only heard about this plan through some people who were keeping an eye on upcoming development applications.

It seems somewhat strange that a development of this magnitude can be submitted in the knowledge that almost no one impacted by traffic increases, diminished tree numbers and envelope pushing non-compliance in every direction knew this was happening and this is an indictment on our planning laws.

Wouldn't something this worthy be trumpeted to the community as a project we could all get behind? Maybe it would if were not drowning in a myriad of non-compliances.

Why is a community focused development of social housing so ridiculously over planning specs allowed to sneak through under the veil of silence just to provide someone with great income streams?

Why do they need such a high density when a more reasonable number would have sailed through. Is this greed from a leading not for profit? The residents will certainly not benefit from the density, poor parking and lack of green space.

This development fails compliance in almost every possible manner best addressed by several other responses by my neighbours.

One of the most transparent ways it fails is the inability of council trucks to access bins or skips on the site as demonstrated in a short video I produced recently and [viewable here](#). It simply doesn't work as it is planned to.

If you don't at first succeed...

Why is the applicant insisting on comparing a density of this development with an ageing one in the next suburb when it has only half the density of the development they are looking to develop? Why has the council already rejected this application and yet it is being appealed?

Bowden has changed over the 40 years we have been here, and part of that change has been the responsible way that people have worked together to make developments socially responsible in terms of providing green space and not impacting the amenity of our small and busy streets.

This Development application supporting nearly 50 sets of new residents has the potential to inject far more traffic and parking issues into this area and is set metres from a busy trainline with 90 + train movements per day.

Overall, this is a development that seeks to make every defect either the future residents problems or our problems. It takes no responsibility for serious off street or disabled parking and is some distance from any shops or services.

Representation by Jon Burke 112 Drayton Street Bowden

It seems odd that the application has come from an organisation that clearly does great work in the community. In the application it states that the housing project has the potential to be an **innovative, diverse and inclusive** housing development that **prioritises the local community** through **empathic & contextually responsive design**.

Bowden is home to well over 100 social housing developments, some of which I have helped fight for the land to be built on during the 90's. I believe in social housing as an equitable part of our community and have friends here living in these existing properties. However, this project cares little for the impact it will leave well into the future and will damage the fabric of one of Adelaide's oldest village suburbs.

Clearly it does not live up to any of these noble ideals and does not meet the applicable codes and overlays that offer protection to our historical suburb from this type of development.

I request that the Application be rejected.

Jon Burke

112 Drayton Street

Bowden SA

Video link

<https://vimeo.com/1015509799?share=copy>

Representations

Representor 52 - Bethany Loates

Name	Bethany Loates
Address	135 Coglin Street BROMPTON SA, 5007 Australia
Submission Date	08/10/2024 09:15 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I am the owner and future resident of 109 Drayton Street, Bowden and write to oppose the proposed development submission by Uniting SA c/- Future Urban. As a resident of Brompton/Bowden for nearly 16 years I have grown to deeply appreciate this community for its rich history, diverse built form, and, most importantly, its people. It is important to highlight that I am not opposed to the development of social or community housing. But I am opposed to poor design and ill-thought-out development. This proposed development fails to meet nearly any component of the Development Plan - in particular the immense density which it seeks to build to, and the extreme lack of parking provided for residents and their visitors as well as care takers of the property and staff at the supported residential facility. Attached is my submission to provide further explanation for my opposition to this development. I urge the SCAP to reject this development in its entirety.

Attached Documents

Submission-regarding-Market-Place-Bowden-24024441-1413656.pdf
Appendix-1-Train-timetable-1413657.pdf

I am writing to formally object to the proposed development put forward by Uniting SA c/- Futures Urban, application identification 24024441, and request that it be denied in its entirety.

First and foremost, I wish to emphasise that I am not opposed to the development of social or community housing within Bowden, nor am I opposed to the development of supported residential facilities within this community. However, 'Uniting on Hawker's' consistent and repeated departure from the Development Plan would lead to a significant overdevelopment of the site, which will have considerable negative impacts on both future tenants and the existing Bowden community.

While I acknowledge the urgency of addressing the current housing crisis, it is essential that a considered approach is taken in the development of new housing. Rushed or poorly planned developments, such as the one proposed, risk undermining the long-term sustainability and liveability of our communities and do little to genuinely address the underlying issues.

I make the following submission, highlighting my concerns, as the property owner and future resident of 109 Drayton Street, Bowden.

Historic Areas Overlay – ChSt2

The Development Plan emphasises that any new development must be contextual, carefully responding to its surroundings, and contributing positively to the character of the immediate area. This particular section of Bowden has been identified as possessing a historically significant character, defined by its small, narrow allotments and predominantly single-storey, detached or semi-detached workers' cottages, bungalows, and austerity homes. Key features include:

- Building heights limited to a single storey, with a minimum ceiling height of 3 metres.
- Traditional materials such as bluestone, sandstone, and pressed metal/corrugated iron walls.
- Roofs are typically gabled or hipped, facing the street, and are often complemented by separate veranda structures.
- Setbacks from the street vary, but the pattern of small to moderately sized setbacks contributes to a cohesive streetscape.

The proposed development, known as "Uniting on Hawker," does not adhere to the heritage requirements outlined in the Development Plan. The proposed three-storey apartment blocks and two-storey townhouses far exceed the maximum building height of 6 metres (one storey), as specified in the Development Plan. Furthermore, the architectural style starkly contrasts with the area's existing character and built form.

While some elements of the design show an attempt to consider the attributes of nearby properties, the scale and density of the development represent a significant overdevelopment of the site. It is understood that, should the Development Plan be followed, only 15 properties would be permitted if they were row dwellings and 11 properties if they were detached or semi-detached. The proposed 48 residences far exceeds that which is permitted – an over 300% increase in density.

This proposal not only disregards the area's established heritage character but also introduces a built form that is inconsistent with the unique history that defines this area of Bowden.

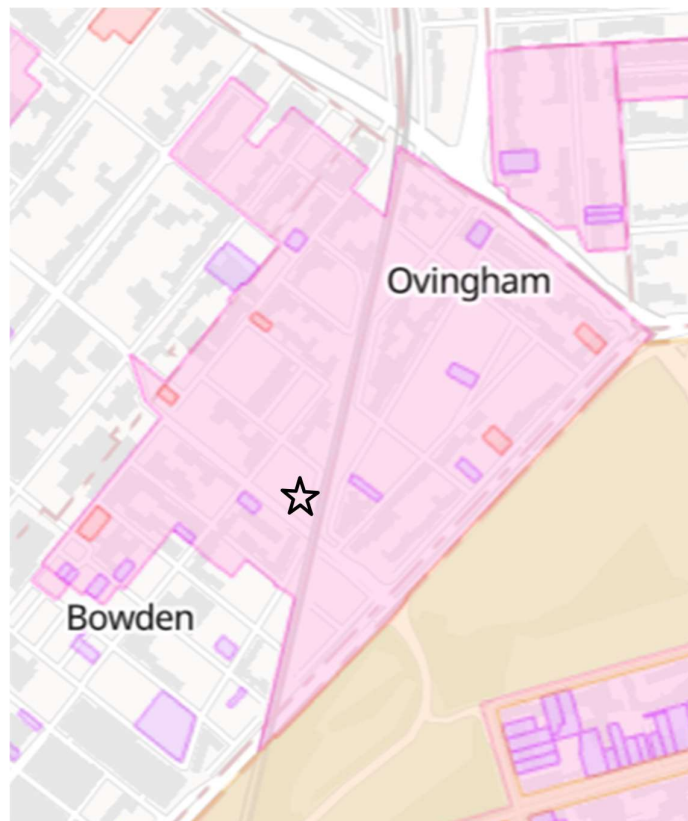


Image 1. Screen capture from the Greater Adelaide Regional Plan heritage overlay for the Bowden and proposed Uniting on Hawker Site with star denoting proposed development site.¹

¹ [Digital Regional Plans](#)

Traffic Management

The entirety of the Bowden community north of Hawker Street, between Drayton Street and the rail corridor up to Gething Crescent, is accessible from only two entry points—5th Street and Gibson Street. As a result, Gibson Street already experiences a high volume of traffic, which will be further exacerbated by this development.

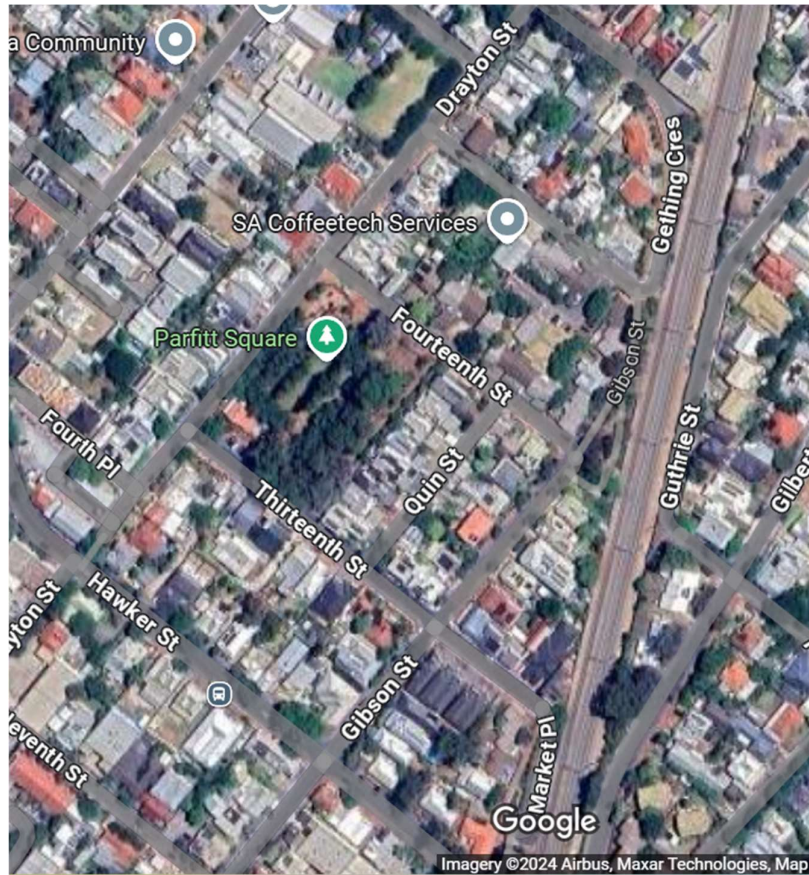


Image 2. Screen capture from Google Maps highlighting entrance and exits from the old Bowden area.

This access issue will be compounded on days when the Greek Orthodox Archdiocese holds services and events, as they rely on the same entrances and exits to accommodate their congregation. In the event of an emergency requiring attendance by the Metropolitan Fire Service, the congestion and the limited access for emergency services to reach the new development is a serious concern. The increased traffic will pose unacceptable hazards to the new residents and the existing community.

With respect to the townhouses, the access point presents a significant and unacceptable risk to the community as it fails to meet the required setback standards from the Gibson and Hawker Street intersection. This poses a risk to pedestrians, cyclists, and road users as there is insufficient space to ensure safe vehicle movements. In line with the Australian Standards, laneways are required to be offset

from intersections by at least 6-metres to minimise such risks, ensuring that vehicles entering the laneway do not interfere with traffic flow at the intersection.

The 6-metre offset is critical for several reasons. It provides drivers with better visibility of approaching traffic, both from the Hawker Street and the intersection itself, allowing for safer and more controlled movements. Additionally, the offset reduces congestion at the intersection by preventing vehicles from queuing too close to where traffic is often most congested and unpredictable. Without this buffer, the chances of accidents and traffic bottlenecks are significantly heightened. This standard is also essential for protecting pedestrians and cyclists, who are particularly vulnerable when vehicles exit or enter driveways near intersections.

Parking availability

Motor Vehicle Parking

The proposed development does not provide adequate parking for residents, visitors, or staff within the supported residences. The townhouses are short by two visitor parking spaces, while the apartments are lacking 33 off-street parking spaces. This shortfall is significant and inappropriate, particularly as existing residents on Gibson Street and the surrounding area also rely on these spaces. The congregation of the Greek Orthodox Archdiocese on Drayton Street, as well as residents using the Parfit Square Park, regularly utilises the same parking, making parking availability in the area increasingly scarce.

The development proposal suggests that preference will be given to residents who do not own cars, but there is no assurance that this preference will continue in the future. The demographic of those in need of social housing may change over time, and it is unreasonable to assume that residents will not eventually acquire vehicles should their circumstances change.

The lack of off-street parking will place a burden on the existing community, and the proposed density of the development should be significantly reduced to ensure appropriate off street vehicle parking is accommodated.

Bicycle Parking

It is unclear why the development fails to provide adequate bicycle parking. Upon first reading, I was left with the impression that it was implied women over 55 do not cycle. While I am not yet 55, I found this notion to be preposterous, as I—and many of my friends—regularly cycle. It is difficult to comprehend how a development that already has a significant shortfall in car parking would then further limit transport options for residents by neglecting to provide sufficient infrastructure for alternative modes of transport. Adequate cycling facilities should be included in the proposed development.

Accessibility to Public Transportation

The Uniting SA Housing Planning Statement asserts that “the site’s proximity to high frequency public transport supports a lower parking rate.” However, upon reviewing the Traffic and Parking Report submitted by the applicant, there are discrepancies in both the proximity and the frequency of public transport services available.

The report claims that the North Adelaide Railway Station is located approximately 500 metres south of the site and serviced by high-frequency trains on the Gawler Railway Line. It also references the Bowden Railway Station, located 785 metres to the south-west, which is serviced by the Outer Harbor and Grange Railway Lines.

It is important to note that the actual walking distance to the North Adelaide Railway Station, as per Google Maps, is 700 metres, not 500 metres as stated. Moreover, while the applicant suggests this station is classified as high-frequency, this is not supported by the timetable (Appendix 1). The North Adelaide Railway Station does not operate on weekends and has limited weekday services, with trains running only every 30-60 minutes during peak hours. There is no service between 9:24am and 2:24pm, and services cease entirely at 6:24pm until the following morning.

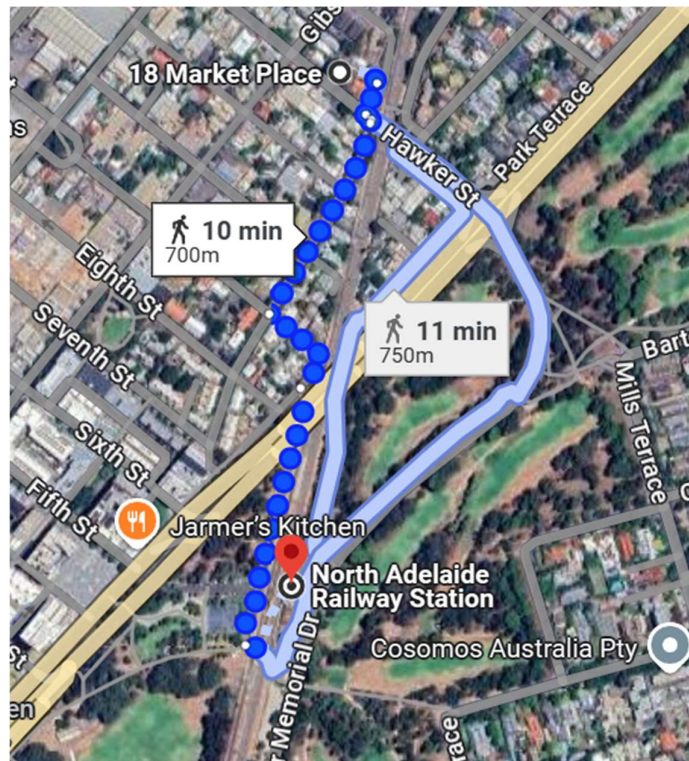


Image 3. Screen capture of the Google Maps distance from the proposed development to the North Adelaide Railway Station.

Access to this station is also a concern. The shortest route involves a cut-through under Park Terrace, an area that raises significant safety concerns. As a female cyclist familiar with this route, I can attest to the poor visibility and its frequent use as a dumping ground for items left by people sleeping rough. The area is also marred by graffiti. Given these conditions, I avoid walking through this area alone, even during the day. It is reasonable to assume that women, particularly those aged 55 and over, would feel similarly unsafe navigating this route.

While the Ovingham Railway Station offers services throughout the day and on weekends, these are not frequent. Trains run every 30 minutes on weekdays, reducing to hourly on weekends and public holidays, which falls short of the high-frequency definition of every 15 minutes (Appendix 1). Furthermore, the Ovingham Railway Station is 700 metres from the proposed development site—well beyond the <400 metre benchmark for convenient public transport accessibility.

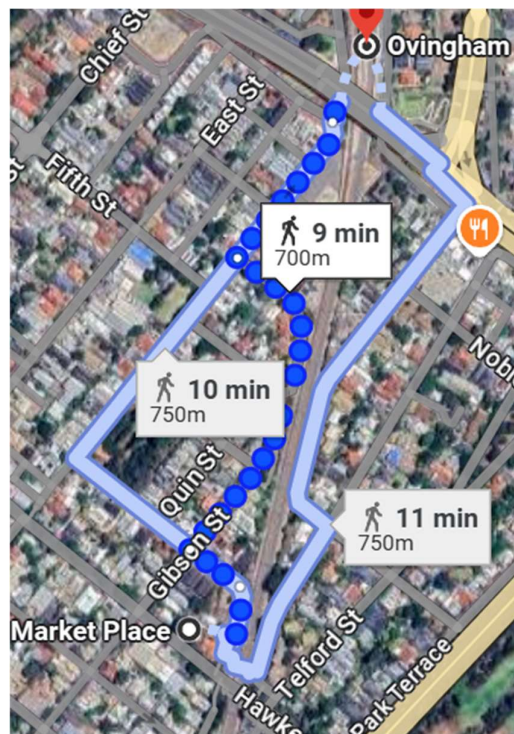


Image 4. Screen capture of the Google Maps distance from the proposed development to the Ovingham Railway Station.

Although Bowden Railway Station does provide higher-frequency services, appropriate for the high-density development surrounding it, the actual walking distance to this station is closer to 1 kilometre, not the 785 metres claimed. Given these factors, it is reasonable to expect that residents will rely more heavily on private vehicles for essential trips, such as grocery shopping and larger outings.

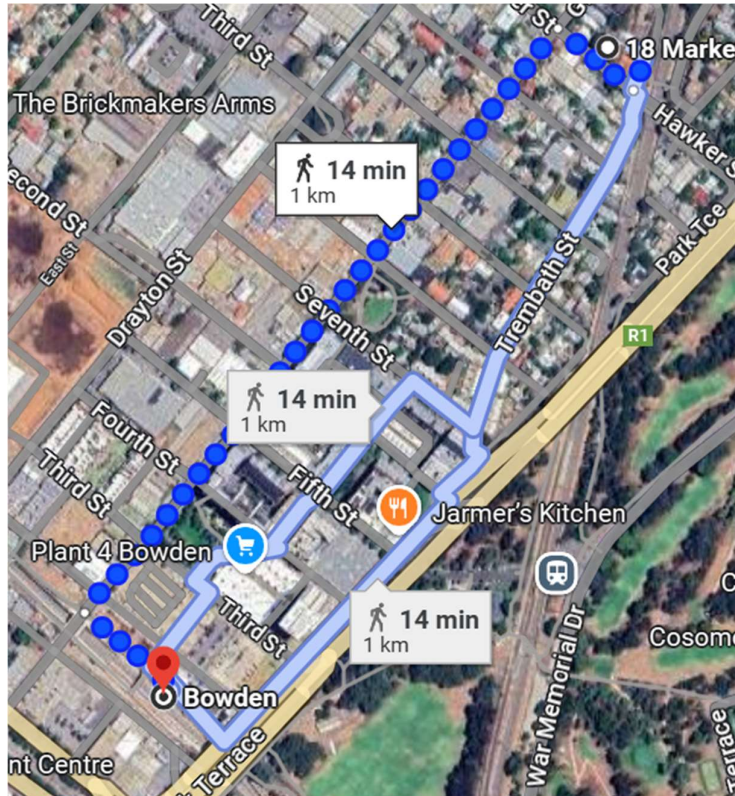


Image 5. Screen capture of the Google Maps distance from the proposed development to the Bowden Railway Station.

Proximity to Services

With the lack of parking infrastructure for motor vehicles and bicycles, as well as the significant reliance on public transportation and walking, it is important to consider the distance to essential services for the potential residents of these developments. Below are common services for residents and the travel times to the nearest available locations:

- **Grocery stores:**
 - IGA at Plant 4 Bowden – 1km away; no public transportation available between two locations
 - Foodland Croydon – 1. km away; accessible by bus along Hawker Street
- **General Practitioner:** Hindmarsh GP – 1.8km away; no public transportation available between these two locations resulting in minimum 1.1km walk
- **Dentist:** Adelaide Smile and Implant Centre – 1.5km away; no public transportation available between these two locations resulting in minimum 1.1km walk
- **Pharmacy:** Croydon – 1.9km away; accessible by bus along Hawker Street

The premise of this development is that residents will not be reliant on private motor vehicle use nor utilise bicycles. However, the above distances to essential services, and their inaccessibility by public transport highlights the lack of consideration the applicant has put into understanding the context in which they are placing this development and its future residents.

Urban tree canopy

In February 2021, the South Australian Parliament passed a motion to:

Prioritise the protection of existing urban trees and green open spaces; and develop a comprehensive strategy to increase tree canopy and reduce hard surfaces (led by Green Adelaide) in collaboration with local government and local communities to create healthy and diverse urban forests across metropolitan Adelaide with the aim to, at a minimum, meet the urban green cover targets of the 30-Year Plan for Greater Adelaide along with a particular focus on areas identified as being most vulnerable to heat.

Heat mapping of this area indicates that, even with the current street trees, it remains one of the hottest spots in Bowden, largely due to its proximity to the rail line. The proposed removal of existing vegetation will only worsen the heat island effect and eliminate valuable shading for pedestrians along Hawker Street and Market Place as well as for the residential buildings.

The Development Plan also states that a desired outcome for this area is that it be:

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.

In today's Climate Emergency, which was declared by the State Government in 2022, it is critical that we actively work to reduce the heat island effect for the wellbeing of residents and the surrounding environment. The proposed development represents an overdevelopment of the site, preventing the retention of the urban tree canopy and directly contravening both the Development Plan and state policy on the importance of vegetation.

Additionally, it is understood that the proposed development site has two significant trees and two regulated trees – all which should be retained in any future development in this area.

General feedback

I have been a resident of Brompton/Bowden for nearly 16 years, and in that time, I have grown to deeply appreciate this community for its rich history, diverse built form, and,

most importantly, its people. Over the years, we have witnessed significant changes, and while the rapid gentrification of the neighbourhood has certainly been challenging, many of us have accepted it, understanding the need to reclaim and revitalise the vast industrial land near the city.

However, one thing has always remained sacred to our community—the small, precious pockets of heritage that tell our collective story. These areas are the very fabric of our neighbourhood, weaving together the old and the new. Unfortunately, this proposed development shows no respect for the heritage context in which it seeks to be placed or the existing community it hopes to join. Rather than enhancing the area's amenity, it feels like an imposition, forcing its way into one of the last remaining connected heritage zones in Bowden, threatening to erase the character and history we hold so dear. Frighteningly this proposed development, should it be approved, will set a worrying precedence for the future overdevelopment of sites in this area.

As I stated at the outset of this submission, I am not opposed to social or community housing, nor to the development of this site. But I am opposed to poor development—development that fails to understand or respect the context in which it is being built. This is an overdevelopment of the site and I implore the State Commission Assessment Panel to reject the proposed development in its entirety.

Should any clarification be required as part of my submission, please do not hesitate to contact me.

Kind regards,

Bethany Loates

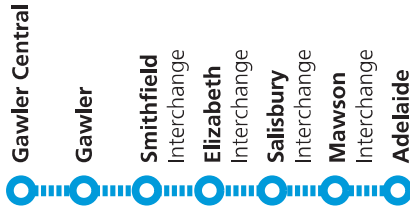
Owner – 109 Drayton Street, Bowden



Gawler Central

Effective 29 January 2024

This timetable covers train services linking:



Train services:

See back cover for route descriptions



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Ticket vending machines on trains

- Ticket Vending Machines are located in every train carriage and accept coins or EFTPOS/credit cards (with PIN) to buy a ticket or recharge your metrocard. (Machines do not accept notes or 5c pieces).
- Singletrip & Daytrip tickets are issued already validated.
- Keep your ticket until you have left the station at the end of your trip as ticket checks are conducted **every day** at Adelaide Railway Station and on a random basis at all other stations.
- You will need your ticket or metrocard to exit Adelaide Railway Station.



Route description



Gawler Central to city
via Smithfield, Elizabeth, Salisbury & Mawson Lakes.
Service operates 7 days including public holidays.



High Frequency Stations
Trains stopping at these stations offer services approximately every 15 minutes, 7:30am to 6:30pm Monday to Friday.



Bikes travel free on trains

Bicycles may be carried **FREE** on train services at the following times:

- Monday to Friday
– 9:01am to 3pm and 6pm until last service
- Saturday, Sunday and public holidays – all day
- At all other times a separate concession ticket or Metrocard must be validated for bikes carried on board.

For more information visit

adalaidemetro.com.au



Gawler Central

Gawler Central to city
via Smithfield, Elizabeth, Salisbury & Mawson Lakes

Gawler Central	Gawler Oval	Gawler	Evanston	Tambelin	Kudla	Munno Para	Smithfield Inter-change	Broadmeadows	Elizabeth Inter-change	Elizabeth South	Nurlutta	Salisbury Inter-change	Chidda	Parafield	Parafield Gardens	Greenfields	Mawson Inter-change	Dry Creek	Kilburn	Islington	Dudley Park	Livingham	North Adelaide	Adelaide

Monday to Friday

AM	5:05	5:06	5:09	5:12	5:14	5:17	5:19	5:22	5:25	5:27	5:29	5:31	5:34	5:36	5:38	5:40	5:42	5:44	5:45	5:49	5:53	5:55	5:57	5:59	6:01	6:05
	5:35	5:36	5:39	5:42	5:44	5:47	5:49	5:52	5:55	5:57	5:59	6:01	6:04	6:06	6:08	6:10	6:12	6:14	6:15	6:19	6:23	6:25	6:27	6:29	6:31	6:35
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	6:35	6:36	6:39	6:42	6:44	6:47	6:49	6:52	6:55	6:57	6:59	7:01	7:04	7:06	7:08	7:10	7:12	7:14	7:15	7:19	7:23	7:25	7:27	7:29	7:31	7:35
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	7:15	7:16	7:19	-	7:24	-	7:28	-	7:33	7:36	7:38	7:40	-	-	7:46	7:48	7:50	-	-	7:54	7:58	8:02	8:04	-	-	8:08
	-	-	7:21	7:24	7:26	-	7:33	7:36	-	7:49	-	7:54	7:56	7:59	8:02	-	8:05	8:07	8:09	8:10	-	-	8:22	8:24	8:28	
	7:30	7:31	7:34	-	7:40	7:43	7:45	7:48	-	7:58	-	8:04	-	-	8:10	-	-	-	-	8:16	-	-	-	-	-	8:33
	7:45	7:46	7:49	-	7:54	7:56	-	8:03	8:06	8:08	8:10	-	-	-	8:16	8:18	8:20	-	-	8:24	8:28	8:32	8:34	-	-	8:41
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	-	-	8:36	8:38	8:40	8:43	8:45	8:48	-	-	8:54	8:56	8:59	9:02	9:05	9:07	9:09	9:10	-	9:18	9:20	9:22	9:24	9:28	-	9:41
	8:47	8:48	8:51	8:54	8:56	-	9:03	9:06	9:08	9:10	-	9:24	9:26	9:29	9:32	9:35	9:37	9:39	9:40	-	9:24	9:28	9:32	9:34	-	9:58
	-	-	9:06	-	9:10	9:13	9:15	9:18	-	-	9:24	9:26	9:29	9:32	9:35	9:38	9:40	-	-	9:54	9:58	10:02	10:04	-	-	10:11
	9:17	9:18	9:21	9:24	9:26	-	9:33	9:36	9:38	9:40	-	9:54	9:56	9:59	10:02	-	10:05	10:07	10:09	10:10	-	10:18	10:20	-	-	10:28
9:47	9:48	9:51	9:54	9:56	-	-	10:03	10:06	10:08	10:10	-	-	-	10:16	10:18	10:20	-	-	10:24	10:28	10:32	10:34	-	-	10:41	
-	-	10:06	-	10:10	10:13	10:15	10:18	-	-	10:24	10:26	10:29	10:32	10:35	10:37	10:39	10:40	-	-	10:34	10:38	10:42	10:44	-	10:58	
10:17	10:18	10:21	10:24	10:26	-	10:33	10:36	10:38	10:40	-	10:54	10:56	10:59	11:02	11:05	11:07	11:09	11:10	-	10:54	10:58	11:02	11:04	-	11:11	
-	-	10:36	-	10:40	10:43	10:45	10:48	-	-	10:54	10:56	10:59	11:02	11:05	11:08	11:10	11:11	11:12	11:14	11:16	11:18	11:20	11:22	-	11:28	
10:47	10:48	10:51	10:54	10:56	-	-	11:03	11:06	11:08	11:10	-	11:24	11:26	11:29	11:32	11:35	11:37	11:39	11:40	-	11:34	11:38	11:40	-	11:47	
-	-	11:06	-	11:10	11:13	11:15	11:18	-	-	11:24	11:26	11:29	11:32	11:35	11:38	11:40	-	-	11:46	11:48	11:50	11:52	-	-	11:58	
11:17	11:18	11:21	11:24	11:26	-	-	11:33	11:36	11:38	11:40	-	11:54	11:56	11:59	12:02	12:05	12:07	12:09	12:10	-	12:18	12:20	12:22	-	12:28	
-	-	11:36	-	11:40	11:43	11:45	11:48	-	-	11:54	11:56	11:59	12:02	12:05	12:08	12:10	12:11	12:12	12:14	12:16	12:18	12:20	12:22	-	12:28	
11:47	11:48	11:51	11:54	11:56	-	12:13	12:15	12:18	12:20	12:24	12:26	12:29	12:32	12:35	12:37	12:39	12:40	-	12:24	12:28	12:32	12:34	-	-	12:41	
-	-	12:06	-	12:10	12:13	12:15	12:18	-	-	12:24	12:26	12:29	12:32	12:35	12:38	12:40	-	-	12:34	12:38	12:42	12:44	-	-	12:58	
12:17	12:18	12:21	12:24	12:26	-	-	12:33	12:36	12:38	12:40	-	12:54	12:56	12:59	1:02	1:05	1:07	1:09	1:10	-	1:18	1:20	1:22	-	1:28	
-	-	12:36	-	12:40	12:43	12:45	12:48	-	-	12:54	12:56	12:59	1:02	1:05	1:08	1:10	-	-	1:24	1:28	1:32	1:34	-	-	1:41	
12:47	12:48	12:51	12:54	12:56	-	1:13	1:15	1:18	1:20	1:24	1:26	1:29	1:32	1:35	1:37	1:39	1:40	-	1:24	1:28	1:32	1:34	-	-	1:58	
-	-	1:06	-	1:10	1:13	1:15	1:18	-	-	1:24	1:26	1:29	1:32	1:35	1:37	1:39	1:40	-	1:34	1:38	1:42	1:44	1:52	-	2:11	
1:17	1:18	1:21	1:24	1:26	-	-	1:33	1:36	1:38	1:40	-	-	1:46	1:48	1:50	-	-	1:54	1:58	2:02	2:04	-	-	-	2:11	



High Frequency Stations

Trains stopping at these stations offer services approximately every 15 minutes, 7:30am to 6:30pm Monday to Friday.



See other side for city to Gawler
Central timetable and route map →



Gawler Central

Gawler Central to city
via Smithfield, Elizabeth, Salisbury & Mawson Lakes



Monday to Friday (continued)

PM	Gawler Central	Gawler Oval	Gawler	Evanston	Tambelin	Kudla	Munno Para	Smithfield Inter-change	Broadmeadows	Elizabeth Inter-change	Elizabeth South	Nurlutta	Salisbury Inter-change	Chidda	Parafield Gardens	Parafield	Greenfields	Mawson Inter-change	Dry Creek	Kilburn	Islington	Dudley Park	Ovingham	North Adelaide	Adelaide
1:47	-	-	1:36	-	1:40	1:43	1:45	1:48	-	1:54	1:56	1:59	2:02	-	2:05	2:07	2:09	2:10	-	-	2:18	2:20	2:22	2:24	2:28
1:48	1:48	1:51	1:54	-	1:56	-	-	2:03	2:06	2:10	-	-	2:16	2:18	2:20	-	-	2:24	2:28	2:32	2:34	-	-	-	2:41
2:17	-	-	2:06	-	-	2:10	2:15	2:18	-	2:24	2:26	2:29	2:32	-	2:35	2:37	2:39	2:40	-	-	2:48	2:50	2:52	-	2:58
2:18	2:18	2:21	2:24	-	2:26	2:33	2:36	2:38	2:40	2:40	-	2:46	2:48	2:48	2:50	-	-	2:54	2:58	3:02	3:04	-	-	-	3:11
2:47	-	-	2:36	-	2:40	2:43	2:45	2:48	-	2:54	2:56	2:59	3:02	-	3:05	3:07	3:09	3:10	-	-	3:18	3:20	3:22	3:24	3:28
2:48	2:48	2:51	2:54	-	2:56	-	-	3:03	3:06	3:10	-	3:16	3:18	3:18	3:20	-	-	3:24	3:28	3:32	3:34	-	-	-	3:41
3:17	-	-	3:06	-	3:10	3:13	3:15	3:18	-	3:24	3:26	3:29	3:32	-	3:35	3:37	3:39	3:40	-	-	3:48	3:50	3:52	3:54	3:58
3:18	3:18	3:21	3:24	-	3:26	-	3:30	3:33	3:36	3:40	-	-	3:46	3:48	3:50	-	-	3:54	3:58	4:02	4:04	-	-	-	4:11
3:47	-	-	3:36	3:38	3:40	3:43	3:45	3:48	-	3:54	3:56	3:59	4:02	-	4:05	4:07	4:09	4:10	-	-	4:18	4:20	4:22	4:24	4:28
3:48	3:48	3:51	3:54	-	3:56	-	-	4:03	4:06	4:10	-	4:16	4:18	4:18	4:20	-	-	4:24	4:28	4:32	4:34	-	-	-	4:41
4:17	-	-	4:06	-	4:10	4:13	4:15	4:18	-	4:24	4:26	4:29	4:32	-	4:35	4:37	4:39	4:40	-	-	4:48	4:50	4:52	4:54	4:58
4:18	4:18	4:21	4:24	-	4:26	-	-	4:33	4:36	4:40	4:42	4:45	4:48	4:48	4:50	-	-	4:54	4:58	5:02	5:04	-	-	-	5:11
4:47	-	-	4:36	-	4:40	4:43	4:45	4:48	-	4:54	4:56	4:59	5:02	-	5:05	5:07	5:09	5:10	-	-	5:18	5:20	5:22	5:24	5:28
4:48	4:48	4:51	4:54	-	4:56	-	-	5:03	5:06	5:10	-	5:16	5:18	5:18	5:20	-	-	5:24	5:28	5:32	5:34	-	-	-	5:41
5:17	-	-	5:06	-	5:10	5:13	5:15	5:18	-	5:24	5:26	5:29	5:32	-	5:35	5:37	5:39	5:40	-	-	5:48	5:50	5:52	5:54	5:58
5:18	5:18	5:21	5:24	-	5:26	-	-	5:33	5:36	5:40	-	5:46	5:48	5:48	5:50	-	-	5:54	5:58	6:02	6:04	-	-	-	6:11
5:47	-	-	5:36	-	5:40	5:43	5:45	5:48	-	5:54	5:56	5:59	6:02	-	6:05	6:07	6:09	6:10	-	-	6:18	6:20	6:22	6:24	6:28
5:48	5:48	5:51	5:54	-	5:56	-	-	6:03	6:06	6:10	-	6:16	6:18	6:18	6:20	-	-	6:24	6:28	6:32	6:34	-	-	-	6:41
5:59	6:00	6:03	-	-	6:10	6:13	6:15	6:18	-	6:24	6:26	6:29	6:32	-	6:35	6:37	6:39	6:40	-	-	-	-	-	-	-
6:12	6:13	6:29	6:32	6:34	6:37	6:39	6:39	6:42	6:45	6:49	6:51	6:54	6:56	6:58	7:00	7:02	7:04	7:05	7:09	7:13	7:15	7:17	7:19	7:25	7:25
6:55	6:56	6:59	7:02	7:04	7:07	7:09	7:09	7:12	7:15	7:17	7:19	7:21	7:24	7:28	7:30	7:32	7:34	7:35	7:39	7:43	7:45	7:47	7:49	-	7:55
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High Frequency Stations

Trains stopping at these stations offer services approximately every 15 minutes, 7:30am to 6:30pm Monday to Friday.



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Central timetable and route map →



Gawler Central

Gawler Central to city

via Smithfield, Elizabeth, Salisbury & Mawson Lakes



Saturday, Sunday & public holidays

AM	6:25	6:26	6:29	6:32	6:34	6:37	6:39	6:42	6:45	6:47	6:49	6:51	6:54	6:56	6:58	7:00	7:02	7:04	7:05	7:09	7:13	7:15	7:17	7:19	7:25
	6:55	6:56	6:59	7:02	7:04	7:07	7:09	7:12	7:15	7:17	7:19	7:21	7:24	7:26	7:28	7:30	7:32	7:34	7:35	7:39	7:43	7:45	7:47	7:49	7:55
	7:25	7:26	7:29	7:32	7:34	7:37	7:39	7:42	7:45	7:47	7:49	7:51	7:54	7:56	7:58	8:00	8:02	8:04	8:05	8:09	8:13	8:15	8:17	8:19	8:25
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High Frequency Stations

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See other side for city to Gawler
Central timetable and route map →



Gawler Central

City to Gawler Central
via Mawson Lakes, Salisbury, Elizabeth & Smithfield

	North Adelaide	Ovingham	Dudley Park	Islington	Kilburn	Dry Creek	Mawson Inter-change	Green-fields	Parafield Gardens	Parafield	Chidda	Salisbury Inter-change	Nurlutta	Elizabeth South	Elizabeth Inter-change	Womma	Broad-meadows	Smithfield Inter-change	Munno Para	Kudla	Tambelin	Evanston	Gawler	Gawler Oval	Gawler Central	
Monday to Friday																										
AM	6:03	6:07	6:09	6:11	6:13	6:15	6:18	6:22	6:24	6:26	6:28	6:30	6:32	6:34	6:37	6:39	6:41	6:43	6:46	6:48	6:51	6:54	6:56	7:02	7:04	7:06
	6:33	6:37	6:39	6:41	6:43	6:45	6:48	6:52	6:54	6:56	6:58	7:00	7:02	7:04	7:07	7:09	7:11	7:13	7:16	7:18	7:21	7:24	7:26	7:29	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7:37	7:39	7:41
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	7:08	-	-	-	7:16	7:18	7:21	7:25	-	7:30	7:32	7:34	-	7:38	7:40	7:42	7:44	7:47	-	-	7:54	7:56	7:59	8:01	8:03	-
	7:23	7:27	7:29	7:31	7:33	-	-	7:40	7:42	7:44	7:46	-	7:49	7:51	7:54	7:56	-	-	8:01	8:03	8:06	8:09	-	8:13	-	-
	7:38	-	-	-	7:46	7:48	7:51	7:55	-	-	8:00	8:02	8:04	-	8:08	8:10	8:12	8:14	8:17	8:19	-	8:24	8:26	8:29	8:31	8:33
	7:51	-	-	-	-	-	-	-	-	-	-	-	8:12	-	-	-	-	-	-	-	-	-	-	-	-	-
	7:53	7:57	7:59	8:01	8:03	-	-	8:10	8:12	8:14	8:16	-	8:19	8:21	8:24	8:26	-	-	8:31	8:33	8:36	8:39	8:43	8:46	-	-
	8:08	-	-	-	8:16	8:18	8:21	8:25	-	8:30	8:32	8:34	-	8:38	8:40	8:42	8:44	8:47	-	-	8:54	8:56	8:59	9:01	9:03	-
	8:23	8:27	8:29	8:31	8:33	-	-	8:40	8:42	8:44	8:46	-	8:49	8:51	8:54	8:56	-	-	9:01	9:03	9:06	9:09	-	9:13	-	-
	8:38	-	-	-	8:46	8:48	8:51	8:55	-	-	9:00	9:02	9:04	-	9:08	9:10	9:12	9:14	9:17	-	9:24	9:26	9:29	9:31	9:33	-
	8:53	8:57	8:59	9:01	9:03	-	-	9:10	9:12	9:14	9:16	-	9:19	9:21	9:24	9:26	-	-	9:31	9:33	9:36	9:39	-	9:43	-	-
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	9:53	-	9:59	10:01	10:03	-	-	10:10	10:12	10:14	10:16	-	10:19	10:21	10:24	10:26	-	-	10:31	10:33	10:36	10:39	-	10:43	-	-
	10:08	-	-	-	10:16	10:18	10:21	10:25	-	-	10:30	10:32	10:34	-	10:40	10:42	10:44	10:47	-	-	10:54	10:56	10:59	11:01	11:03	-
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	10:38	-	-	-	10:46	10:48	10:51	10:55	-	-	11:00	11:02	11:04	-	11:10	11:12	11:14	11:17	-	-	11:24	11:26	11:29	11:31	11:33	-
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	12:08	-	-	-	12:16	12:18	12:21	12:25	-	-	12:30	12:32	12:34	-	12:40	12:42	12:44	12:47	-	-	12:54	12:56	12:59	1:01	1:03	-
	12:23	-	12:29	12:31	12:33	-	-	12:40	12:42	12:44	12:46	-	12:49	12:51	12:54	12:56	-	-	1:01	1:03	1:06	1:09	-	1:13	-	-
	12:38	-	-	-	12:46	12:48	12:51	12:55	-	-	1:00	1:02	1:04	-	1:10	1:12	1:14	1:17	-	-	1:24	1:26	1:29	1:31	1:33	-
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	1:38	-	-	-	1:46	1:48	1:51	1:55	-	-	2:00	2:02	2:04	-	2:10	2:12	2:14	2:17	-	-	2:24	2:26	2:29	2:31	2:33	-
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High Frequency Stations

Trains stopping at these stations offer services approximately every 15 minutes, 7:30am to 6:30pm Monday to Friday.



See other side for Gawler Central to city timetable →



Gawler Central

City to Gawler Central
via Mawson Lakes, Salisbury, Elizabeth & Smithfield



Monday to Friday (continued)

PM	2:38	2:53	3:08	3:23	3:38	3:53	4:08	4:23	4:38	4:53	5:05	5:08	5:20	5:23	5:35	5:38	5:53	6:08	6:23	6:38	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50
Adelaide	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
North Adelaide	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ovingham	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Adelaide	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dudley Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Islington	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kilburn	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dry Creek	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mawson Inter-change	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Green-fields	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parafield Gardens	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Parafield	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chidda	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Salisbury Inter-change	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nurlutta	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Elizabeth South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Elizabeth Inter-change	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Womma	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broad-meadows	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Smithfield Inter-change	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Munno Para	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kudla	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tambelin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Evanston	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gawler Oval	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gawler Central	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



High Frequency Stations

Trains stopping at these stations offer services approximately every 15 minutes, 7:30am to 6:30pm Monday to Friday.



See other side for Gawler Central to city timetable →



See other side for Gawler
Central to city timetable →

Trains stopping at these stations offer services approximately every 15 minutes, 7:30am to 6:30pm Monday to Friday.



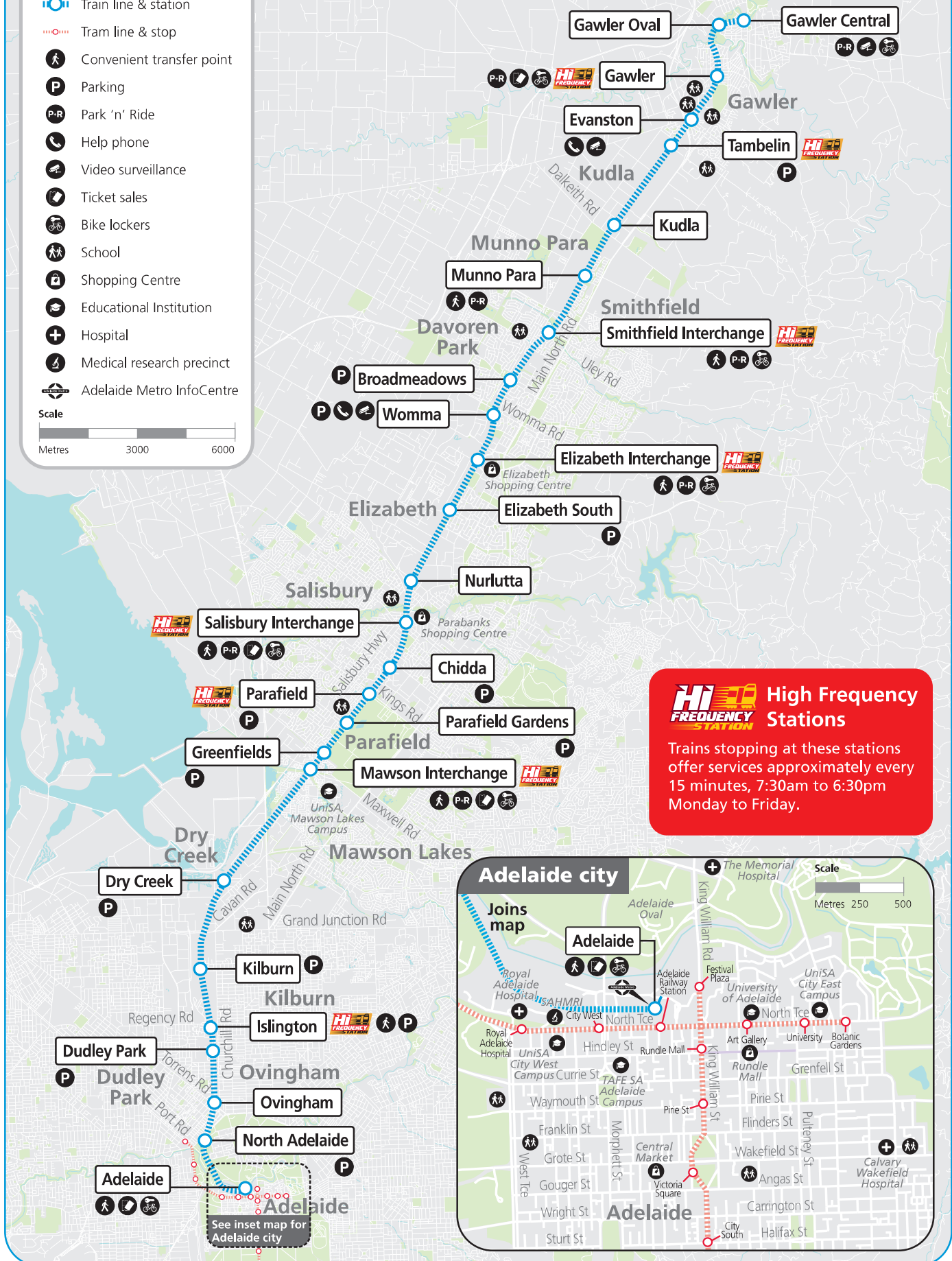
Gawler Central

Legend

- Train line & station
- Tram line & stop
- Convenient transfer point
- Parking
- Park 'n' Ride
- Help phone
- Video surveillance
- Ticket sales
- Bike lockers
- School
- Shopping Centre
- Educational Institution
- Hospital
- Medical research precinct
- Adelaide Metro InfoCentre

Scale

Metres 3000 6000



Representations

Representor 53 - Philip Jones

Name	Philip Jones
Address	54 Trembath st BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 09:32 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

There is only one parking space for each 2 bedroom unit.. Where do any visitors or extra tenants park there cars trailers,caravans motorcycles et Al. The notion of people walking or using public transport is fanciful as most houses have a couple of cars at least. The spaces are also on the street. Within 50 meters of the development there are daily all hrs parking issues with the Bowen Collective gym overflow. The pizza restaurant opposite in Hawker st that has massive overflow traffic in surrounding streets when open. The furniture shop opposite in Hawker st has traffic issues for pick-up and deliveries. The area is used as a All day park for city workers who take the bus to the city. The traffic on Hawker St is mostly gridlocked due to the traffic lights past the Drayton st Junction and down to the bend in the road at peak hr. Stupid to put driveways onto Hawker they will never get out. The huge amount of additional units without infrastructure and services and green space is not appropriate or acceptable. I have grave concern that the ancient existing Eucalyptus camaldulensis (River Red gum) is not able to survive the construction and development. As well as all other established trees on the sites. In conclusion this development should be rejected in its current plan. The introduction of this development is similar to the 3 floor buildings on the opposite side of the railway where there is constant traffic parking problems,it should be seen as a example of what poor development produces. Also if the gym sites is developed in the near future as is rumoured there will be even more traffic pedestrian infrastructure issues. Sincerely Philip Jones.

Attached Documents

Representations

Representor 54 - Chris Evans

Name	Chris Evans
Address	32 Tenth Street BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 09:49 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
1. We already have a very high proportion of SAHT dwellings in the area surely it is time to for other suburbs to have an increase. 2. Car parking in the whole of Bowden is becoming more and more problematic, and this development does not seem to have nearly enough car parks for the residents, never mind visitors. One really has to ask did anyone actually visit the area and see how congested the narrow roads have become with parked cars (during the week and especially on the weekends) this is a major problem for the many cyclists that use the area. 3. I feel very sorry for the Waste Collection driver who has to not only pick up the waste but then somehow turn around in Market Place. 4. There is not nearly enough natural vegetation in the suburb already (especially now with all the high density developments we cannot afford to lose any established trees.

Attached Documents

Representations

Representor 55 - Tegan Vessali

Name	Tegan Vessali
Address	27 Gilbert St, OVINGHAM SA, 5082 Australia
Submission Date	08/10/2024 10:14 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons - doesn't support the neighbourhood aesthetic -completely ignores the "historical zone" codes we all have to adhere to with our own homes. Things like "historic facades, 3 m ceiling height, under 2 stories high" are not adhered to. - ignores the existing density of the neighbourhood, which is currently made up of houses and townhouses. -lack of parking spots 1-1 for the apartments - is there an assumption the tenants won't own cars? Where will guests cars park? What will happen to the backstreets on Hawker, or Telford and Gilbert St, that are already crowded. -a project which will demolish a historic building and a number of significant trees	

Attached Documents

Representations

Representor 56 - BRAG Bowden Residents Action Group

Name	BRAG Bowden Residents Action Group
Address	PO Box 716 BROMPTON SA, 5007 Australia
Submission Date	08/10/2024 11:17 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

REPRESENTATION IN RELATION TO DEVELOPMENT APPLICATION 24024441 We are active members of Hindmarsh Greening which is a community group with a goal of improving the streets of the Hindmarsh Ward which includes Bowden in the City of Charles Sturt. Our objectives include: • Increasing tree canopy to make our suburb cooler. We are active in helping the City of Charles Sturt attain 25% Tree Canopy target by 2025. Retention of trees is a key objective. • Advocate for retention of Significant trees and plant more of them for the future • Advocate for Street Trees to make our streets shady • Planting roadside garden beds and verges • Create large mosaic planter pots for garden beds • Create street art installations including mosaic stobie poles and sculptures Art Trail conflict with Waste Management Over the last 30 years we have seen our community take pride in our streets as we create a vibrant and colourful place to live, visit and travel through. Most importantly, our street art links different parts of our suburbs with walkable street art trails. Bowden Bird Walk is one of these mosaic art trails with over 30 images of birds which took 5 years to complete. The trail starts in Market Place (immediately in front of the proposed development) and continues down Thirteenth Street to Drayton Street. It is street art of the highest quality and attracts interstate and local tourists, with many visitors coming to Bowden specifically to view these mosaics. Bowden Birds Walk was officially opened in August by the SA Premier and a grant of \$4000 was donated by the Premier to expand this outstanding art trail which was also part of the SALA Festival. SA Power Networks is officially sponsoring Bowden Bird Walk in the Australian Street Art Awards as this is an art installation unique to South Australia. With the amount of waste from 42 dwelling collected from the kerbside, we foresee a major conflict where the 3 waste skips are located on the Market Place footpath adjacent the start of the trail on 3 separate collection days each week. With normal household rubbish, plus hard rubbish such as fridges, furniture etc as well as spillages of litter and potentially dumping of waste being concentrated in one space on the kerbside immediately adjacent the art trail, the likelihood of an eyesore is high. This is not what we want in this location. The skips are sizeable and likely to impede pedestrian and mobility device users. How is it that this is allowable? Does this comply with the building code for waste management? Significant Trees We're advised that there are two significant trees on the site plus two regulated trees. The DA identified just one significant tree and no regulated trees. If this is correct, then the DA is misleading the public and provides no level of comfort that they are being transparent in their submission. Street Trees The DA proposes that all street trees adjacent the development site on Hawker and Gibson Street be removed. Has this been agreed by Council? Where are the replacement street trees proposed in the DA? This is further degradation of our street amenity with an expectation that the community will pay for the replacement trees whilst losing shady streets. Tree Canopy The DA proposes the complete destruction of all trees and vegetation on the site except for the Significant tree (x1) on the north-western boundary and 2 shrubs/tree (undeterminable from the plan) on the Gibson Street frontage. The destruction of tree canopy on this scale is unacceptable when we are trying to increase the tree canopy in our built environment. For the reasons outlined here, we request that the proposal be rejected by the Assessment Panel.

Attached Documents

Representations

Representor 57 - Stephen Hamblin

Name	Stephen Hamblin
Address	18 Thirteenth Street BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 11:31 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I object to the plan for a number of reasons. It will set a precedent for the area, as a very dense housing project, in an area that is all currently low density housing. (The area between the train line, Hawker St and Torrens Rd). The area is already very busy with lots of small houses and house blocks in close proximity. Adding these extra 30-40 dwellings in the relatively small area, will create further strain on facilities and infrastructure in the area. (I.e. local parks, roads, footpaths, parking etc.) The 3 storey plan is ugly and in no way consistent with the other buildings within the area. The only 3 storey dwellings close by are on the other side of the train tracks in a different suburb (Ovingham), which does not present the same aesthetic/characteristics as the Bowden side - and should not be used as the precedent for this development. It also has insufficient parking for the number of dwellings. It should be noted that Thirteenth Street and the surrounds become a car park for the local church every Sunday and adding these extra houses without sufficient parks, will only further exacerbate the problem. I also note that Gibson St directly off Hawker St already has a number of cars parking there each day and night. So it cannot be assumed that the residents of this new development will be able to simply park there. I also do not believe the claims that the housing trust intend to select redirects that don't/wont have cars. How would that be enforced? I also object to the plan to create this high-density/concentrated housing trust development, from a social perspective. The area already has more than it's "fair share" of housing trust homes in it, and generally it works ok. My understanding is that many of the existing housing trust residents are longer term tenants and they have developed a sense of "Home". But this works well because their homes are dotted throughout the suburb and are not concentrated in big apartment blocks (as is being proposed in this plan). I have no issue with modernising and rebuilding the homes that are currently there, or by adding a few more, but I absolutely disagree with creating a massive eyesore with way too many dwellings in it, with insufficient parking and with the potential to create a significant social issue in what is currently a great little community.

Attached Documents

Representations

Representor 58 - Carlin Garrett

Name	Carlin Garrett
Address	18 Thirteenth Street BOWDEN SA, 5007 Australia
Submission Date	08/10/2024 11:46 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I live around the corner from this site so I know that this is already a congested traffic area, particularly on weekends when my street (Thirteenth) is full of parked cars. Adding such a large amount of people to a small street is going to further congest the area. This is extremely unfair for nearby residents who have already had to fight off over-development from the church on Hawker Street. This part of Bowden does not contain 3 story blocks of houses. There are a lot of small cottages and larger homes that keep in line with the heritage and charm of the suburb. This development is not in line with the low density of the suburb and is trying to cram way too people into a small land space. As residents, we see the parking issues getting progressively worse and constantly being ignored by developers. Allowing a development like this sets a precedent for further development that destroys the heritage, value, social equity and appeal of our suburb. This area is zoned for low density housing, we cannot have all these people crammed into our small, narrow streets. I also note how busy the Hawker Street bus is in peak hours. I used to get the bus to work in the city but no longer do as it was often completely full and wouldn't stop. I hate to think how it would work with even more people all trying to get on the same bus. There's already a disproportionately large number of public houses in Bowden. Many are in terrible condition as there is not sufficient upkeep on them, therefore they devalue out area and ruin the aesthetics of our streets. The last thing we need are more buildings that will not get looked after. Simply put, a block full of public housing is not a sensible approach. Public housing should be dispersed fairly among various sites and suburbs to ensure safety and equality for neighbours and public housing residents themselves. This is how it currently is in our suburb and that seems to work. A large block of public housing typically creates social problems, and this gives me and my family with young children a huge level of discomfort and concern.

Attached Documents

Representations

Representor 59 - Susan Mc Govern

Name	Susan Mc Govern
Address	21 Gilbert Street OVINGHAM SA, 5082 Australia
Submission Date	09/10/2024 02:16 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Our neighbourhood has done it's fair share with housing trust homes already. No more! We purchased our character home in the area just this year. During our research of the area we assessed the types of homes in the area. We saw many beautiful heritage villas and cottages akin to those of the inner eastern and inner southern suburbs. We also were very aware of thr numerous housing trust homes in the area, very run down, vacant and not really in line with the area. We were nervous that there seemed to be many already in the area, but they were there before us so we accepted that. What happens after we purchased though, does concern us. The replacement of housing trust homes is acceptable as long as it's the same number and in keeping with the area. Apartments blocks in this area are not acceptable and going from 8 to 42 dwellings is unacceptable. Especially when there are already a huge number in the area that are completely mismanaged. We already have trouble in the area, dwellings boarded up, and the agencies do nothing. There's already loads of apartments on the clipsal site and more space over there to build more, but don't knock down heritage buildings. How do developers get away with this, we wouldn't! If this was Rose Park or Malvern it wouldn't be allowed. In the proposal it mentions this was always a low cost area but it's absolutely not now. These heritage homes, walking distance to the city are sought-after million dollar properties now and replacing 8 with 42 in a small space is unfair on the current residents. Especially when we have so many in the area already. Our neighbourhood has done it's fair share with housing trust homes already. No more!

Attached Documents

Representations

Representor 60 - Paul Acfield

Name	Paul Acfield
Address	106 Drayton Street BOWDEN SA, 5007 Australia
Submission Date	30/09/2024 10:12 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

While I support the need for more social housing in Bowden, I am unable to support this particular project in its current form for the following reasons: 1. The density and height of the proposed development I believe that the proposal does not adequately address the historic area overlay provisions in a number of ways. In general terms I believe the proposed building is too large for the proposed site and will lead to insufficient provision of both green space and car parking. I believe the building should be reduced to two levels and the number of apartments reduced accordingly. 2. Insufficient car parking In my view adequate care parking will be a critically important element of this project. it is important to recognise that this development is a considerable distance from all services including health services, financial services and retail shopping. Residents without vehicles and who have limited walking capacity may find accessing services to be difficult and or expensive. In addition I question the assumptions regarding street parking availability in Bowden. I believe that the development needs to allow for at least one park for each residence. 3. Consistency with established buildings The proposed building will be by far the largest building in the area. There are no three story buildings in the Bowden, north of Hawker Street. The apartments in Ovingham east of the railway line that are referred to in the proposal and which comprise a small number of three level apartment are of a much smaller scale than the proposed building. They are much further set back from Hawker Street and have a quite different visual effect. In my view it is not reasonable to compare the two buildings in terms of consistency. 4. The loss of tree canopy and the inadequate green space There are number of established trees near to Hawker Street that are proposed to be removed. In recent years there has been considerable tree removal in the area due to the demolition of houses within the City of Charles Sturt and the construction of the apartment blocks. In my view the amount of green space will not be sufficient for the number of residents occupying the facility. In addition the combination of poor canopy cover, minimal amount of green space will potentially create a potential heat island effect and with little provision for storm water absorption. 5 Design and Layout of the 6 proposed townhouses This aspect of the proposal should be treated separately from rest of the project. The apartments are not community housing and as such this aspect of the proposal should be assessed in the same way as other commercial developments. I have significant concerns about the location of the apartments on Hawker Street. There is no provision for setback and noise abatement. This section of Hawker Street has heavy traffic particularly in mornings and early evenings. . In my view the removal of protective fencing together with the location of the apartments so close to Hawker Street would mean the apartments would be excessively noisy and possibly be vulnerable to unacceptably high levels of vehicle pollution. Summary believe that the density of the project needs to be substantially reduced and be no higher than two stories. There should be one car park available for each apartment .The amount green space and canopy Is inadequate. The construction of the six apartments on Hawker should be considered separately from this proposal. The design and location of these apartments are in my view unsuitable for this location and should be redesigned and substantially reduced in scale.

Attached Documents

Representations

Representor 61 - Rod Worthington

Name	Rod Worthington
Address	128 GIBSON STREET BOWDEN SA, 5007 Australia
Submission Date	09/10/2024 09:31 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I lodge this submission as a local resident and retired urban planner with over 20 years experience in both regards. While I am not opposed to the provision of new community housing and in-fill development, I am alarmed by this proposal as it departs far too significantly from the Planning and Design Code (the Code) and fails to meet the expectations of the development industry and community. There are many deficiencies in the proposal including the following: %It proposes more than three times the number of dwellings sought by the Code. %It exceeds the maximum number of storeys. %It will create a severe shortage of vehicle parking for residents, visitors and emergency and essential service vehicles. %It will result in unsafe and inconvenient traffic movements. %A representative building containing two valued community dwellings will be demolished and lost. %It does not respect and account for the significant trees and beneficial existing vegetation. %The proposed building design is not complementary to the character of this area. %Insufficient setbacks from Hawker Street have been proposed and will result in an unattractive entrance to the historic suburb of Bowden %The resultant development would detrimentally affect the amenity of existing residents. %The applicant appears to rely upon the good will of the Planning Authority instead of good design on the basis that the proposal will help to address a current shortfall in community housing across Adelaide. %The site is not well suited to the proposed development and will not provide good community housing. The culmination of the numerous deficiencies, if approved, will result in a low quality development that will impact negatively upon the character, appearance and function of the established neighbourhood and set a dangerous precedent for further poorly planned developments to follow. I provide additional information attached to expand upon my reasons for opposing the proposed development.

Attached Documents

Uniting-SA-submission-RW-1413724.pdf

UNITING ON HAWKER

105 GIBSON ST, 2 -10,12,16 &18 MARKET PLACE
BOWDEN SA 5007

General Comment:

I lodge this submission as a local resident and retired urban planner with over 20 years experience in both regards. While I am not opposed to the provision of new community housing and in-fill development, I am alarmed by this proposal as it departs far too significantly from the Planning and Design Code (the Code) and fails to meet the expectations of the development industry and community.

There are many deficiencies in the proposal including the following:

- It proposes more than three times the number of dwellings sought by the Code.
- It exceeds the maximum number of storeys.
- It will create a severe shortage of vehicle parking for residents, visitors and emergency and essential service vehicles.
- It will result in unsafe and inconvenient traffic movements.
- A representative building containing two valued community dwellings will be demolished and lost.
- It does not respect and account for the significant trees and beneficial existing vegetation.
- The proposed building design is not complementary to the character of this area.
- Insufficient setbacks from Hawker Street have been proposed and will result in an unattractive entrance to the historic suburb of Bowden
- The resultant development would detrimentally affect the amenity of existing residents.
- The applicant appears to rely upon the good will of the Planning Authority instead of good design on the basis that the proposal will help to address a current shortfall in community housing across Adelaide.
- The site is not well suited to the proposed development and will not provide good community housing.

The culmination of the numerous deficiencies, if approved, will result in a low quality development that will impact negatively upon the character, appearance and function of the established neighbourhood and set a dangerous precedent for further poorly planned developments to follow.

I provide additional information below to expand upon my reasons for opposing the proposed development.

The Locality and Building Height

The locality is characterised by a mix of one and two storey dwellings including detached, semi-detached and some group dwellings (proposed to be demolished by the applicant) and some single storey commercial buildings.

The Adelaide to Gawler train line is located immediately to the east of the site. The train line is a significant feature in the locality and creates a strong eastern edge to the locality. The existing three storey buildings referred to in the applicant's planning report are not in the locality, not in the same suburb and do not make a noteworthy or positive contribution to the character of the locality as they are generally not observed from the locality of the development. They are an example of an undesirable development form that was most likely constructed in the 1970s prior to comprehensive planning controls introduced in 1982. In any event this form of construction has long been deterred by the zoning and should not be used as an excuse to introduce more inconsistent development.

The applicant's heritage assessment supports this view as it notes "the adjacent Gawler railway line dominates the character of the locality to the eastern side of the site, and accordingly forms the primary setting and context to the proposed development along this frontage."

The locality in my opinion does not contain any three storey buildings, nor does any part of historic Bowden. It is not until you visit the High Density Neighbourhood Zone adjacent Plant 4 at Bowden does development exceed two storeys in height.

Density

It is proposed to replace 10 existing dwellings with 48. The average site area per dwelling is proposed to decrease from 295 m² to 61 m². In the Established Neighbourhood Zone, the Planning Code allows for minimum site areas from 190m² to 275 m² depending upon the dwelling type. This equates to a desired number of dwellings on this site from between 10 and 15 dwellings. The proposal is to place more than 3 times the number of dwellings envisaged for this area. Even with leniency given for community housing, this density is far and beyond that sought by the policy makers and the community.

Hawker Street Setbacks

The applicants put forward an argument that they should be able to build to the Hawker Street boundary as there are two buildings nearby on the opposite side of Hawker that are built to the Hawker Street boundary. These two buildings they refer to are historic having been constructed in the very early 20th century and were constructed to function as commercial buildings or corner shops. The remainder of Hawker Street (in the locality) is comprised of residential buildings all with some degree of setback from the Hawker Street. The proposal should take a similar approach.

The setbacks of the proposed dwellings along Hawker Street are virtually non-existent and not in keeping with the character of the area. If approved the development will result in an over bearing 2 storey facade along the majority of their Hawker Street frontage. There is no provision made for front fencing for the 6 townhouses nor any significant landscaping opportunities along the majority of development site. The dominant features will include the 12 - 18 rubbish bins associated with the 6 townhouses. This is the entrance to the historic Bowden precinct and deserves better treatment.

105 Gibson Street

This element of the proposed development is disconnected and separate of the social housing proposal. The applicants information clearly states it to be 6 dwellings for separate sale and not part of the community housing provision. It should therefore be assessed against the Code as would any private development.

The site area is approximately 535 m² and thus is only large enough for 2 dwellings in accordance with the planning code (min site areas range from 190-275 m²)

The existing and proposed ingress driveway locations are dangerous and do not meet Australian Standards.

The proposal for 6 vehicle parks, parallel and adjacent to an existing detached dwelling will result in a loss of amenity for the neighbour and will most likely not be properly utilised by residents and visitors due to the narrowness of the driveway and difficulties involved with parallel parking.

Traffic, Access and Parking

The applicants planning report says "Market Place has the presence of a service lane". I agree with this. It is a narrow no-through road currently with on-street vehicle parking generally on both sides and at the cul de sac end.

Given the superficial nature of the applicant's traffic and parking assessment, our community has engaged our own traffic engineers report which has been submitted for the SCAPs consideration. This report confirms the proposal suffers from a shortfall associated with resident car parking that is severe, and unjustified.

Furthermore the our traffic consultants report identifies the applicants claims to be unsubstantiated and require further assessment in regard to the impact on the intersection of Hawker and Gibson Street.

Additional inadequacies have been identified in regard to the adequacy of car parking, vehicular site access, sight distances, waste collection, bicycle parking, on-site design deficiencies, internal pedestrian safety, and internal apartment occupant safety.

Heritage / Representative Building

As the heritage assessment notes..."The Historic Area Overlay within which the Project Site is located is somewhat compartmented into four areas by the Adelaide to Gawler railway line and Hawker Street"

The heritage assessment also notes the representative building is one they found difficult to assess comprehensively but "suggests a construction date of around c1900-1905, however this remains speculative" and that "The dwelling appears generally to have good integrity". Thus they conclude the demolition of the representative place is partially inconsistent with a number of provisions of the Planning Code.

In my opinion the representative building should be retained and incorporated into any new development as it's retention is sought by the Code and its removal is not justified by any of the provisions set out in the Code.

Significant and Regulated Trees, Tree Canopy

The applicants have omitted to provide an arborists report. The Planning report refers to previous arborist advice but no assessment of the current proposal was provided.

Worryingly, the applicants information only refers to the retention of one significant tree. Our community has provided an expert arborist's report that identifies another significant tree and two additional regulated trees. The applicants propose to remove these without any mention, assessment or justification. This is unacceptable and very poor professional practice.

Bowden is the third hottest suburb in the Council area and suffers from the heat island effect in summer due to the smaller allotments, lack of opportunity for large trees and the comparatively high ratio of hard surfaces to green spaces. The proposed development will exacerbate this problem. No attempt has been made to address this issue.

Public Transport

It is my opinion that the site is not located near or within an area well serviced by public transport.

Nth Adelaide railway station (nearest station located approximately 700 metres away) does not provide safe or convenient public transport services as claimed in the applicants report. There are no services on weekends and weekdays services are no more frequent than every 30 minutes. Pedestrian access to the station is convoluted, poorly lit and does not benefit from passive surveillance making it unsuitable for vulnerable people to utilise

The bus services along Hawker street and train from Bowden generally over subscribed when heading towards the city. With only one stop from north Adelaide and Bowden railway stations to Adelaide central station many local residents are reluctant to pay a fare.

The consultants report does not mention the free, frequent and reliable tramway located on Port Road just over 1 km away. This is the more popular of the local public transport options but given it's distance from the development site it can not be considered to meet the criteria for an area well serviced by public transport.

Wrong Site for proposed development

In my professional and personal opinion it appears that the applicants designers have only partially gathered an understanding of what is required to provide a good quality integrated development within this historic low rise Bowden community. The scale, bulk, height, setbacks, access, lack of space between buildings and lack of vegetation are all inadequate and/or inappropriate for the site. This proposal may work (with modifications) at another location such as within a High Density Neighbourhood Zone. There are several such zones located within a few kilometres of this site and many existing and future opportunities will present themselves as further urban renewal occurs.

This site does not have good convenient, access to local shopping, health services and other basic needs that are usually found in local activity centres. The site sits equidistant

and removed from local service centres. Hawker Street is not a major arterial road and only contains a handful of local business that service a select few local needs. There are a few cafe/restaurants, a gym and a chiropractor within walking distance. There are no nearby supermarkets, doctors, dentists, chemists etc.

As mentioned above, the site is not well serviced by public transport and this coupled with poor vehicle access and a severe under supply of vehicle parking will result in a development that is not fit for its purpose and neither support the needs of the proposed residents nor integrate well with the existing residents of the community.

Conclusion

We are all looking for good urban communities. We have been working together in Bowden to improve our community for many years and appreciate and embrace the diversity within. The Uniting SA proposal however has been developed without consultation and input by the local community and have apparently not responded to early advice provided by the City of Charles Sturt. The applicants have gone too far here and are taking advantage of the Government's good intentions to alleviate housing shortages. It appears to be a rushed or desperate effort to meet a pressing housing need. Short term pressures may be relieved if approved but long term problems will be created.

This proposal is so at odds with community expectations and deviates severely from the requirements of the Code that it should be rejected.

Rod Worthington
128 Gibson Street, Bowden.

Representations

Representor 62 - Giovanni Tagliaferri

Name	Giovanni Tagliaferri
Address	55 Green Street BROMPTON SA, 5007 Australia
Submission Date	09/10/2024 10:49 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I have been a professional planner for 40 years, the last 8 with the City of Charles Sturt as a policy planner. I have lived in Brompton for 33 years. I am familiar with both the location of this proposal and the planning policies that apply. I reluctantly get involved in local planning matters, unless it is clear to me that the proponent has 'over-reached' and that there is a poor fit between what is proposed and the site, locality and planning policies. This is one of those cases. Notwithstanding the site's inner city location, the land is not convenient to shops, health and other services, or public transport. The adjacent 'Go Zone' bus service doesn't even connect with the nearby high frequency and capacity (train and tram) public transport services. This signals a future high reliance on private cars and/or vehicle-based services delivery. Yet the proposal includes a significantly reduced number of on-site car parking spaces, a high dependence on on-street car parking, a significantly constrained road connection to Hawker Street, and a problematic waste collection system. Ironically, the higher density and dwelling yield proposed, combined with lower on-site car parking provision, is justified mainly on the basis of location. Amongst other things, the clear policy intent for this area is for conservation, contextually responsive development, and new buildings which are sympathetic to the predominant built form character. From the proposal to demolish a perfectly sound Representative Building, to the form, height and density of the proposal, it is clear that the proposal fails this policy intent. I don't have the time to detail the numerous inconsistencies with the proposal and the relevant planning policies (ie height, density, site cover, setbacks, overlooking, character impacts, car parking, local traffic impacts, impact on Regulated Trees, poor on-site landscaping, poor serviceability and accessibility etc). But just focussing on one of those matters (gross density) signals the degree to which this proposal can be considered 'over development'. The proposed overall gross density equates to around 159 dwelling units per hectare (du/ha). Converting the prescribed minimum site areas for row dwellings and residential flat buildings to gross density equates to up to 53 du/ha. In other words, the proposal is at least three times the density anticipated by the Code. In my professional opinion the non-conforming nature of the proposal, combined with significant site constraints and poor accessibility to services, suggests a development outcome that will poorly serve the needs of future occupants and have unacceptable impacts on other residents and visitors.

Attached Documents

Representations

Representor 63 - Philippa Worthington

Name	Philippa Worthington
Address	95 Drayton Street BOWDEN SA, 5007 Australia
Submission Date	09/10/2024 12:22 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons see attached document.	

Attached Documents

Uniting-SA-PW-1413817.pdf



Philippa Worthington

pipworthington0@gmail.com

95 Drayton Street, Bowden

9 October 2024

State Planning Commission Assessment Panel

Via Plan SA Portal

Dear Sir/Madam,

**Re: DA 24024441 Uniting on Hawker , 105 Gibson Street, 2-10, 12, 14, 16
& 18 Market Place Bowden**

I am a resident of Drayton Street Bowden, restoring an old house in sympathy with the heritage of our suburb. I write this submission to voice my opposition to the proposal to replace 10 existing homes with 48 dwellings in a two and three storey design. I do not support the proposal for the following reasons:

- The proposed architecture is not appropriate for historic Bowden.
- The proposed building height and building bulk grossly exceeds those of nearby residences and will not fit well with its surroundings.
- The site is an important one. It is at the entrance to Bowden when entering from the City. Whatever is built there should set the tone for suburb and not be contrary to the character and predominant residential styles.
- The local street networks are already at capacity when it comes to on-street parking. An under supply of off-street parking for nearby cafes and Greek Orthodox Church causes considerable illegal parking. This proposal does not provide enough parking for its residents or visitors and will further compound the local parking problems.
- Cars are often backed up from the train line along Hawker Street as far as Gibson Street and at time to Drayton Street. Putting nearly 5 times as many houses next to the trainline will make this worse if not unworkable.
- Pedestrian safety in our area is poor. The quality and narrowness of footpaths leaves much to be desired. Only 2 months ago a local resident was fatally injured when attempting to walk across Hawker Street (near Gibson).

- The proposed buildings right along the Hawker Street boundary are imposing, too tall and don't include adequate landscaping and fencing. Rubbish bins will block the narrow footpath.
- The developers propose to cut down all the existing trees apart from one large gum tree. There are many nice trees on the properties that could be retained if the design was altered to be more like the other houses in the area with spaces in front and rear yards for landscaping.

These are the main reasons for my objection to the proposal. Please do not approve this development. Changes could be made to the design and I would then most likely support the project. I can not offer support for the current design.

Sincerely yours,

Pip Worthington

Representations

Representor 64 - Harry Sutton

Name	Harry Sutton
Address	120 East Street BROMPTON SA, 5007 Australia
Submission Date	09/10/2024 04:49 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
RE: DA 24024441 BOWDEN I wish to lodge an objection to the proposed “Uniting on Hawker” development DA24024441. As a student I am well aware of the need to increase housing stock in South Australia and I am a keen supporter of social housing. I also want to continue to see social diversity in our suburbs and for everyone in our community to feel welcome. While “Uniting on Hawker” says is supports these things, an even cursory glance at the detail shows that the proposal will have a bad impact on the local area. The density of dwellings, the poor design and lack of space for cars and access conspire to make this an unacceptable proposal. I have a number of concerns relating to the lack of trees, traffic and access. According to the Adelaide Heat Map Bowden and Brompton have the lowest level of canopy cover in the City of Charles Sturt. Despite this new development proposals not only appear to remove existing trees and gardens, they fail to do anything innovative about replacing them or, even better, adding to the total canopy. This might be achieved through roof gardens, hanging balcony gardens and so on. DA24024441 says it is innovative, but when it comes to this critical element of sustainability it fails badly. As a person who commutes daily by bicycle I have found that recent increases in on-street parking (more vehicles + larger vehicles) make cycling through the suburb, and Gibson Street in particular, more hazardous. Just yesterday I was required to get off the road and onto the (narrow) footpath as several vehicles tried to get along the narrow street. The high density of dwellings and the totally inadequate provision of parking for those dwellings will make cycling increasingly difficult. Right at a time when authorities ought to be encouraging use of bikes, building more cycleways etc. I want this proposal rejected. Perhaps a better design, which includes a much lower number of dwellings combined with a lot more on-site parking and roof gardens would allow the ‘innovative design’ that ‘prioritises the local community’ the proposal aspires to. Harry Sutton

Attached Documents

Representations

Representor 65 - Stephen Sutton

Name	Stephen Sutton
Address	Karromarran, 120 East Street BROMPTON SA, 5007 Australia
Submission Date	09/10/2024 04:59 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons The density of dwellings is more than double the very guidelines the application cites. There is inadequate parking. There will be a massive increase in local traffic, exacerbating a situation that has deteriorated in recent years. I have expressed these concerns in greater detail in the attachment.	

Attached Documents

Submission-on-DA-24024441-BOWDEN-v1.0-1414004.pdf

RE: DA 24024441 BOWDEN

I write to express my strong opposition to DA 24024441 BOWDEN in its current form.

Once again, the residents of Bowden/Brompton find themselves having to fight to maintain the values and amenity that have allowed our community to thrive.

The proposed development at Hawker Street/Market Place will place severe strains on local amenity, deleteriously impacting the lives of long-term residents. The proposal also places constraints and frustrations on the future occupants of the development, cutting across their ability to develop and join a sense of community.

To be clear, I am not objecting to the construction of social housing. I have personally benefited from and lived in social housing. I support social housing policies, and I am not a 'NIMBY' - I am happy to have social housing nearby. My objection is to the density and design of this development. There are simply far too many dwellings being built in a tight space. My feeling is that the parcel might support 1/2 the number of dwellings proposed and should provide ample car parking space for the residences that are built.

Problems with density of dwellings

DA 24024441 BOWDEN says it relies on the SA Housing Trust (SAHT) Design Guidelines for Sustainable Housing and Liveable Neighbourhoods as the basis for its design. It refers to the Telford Street SAHT development as the precedent for the Hawker Street/Market Place/Gibson Street design but, weirdly, is more than double the density of the Telford Street complex (164 dw/ha vs. 81 dw/ha respectively).

This distortion of the SAHT guidelines crushes too many homes and too many people into a tight space. It will have negative consequences for existing residents as well as the future residents of the development.

Community

You can't grow a community by placing massive daily strain on their village environment. DA 24024441 BOWDEN claims the development will be an "innovative, diverse and inclusive housing development that prioritises the local community through empathic & contextually responsive design." This is an oxymoronic statement as there is no relationship between the 'the prioritising of the local community' and the designs set out in the DA.

Indeed, the local community have not been consulted, indicating that the designers have dropped the buzzwords "innovative", "diverse" and "inclusive" etc into the document to satisfy a perceived KPI but have no interest or expertise in community at all. The fact that the development is called "Uniting on Hawker" is so ironic as to be insulting.

There IS a strongly development community in Bowden/Brompton and a genuine feeling of belonging to a village. This has developed over decades and has been revitalised at intervals by community working together to resist poorly considered development. The rejection of the MATS plan in the 1980's is the classic example. The people who fought this plan which would have destroyed the place and the community went on to found social housing projects that are still functioning today. We would like to welcome new residents into this community, and to share with them the warm sense of belonging, but this will not be possible if we are constantly cursing the massive disruption this excessive proposal

Traffic

The streets around DA 24024441 BOWDEN are tightly constrained with little on-street parking several traffic pinch points. The railway level crossing on Hawker Street currently causes periodic gridlock as city-bound peak period traffic backs up as far as East Street, affecting traffic coming out of Gibson and Drayton Street.

The intersection of Market Place and Gibson is a designed slow point. This intersection is periodically a snarl due to the recent opening of a church on Drayton Street. The development on Market Place will

dramatically worsen this intersection and when combined with the intermittent blockage of the Gibson/Hawker intersection it will become a) a major frustration for drivers and b) effectively cut off this way out of the suburb for many residents.

The frustration for drivers should not be underestimated. The current railway crossing delays (above) regularly lead to anger-driven poor decision-making on Hawker Street. Drivers attempt risky U-turns to back track to Chief Street, often accelerating away at speed on a designated 40kph street.

One important concern about a big increase in traffic is the impact it will have on cyclists and pedestrians. The narrow footpaths that are an historical legacy in Bowden/Brompton mean that most pedestrians walk on the actual street and wheelchair users virtually never use the narrow uneven footpaths. DA 24024441 BOWDEN will force a dangerous increase in interactions between cars and pedestrians.

Parking

I have been interacting with development applications one way or another for nearly 30 years. In that time I have never seen a sound development proposal that included a request for waivers of parking. I have also seen the mounting detrimental consequences of the granting of such waivers. It has meant that throughout Brompton/Bowden parking is a 'hot button' issue; something that is a source of anger and frustration for a high proportion of residents and businesses.

In this case, the developer is seeking to have the parking requirement calculated at the (lower) Affordable Housing Rules (even though, as far as I can tell, these rules don't apply to this part of Bowden). If approved this WILL mean inadequate parking provisions for the accommodation leading to uncontrolled on-street parking. This will exacerbate a poor situation recently made worse by the opening of the church on Drayton Street.

While pursuing a reduction in cars is a laudable objective, efforts to enforce a decrease in car ownership by omitting the provision of parking spaces in new developments has been a failure. There is no evidence that it has worked while there is ample evidence of marked reduction in local amenity. As a regular user of public transport, our family own and maintain more than one car and they need to be parked somewhere. DA 24024441 BOWDEN proposes that 'somewhere' is in public space. I admit to being a little surprised that the developer displays such an abject failure of responsibility to existing residents and the new tenants in this area.

The failure of the design to provide adequate parking, combined with the excessive number of dwellings will lead to a dramatic decrease in amenity in the surrounding streets. Narrow footpaths and tight streets and inadequate parking already place severe constraints on practical matters such as garbage removal. The proposed development at DA 24024441 BOWDEN will cause an ugly bottleneck on garbage night and obstructions to traffic. The combination of these features will also restrict access by emergency services including ambulances, not just to the new residents, but to much of the surrounding area.

Dr Stephen A Sutton
"Karromarran"
120 East Street Brompton

Representations

Representor 66 - Iolanthe Sutton

Name	Iolanthe Sutton
Address	120 East St BROMPTON SA, 5007 Australia
Submission Date	09/10/2024 05:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Submission-from-Iolanthe-Sutton-Concerns-regarding-DA-20424441-1414006.pdf
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***Representation in relation to Development Application 20424441
by Uniting SA Ltd is for the development of 48 residential flats.***

Submission from Iolanthe Sutton

MOBILE: 0400118368

ADDRESS: 120 East St. BROMPTON

We've been members of this community since the 1980s, firstly visiting my Mum, and now living here. From the beginning, we were schooled in the issues of this community, revolving around heritage protection, traffic and safety...and experienced the tensions between competing interests in this community, which have been a topic of, at times, heated discussions throughout the last 40+ years. People who choose to live here stay because, despite everything, this area (Bowden, Brompton and Surrounds) has managed to maintain a 'village' feel so rare in many western urban areas – something locals value and are proactive in maintaining. New developments are, therefore, assessed by this community on how they will promote and support this feeling. Social housing fits well with the area's history as a place where poverty was kept at bay by working and supporting each other. However, so often, what has been put on the development table falls short of the standards required for long-term sustainable housing, not just here but everywhere.

This proposed development again highlights problems with the development process, as it stands. This proposal seeks to squeeze 48 dwellings into a site where currently there are only ten. There are many concerns about the suitability of these dwellings for the targeted client group. (I won't address these in detail here as there are other submissions being prepared that will look at this aspect in detail). The design assumes only 20 car park spaces will suffice and that any excess parking will be catered for by on-road parking in the immediate vicinity. As with the recently proposed cathedral, the design ignores the reality of the development and how traffic will be affected. Experience shows us that the proposed parking spaces on-site will be too small for the large cars on our roads, and 'token' off-road parking is a red flag for poor planning and development. This is exacerbated by pedestrian access, which amounts to one small gate, limiting building access to Market Place and adding to concerns about how traffic will be able to use the tight space available. In an area known as the "E-bike centre of Adelaide", where sometimes even bikes are blocked by parked cars throughout the suburb, this is undesirable. As is, squeezing so many dwellings into an already small and much-used thoroughfare for pedestrian, bike and vehicular traffic, that is also adjacent to a busy level crossing.

In an area where the trees and vegetation cover generally is one of the lowest in the state, the loss of established trees is unacceptable, especially when they were planted so recently, with community consultation. There has been significant investment over the last five years in Thirteenth Street and Market Place, working with the Council to establish a plan that includes street trees, verge gardens, mound preservation and improved landscaping. For Charles Sturt Council, this involved considerable expense. Stobie poles have been beautifully mosaiced by residents to enhance the liveability and walkability of Bowden. The Bowden Bird Walk Art Trail starts on Drayton Street and continues to Market Place reserve, linking to the Ovingham area, which also has street art and community

gardens. The proposed site has a Significant Tree (2m circumference at 1 metre off-ground), referred to by the DA as a Regulated tree (1m circumference at 1 metre off-ground). Does the community again have to watch while this and other nearby trees are razed to be replaced, at a cost, by seedlings? In the 21st century, every tree is an essential part of our future protection in a climate-changing world. It should no longer be acceptable to just knock them down with the sentence, "We can always replant..."

While it is laudable that designs should envision a future with far fewer cars, this is far from achievable in the medium term, and inevitably means clogged streets and an attendant loss of resident amenity. While this is presented as providing social housing, six townhouses are built to sell. Are these to be considered "social housing"? The new Nightingale Building, with its environmentally friendly design features, has been a welcome inclusion. However, it is worth noting that residents of this building, who committed to a car-free tenure as part of a new, more sustainable, building design, have had to revert to car use even though they live right beside Bowden Railway Station, as they came to the realisation that society relies on cars as the fallback mode of transport and that Adelaide does not, as yet, have the infrastructure to support this lifestyle.

The quality of new builds in the area is also of concern. I have seen many, many sites re-developed throughout Bowden/Brompton. Some, like the new precinct at Bowden, have greatly benefited the local community. Despite being a very different ambience from traditional housing in the area, it reclaimed soiled industrial spaces and increased well-vegetated public outdoor areas for people to enjoy. However, other builds throughout our area that promised to mitigate the housing shortage, and many referred to as "student accommodation", are crowded and of a poorer quality – requiring air conditioning and many with no/very small gardens, making growing veggies difficult. These are noticeable in the area, by the increased parking on the streets around them and the poor street appeal, sometimes due to being poorly maintained. It is worth noting here that the DA Executive Summary (Page 5) states, "The 'Uniting on Hawker' Bowden housing project has the potential to be an **innovative, diverse and inclusive** housing development that **prioritises the local community** through **empathic & contextually responsive design**." To date, there has been no community consultation, and, again, the proposed development on paper may appear to some more appealing than the reality will be if it were to go ahead.

We are not against development or affordable housing in the area. But we do object to a proposed development that does not take account of the social aspects of the area nor employ the sustainable options now available for project design and construction methods that are sustainable, mindful of the changing climate and support the retention of the village that is Bowden, Brompton and Surrounds.

Thank you,

Iolanthe Sutton
120 East St

Representations

Representor 67 - Nicholas Bromell

Name	Nicholas Bromell
Address	23 Quin Street BOWDEN SA, 5007 Australia
Submission Date	09/10/2024 07:00 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I have been a resident of Bowden since 2019 and welcome the diverse residents that surrounding housing provides. However, the proposed development raises a number of concerns and I therefore do not support it in its current form for a number of reasons. The addition of this many dwellings, with the proposed number of allocated parking spaces will result in overcrowding. During peak times traffic is often banked up from the railway level crossing to beyond the Hawker St/Gibson St intersection. This can make access to Gibson St difficult, and particularly so when cars are parked on both sides of the road. The proposal provides for an inadequate 20 parking spaces for 42 (2 bedroom) apartments. No visitor parking is provided as part of this development with the expectation that visitors will park in the street. Visitors in this context will also include service providers, noting that 2 of the dwellings are designated Specialist Disability Accommodation (SDA). Parking on both sides of these streets is currently allowed however it causes problems with traffic flow as the streets are relatively narrow and it will not surprise if Council limits street parking in the future to one side only. Whilst I wholly support the development of affordable housing and believe it is an integral part of what makes Bowden, Bowden, the density of the proposed development and lack of adequate parking will cause issues for those accessing these properties and those living in close proximity.

Attached Documents

Representations

Representor 68 - Kathy Modystack

Name	Kathy Modystack
Address	18 Gilbert Street OVINGHAM SA, 5082 Australia
Submission Date	09/10/2024 08:33 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

I believe that the Plan does not meet the Vision and Principles Statements. Comparing to the recently publicised Tucker Street development where in reach services, meeting room, communal gardens and courtyards are provided, Uniting on Hawker has no in house supports (apart from the 2 dedicated disability apartments) reducing it to isolated dormitories rather than a welcoming environment It does not meet the vision and principles statement which promises community focused design that prioritises opportunities high quality community and public spaces and fosters social cohesion. Use of a 1 of nearby 3 storey townhouse and century old shops built to the boundary is dishonest in justification of the height and footprint of buildings where other buildings are limited to one or two storeys. Considerable community effort in the Bowden Birdwalk and Ovingham Greening promotes a pleasant and environmentally friendly neighbourhood which will be set back by the destruction of all vegetation on site apart from 1 significant tree. There is not enough space to replant any meaningful tree cover. It does not meet the vision and principles statement which promises the development will be contextually responsive to the broader precinct. It does not meet the Vision and Principles Statement which promises the development will bae contextually responsive to the sites unique characteristics and urban designed to enhance connection to the broader precinct. Residents will be exposed to noise pollution from Hawker Street and the 3-track railway crossing. One single street entrance to the complex serves for foot traffic, deliveries and rubbish removal. One single lift provides for people, large object deliveries such as furniture and disability apartment resident and services. There is no back up should this fail. Waste management assessment requires the services of a building caretaker or remote access camera monitoring not mentioned in the main plan. Parking is acknowledged as insufficient with the solution relying on local on street parking without taking into consideration existing use by local residents and gym members. Further parking problems will occur on the 3 days a week when rubbish will be collected with parking on Market Street restricted. Limited provision for bicycles presumes women over 55 will not want to ride a bicycle which is the reverse of Tucker Street where 50 spaces for bicycles will be provided for the same target group. It does not meet the vision and principles statement which promises a contemporary urban design that offers a diversity of housing types that are accessible, inclusive and safe for all ages and abilities. Information on the project's ability to attain a 7-star rating under the National Construction Code has not been addressed. Insulation, solar panels, energy efficient appliances, rain water harvesting, double glazing(which also assists in noise reduction) and green space are important aspects affecting operating cost and comfort for residents. This plan does not address and therefore does not meet the Vision and Principles Statement which promises a contemporary urban design that is a champion for holistic sustainability that reduces operating costs and improves user comfort

Attached Documents

Representations

Representor 69 - Craig Auricht

Name	Craig Auricht
Address	PO Box 708 NORTH ADELAIDE SA, 5006 Australia
Submission Date	09/10/2024 08:33 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

RepresentatioUniting-SA-20424441-1414067.pdf
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Representation in relation to Development Application 20424441

Application 24024441 by Uniting SA Ltd

This representation is made in opposition to Development Application 20424441 by Uniting SA Ltd, which seeks approval for a development to be situated in Bowden on land within the Established Neighbourhood Zone. As such, the proposal must be rigorously assessed against the Planning & Design Code for that zone to determine compliance. After careful review of the application, I express significant concerns that the proposed development does not meet the necessary requirements and urge that it be rejected by the relevant authorities.

At the outset, it is important to emphasize that I am not opposed to development per se. I fully support well-considered, quality development at this location, provided it aligns with the Established Neighbourhood Zone parameters. It is crucial that any development in this area meets the needs of the intended occupants while maintaining the existing amenity and character of the local community. In addition, compliance with policy overlays and technical variations specific to the zone must be demonstrated.

Failure to Comply with Planning & Design Code

Upon review, it is clear that this application does not satisfy the requirements of the Planning & Design Code, particularly as it applies to the Established Neighbourhood Zone. The proposal fails to meet key standards across multiple policy areas:

Policy Overlays

The development must adhere to various policy overlays, such as the Historic Area (ChS12) overlay, which seeks to preserve the character of historically significant areas. The proposal also impacts regulated and significant trees, which are protected under the Regulated & Significant Trees overlay. Furthermore, the application raises concerns under the Traffic Generating Development overlay, given the existing congestion and limited access to the site. Finally, the Urban Tree Canopy overlay needs to be respected, particularly considering the proposal's potential impact on tree cover.

Technical Numerical Variations

The technical numerical variations for the zone include limitations on maximum building height, minimum frontage, minimum site area, and the maximum number of building levels. This development significantly exceeds these parameters in several ways, contributing to its incompatibility with the surrounding area.

General Development Policies

In addition to specific zoning and overlay requirements, the proposal must also align with several general development policies. These include waste management, access to public transport, parking availability, and housing renewal and design. The application does not demonstrate adequate consideration of these essential aspects.

Specific Concerns with the Proposal

1. Excessive Building Density and Height

One of the most glaring issues with the proposal is its density, which is 450% greater than what is allowed under the Planning & Design Code for this location. This excessive density is coupled with a building height that is approximately three times that of nearby heritage dwellings. Such a drastic departure from the established scale of the area would result in a development that is entirely out of character with its surroundings. It is imperative that new buildings in this area are sympathetic to the existing architectural and historical context, which this proposal clearly is not.

2. Inadequate Onsite Parking and Traffic Issues

The development's provision of onsite parking is insufficient for the number of proposed dwellings. On-street parking in this area is already oversubscribed, and the addition of further strain would exacerbate the problem. Moreover, access to and egress from the site will be challenging, particularly as Market Place is a dead-end street, and Hawker Street is already heavily congested due to its proximity to both the freight and commuter railway crossing. The single proposed access point for the entire site is grossly inadequate and raises safety concerns.

3. Waste Management

There are also significant concerns about the feasibility of waste management for this development. The proposal does not demonstrate that waste can be safely and efficiently collected, further compounding the overall impracticality of the plan.

4. Impact on Tree Canopy and Protected Trees

The proposed development would lead to a massive reduction in the tree canopy in the area, with two significant trees and two regulated trees at risk of removal. This would have a detrimental impact on the local environment and the overall aesthetic of the area. In light of the protections afforded to such trees under the relevant policy overlays, this aspect of the proposal is particularly troubling.

5. Lack of Adequate Provisions for Specialist Disability Accommodation (SDA)

The development also fails to adequately address the needs of residents requiring Specialist Disability Accommodation (SDA). There are no specific provisions for SDA-compliant car parks, and no consideration appears to have been given to the needs of carers, service providers, and others who would be required to support this vulnerable cohort of residents. Without proper facilities and infrastructure to accommodate SDA residents, the development will fall far short of acceptable standards for inclusivity and accessibility.

6. Separation of Private Dwellings from Community Housing

A further issue with the proposal is the inclusion of six two-storey dwellings that are intended to be **sold on the open market**. These dwellings **must be considered separately** from the 42 three-storey community housing dwellings, as they do not qualify for the same concessions granted to community housing developments. It is essential that this distinction is made during the assessment process to ensure fairness and compliance with the relevant regulations.

7. Inappropriate Zoning for This Type of Development

Overall, this type of development is far **more appropriate for the Zone Bowden Urban Core**, where the Planning & Design Code more closely aligns with the scale and density of what is being proposed. The Established Neighbourhood Zone, where this site is located, is simply not suitable for a development of this magnitude. It is essential that zoning regulations be respected to preserve the character and liveability of established communities.

Conclusion

In closing, I strongly urge the relevant authorities, including SCAP, to reject Development Application 20424441 in its current form. The proposal departs so significantly from the Planning & Design Code assigned to the land in question that it cannot be approved without compromising the integrity of the Established Neighbourhood Zone. While development is welcome, it must be appropriate, well-considered, and compliant with the planning regulations that are in place to protect both the residents and the local environment. This proposal, regrettably, does not meet those standards.

Signed,

Craig Auricht

24 Tenth St, Bowden.

9/10/2024

Representations

Representor 70 - Pitre Bourdon

Name	Pitre Bourdon
Address	12 Quin Street BOWDEN SA, 5007 Australia
Submission Date	09/10/2024 08:58 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
Subject: Objection to Development Application – Uniting on Hawker (2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden) As a local resident I am writing to formally express my concerns and objection to the proposed development "Uniting on Hawker" at the aforementioned addresses. The rationale for my concerns are outlined in the attached document and include: - Building Density Concerns - Building Height Concerns - Site Orientation Issues - Excessive Site Coverage - Inadequate Parking - Insufficient Green Spaces - Impeded Access for Essential Services - Heritage Overlay Conflicts - Impact on Local Residents - Need for Separate Assessment of Townhouses Given these concerns outlined in detail in my attachment, I respectfully urge PlanSA to reject this development application or, at the very least, require significant revisions to address these issues and align with local planning regulations and community needs. Thank you for considering my submission. I look forward to your response. Yours sincerely, Dr Pitre Bourdon 12 Quin Street Bowden SA 5007

Attached Documents

Bourdon-Application-24024441-Response-1414073.pdf

Subject: Objection to Development Application 24024441 – Uniting on Hawker (2-10, 12, 14, 16, 18 Market Place & 105 Gibson Street, Bowden)

As a local resident I am writing to formally express my concerns and objection to the proposed development "Uniting on Hawker" at the aforementioned addresses. The rationale for my concerns are outlined below.

Building Density Concerns

The proposed development significantly exceeds the allowable density for the area, surpassing more than fourfold. While the "Uniting on Hawker" proposal is an example of urban infill, the proposed 48 new dwellings is excessive for the proposed site and raises concerns about overcrowding and strain on local infrastructure.

Building Height Concerns

Our neighbourhood's heritage overlay indicates that typical home heights are generally one storey, and the three-storey heights proposed in "Uniting on Hawker" will be on contrast to area's established character. I acknowledge and support that two-storey developments have recently been developed in this area, but the proposed three-storey buildings are unsuitable. The planning consultant's justification, referencing poor-quality three-storey buildings in Ovingham, is inappropriate as it draws on an outdated planning code that doesn't apply here.

Site Orientation Issues

The proposed "Uniting on Hawker" construction appears to violate minimum building setback requirements for all boundaries. This results in a design lacking adequate articulation and negatively affecting the area's typical streetscape and character. Furthermore, the proposed three-storey high buildings will likely impact on the privacy and sunlight access for adjacent properties.

Excessive Site Coverage

The development proposes over 70% site coverage, which exceeds recommended limits and thereby reduces space for green areas and permeable surfaces. This heightens the risk of urban heat island effects and creates potential issues with stormwater runoff.

Inadequate Parking

With only 20 parking spaces for 42 new dwellings, the proposal falls significantly short of requirements, increasing pressure on already limited street parking. Additionally, the absence of guest parking will only worsen these issues.

Insufficient Green Spaces

Only about 10% of the proposal has been designated for soft landscaping, which is far below acceptable standards for the area. Furthermore, the proposal calls for the removal of some significant trees, however it doesn't try to compensate for this as it doesn't include enough green space for replacement tree planting, undermining environmental sustainability.

Impeded Access for Essential Services

The design fails to provide sufficient access for essential services such as fire services, ambulances, tradespeople and waste management. The narrow roads and limited turning space create challenges for emergency vehicles, potentially affecting their response times during critical situations.

Heritage Overlay Conflict

The development does not align with the local Heritage Overlay aimed at preserving the area's character. The proposed scale and design do not align with or reflect the area's historical and architectural significance.

Impact on Local Residents

The development will significantly diminish the amenity for local residents, leading to increased traffic congestion, competition for on-street parking, and reduced tree canopy, which exacerbates heat effects, especially in summer.

Need for Separate Assessment of Townhouses

The six townhouses in the proposal should be evaluated separately by Charles Sturt Council to ensure proper compliance as they are for sale rather than community housing. This separation is crucial for proper evaluation and oversight of the proposal.

Given these concerns, I respectfully urge PlanSA to reject this development application or, at the very least, require significant revisions to address these issues and align with local planning regulations and community needs.

Thank you for considering my submission. I look forward to your response.

Yours sincerely,

Dr Pitre Bourdon

12 Quin Street

Bowden SA 5007

Representations

Representor 71 - Philip Konings

Name	Philip Konings
Address	24 Tenth St BOWDEN SA, 5007 Australia
Submission Date	09/10/2024 09:08 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

RepresentationDevelopment-Application-20424441-1414076.pdf
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I am writing to formally respond to Development Application 20424441, submitted by Uniting SA Ltd, for the construction of 48 residential flats in Bowden. I am a long-term resident of Tenth Street, Bowden, and have lived here for over 33 years. As an active member of our community, I care deeply about its future development and the preservation of our neighbourhood's historical charm, streetscapes, and While I recognize the need for development, I must oppose this specific proposal for the following reasons.

The Historical Context of Bowden

Bowden was established in 1839, long before the invention of cars which explains the narrow roads that are still characteristic of the area today. The suburb spans just 38 hectares, and as a result, many of its streets are not equipped to handle the volume of traffic that modern developments bring. Unlike other councils with historical areas, the City of Charles Sturt does not have policies in place to manage or mitigate the effects of narrow roads on traffic flow, parking, and pedestrian safety.

Population Growth and Overdevelopment Concerns

In 2016, Bowden had a modest population of 911 residents. By 2024, that number had doubled to 1,808 residents. Based on these trends, it is projected that the population could soon reach 3,000. This rapid population growth in such a small area raises serious concerns about overdevelopment. The proposed construction of 48 residential flats seeks to place too many people into a small and already congested space. This level of density will strain the existing infrastructure and negatively impact the quality of life.

Key Concerns with the Development Proposal

For the proposed development to be successful, it must strike a balance between accommodating new residents and maintaining the well-being of the existing community. Below are my primary concerns and recommendations:

1. **Lower Density Development:** The proposed development is too dense for the area. A lower density model would be more appropriate, allowing for a more harmonious integration with the existing neighbourhood.
2. **Parking**:** There is insufficient on-site parking provided in the current proposal. This is especially important for residents, health workers, support staff, and visitors. With narrow streets and limited public parking, the development must include ample parking facilities to avoid exacerbating existing parking issues.
3. **Outdoor Greenspace:** The development should include sufficient outdoor greenspace for residents to enjoy. This is particularly important for enhancing the living environment and promoting the well-being of the community. Additionally, the two Significant and two Regulated trees on the site must be preserved as part of this greenspace. These trees are vital to maintaining Bowden's tree canopy and the aesthetic character of the area.
4. **Infrastructure Improvements:** The current state of infrastructure in Bowden is inadequate to support further population growth. Many footpaths are in disrepair and do not meet the standards of The Disability Discrimination Act (DDA) or The City of Charles Sturt's Accessibility Policy. It is essential that infrastructure improvements are made before any new development is approved to ensure that it meets the needs of the entire community.

Conclusion

While I recognize the need for development, it is essential that any new construction respects the character of Bowden and addresses the needs of both current and future residents. The proposed development must be reimagined with a lower density, increased parking provisions, preserved greenspace, and necessary infrastructure upgrades to ensure that it enhances the community rather than overwhelms it. I urge the council to reconsider this development in its current form and take these recommendations into account.

Thank you for your consideration.

Yours sincerely,

Philip Konings
24 Tenth Street, Bowden
9/10/2024

Representations

Representor 72 - Sue Johnston

Name	Sue Johnston
Address	32, Tenth Street, BOWDEN SA, 5007 Australia
Submission Date	09/10/2024 09:51 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
I believe the planning consent should be denied because the following would have detrimental impacts. Loss of trees leading to increased temperature. Size of proposed dwelling and increase in traffic in an already congested area. Height of building and proximity to train line would be a problem and could create other longer term issues adding to the number of social housing dwellings already in the surrounding area. The proposed number of dwellings would also decrease the allocation of green spaces etc that already exist and so have a negative impact on current residents and any new ones.

Attached Documents

Representations

Representor 73 - Rosalind Hannaford

Name	Rosalind Hannaford
Address	134 Gibson Street BOWDEN SA, 5997 Australia
Submission Date	09/10/2024 10:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Rosalind-Hannaford-Uniting-on-Hawker-Representation-1414091.pdf

To whom it may concern,

My submission to reject Application 24024441 will be one of many from our local area. I do not have an issue with public housing; however, the size and sheer number is of great concern. Bowden is now the place I call home as I purchased a property a bit over 3 years ago. I live on the corner of Gibson and Thirteenth street at 134 Gibson Street. Market Place starts diagonally across the street. Gibson street through to Fourteenth Street, and Gibson through to Thirteenth Street is also used as a thoroughfare road to the Mary Immaculate school, to cross under the new bridge and to meet up with Chief Street, traffic flow is heavy, and the entrance to the 6 town houses will make for a very complex and dangerous traffic situation.

I have listed some of the major issues which have been dealt with in other submissions but will write in more detail about issues related to the proposed 55+ cohort.

The following list will have been referred to, in detail, in many other submissions.

Car Parking is insufficient within the proposed development and to simply suggest the local streets will take the overflow will make for an extremely congested area as car parking spaces are mostly filled already.

Traffic Flow

Drivers in cars and trucks will have difficulty manoeuvring in the cul-de-sac and on Market Place and on Gibson St.

Landscaping is virtually non-existent in the plans, especially any tree canopy, this will make for an extremely hot area especially in summer.

Density of residents will exceed limits by greater than 4 times as per guidelines

Height Guidelines are exceeded for the area. Three story buildings in such a block complex are a big variation to what exists presently.

Heritage of the area is not considered in the new complex. As Hawker Street is the gateway to this more historical section of Bowden, a large block of contemporary flats is completely incongruous with the current housing. Bowden lost a large amount of its history when the MAPS plan was started. The residents don't want the ambience of the area eroded away.

55+ Cohort

As a female who is in the 55+ demographic, I want to submit my thoughts relating to this proposed development. I am going to refer to an article printed in the Advertiser on Oct. 1 2024 for a "similar" planned complex in the CBD

SA Housing Trust proposed development in the CBD for vulnerable women will include an on-site community well-being manager, to assist tenants with any issues and to connect them with essential support services. The ground floor will have support services, including meeting rooms, a computer room for those who don't have a computer and communal gardens to promote well-being.

"Ending homelessness is not just about putting someone in a house - we need to have the right supports in place to help people succeed"

Nat Cook, Minister for Seniors & the Aging

I agree with Ms. Cook, but do not see any similar facilities in your complex. It appears you are cramming in as many people as possible, with minimal consideration to quality of life. To say 55+ women won't have cars is just not true, in fact it is security for them and allows them to visit where public transport can't take them, this applies especially at nighttime. To provide bike places is not compensation as I rarely see women in this demographic riding in the area, only a few, and they are not from social housing, but mostly for recreational purposes. Close Public transport is limited only to the buses along Hawkers Street, otherwise it is a walk to the tram or train on Port Road or to the Ovingham station-not good in hot or wet weather or at night. Facilities such as Doctors, Chemists and supermarkets are not close, a bus trip into North Adelaide or to the other end of Hawkers Street is the closest. While buses appear to be frequent along Hawker Street, at certain times of the day they are express to Arndale and don't stop on Hawker Street.

Chances are the women will have children and or grandchildren and there is no space within the complex for them to be outside, and density will also be a noise issue. A large communal area within the complex would allow for group activities, either social, or support services including skill workshops to help with wellbeing of the residents.

Safety is a personal concern for me and for the women who will be in the complex. With the increase in cars parked around the area on the streets, the temptation of cars being broken into will be an issue (I've had my car broken into twice and a large number of hanging baskets stolen from inside my property). Properties in close proximity to the proposed complex are all male based and I wonder if consideration has been given to this issue.

Conclusion

While my submission is small, I wanted to put forward issues important to women in the 55+ group. The community is well aware that there needs to be more housing, but not this dense and not a build so out of character for the area. I'm also very concerned if this development goes ahead (as it is at the moment) that it will set a precedent for more inappropriate buildings

with little consideration of the neighbourhood. The local community works together to improve the streetscapes and parks and there is a general feeling that such a large development will take the area backwards. The people who will live in the building need to feel as if they belong, not part of the block on the "edge"

Rosalind Hannaford

Representations

Representor 74 - Britt Chatburn

Name	Britt Chatburn
Address	38 Gilbert Street OVINGHAM SA, 5082 Australia
Submission Date	09/10/2024 10:18 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

I believe planning consent should not be granted for the development at this time. This is because the proposed development does not take in to account the needs of the current Bowden / Ovingham community or the future community it seeks to serve. Lack of foresight is clearly evident in the unavailability of parking for residents in the proposed development. It appears that the six car parks allowed for in the planning are linked to the properties available for sale on the general market and that the majority of dwellings will be without car parks. I understand this to directly contradict City of Charles Sturt planning regulations that require two car parks to be included in each new build. Not having accessible parking would be difficult for any age group but particularly for woman aged over 55 who have been nominated as the target demographic for this development. This situation is likely to cause further congestion due to extra parked cars around this part of Hawker Street which is already prone to delays due to the level crossing. It is not reasonable to suggest that tenants of this development will live without cars as the closest large supermarket and medical center are not within walking distance for this age group. There is no direct public transport that services either of these essential services from Hawker Street. The Traffic and Parking Report makes mention of the high frequency train 500 meters from the development at the North Adelaide railway station. However, this station is only serviced around four times a day so would not be a viable transport option for many people. Based on the potential issues caused by lack of parking this design should be revised. An option to be considered would be to scale back the number of dwellings to allow for parking. The overall look of the design does not fit with the heritage character that is throughout much of Ovingham and Bowden. Home owners in these areas are held to high standards to maintain the look and feel of the area, this proposal does not honor this. To justify their aesthetic decisions designers have cherry picked from a small sample of nearby buildings which were built in a time before strict planning approvals were mandated. The structure used to justify the three storey apartments is an apartment complex at the end of Gilbert Street which, to my knowledge is the only three storey building in the area. These apartments would likely not receive planning approval if proposed now which is evident in the fact that no other similar buildings exist. Residents of Ovingham and Bowden are proud of their suburbs as can be seen through the many community, beautification groups. This development is out of step not only with council regulations but with community expectations. The History and Context statement on which this project is based does not reflect the current community in Ovingham / Bowden. At no time was the community consulted and the statement, 'this community has a history of reflecting the need for providing affordable housing' could be applied to many areas of South Australia. I believe it is unlikely that this proposal 'meets the needs of the community at a moment in time' as claimed. This proposal does not meet regulatory planning requirements nor does it meet the expectations of the current community. It is doubtful that it will provide practical and peaceful housing for future residents. I suggest that the plan for this development is opened to community consultation and resigned on a smaller scale that includes car parking and fits with the local area so that residents might enjoy the same benefits and quality of life as their neighbours.

Attached Documents

Representations

Representor 75 - Leanne Sanders

Name	Leanne Sanders
Address	36 Park Tce OVINGHAM SA, 5082 Australia
Submission Date	09/10/2024 10:21 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I am appalled at the proposed development turning what currently contains approx 9 dwellings to 48! The indicated allocated parking is a joke, with even the report writers (eloquently selling their vision) conceding there is a shortfall. Their extrapolation of parking as 'deemed to satisfy' bears no relation to what will be in practice, considering the density of housing / parking already in place. The artful traffic report speaks glowingly of the 'theoretical' which in reality will be a nightmare of road traffic issues. Currently the traffic load on Hawker St and Park Tce is extremely heavy with roads not equipped to well manage the existing load. Increasing traffic to that level in such a small geographical area will result in further road congestion and traffic jams. Traffic issues are already a problem, eg it can take up to 15 mins to travel from Hawker St to the Port Rd intersection. This considered development will exacerbate the situation making problems much worse. The report speaks of public transport offsetting parking shortfall. This is again a theoretical pitch. When catching busses at the Pk Tce end of Hawker St, it is not uncommon for full buses to simply bypass stops. People will, as I did, give up and drive. And finally, refuse collection issues are already common place. Nearly each week I have to ring to say one of my bins has been left unemptied. This frustrating lack of service will be further negatively impacted by the volume of dwellings here proposed. It is all well and good for developers and marketers to sell their vision story. As a long term, near by, resident, already living with concerns around traffic, parking, and refuse collection in this area, the fallacy of this sales pitch show it to be an ill considered, money grabbing, proposal. I trust sanity will prevail and the proposal will be defeated.

Attached Documents

Representations

Representor 76 - Geoffrey Payne

Name	Geoffrey Payne
Address	36 Park Terrace OVINGHAM SA, 5082 Australia
Submission Date	09/10/2024 10:44 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

As a local resident living just 150 meters from the proposed development, I vehemently oppose this ill-conceived proposal. It is outrageous that a plan so lacking in foresight has even been considered. Here are the reasons for my opposition: i. The proposed development fails to provide adequate off-street parking. The traffic and planning report openly admits a substantial shortfall in parking provisions but theorises that proximity to public transport, on-street parking availability, and Uniting SA's selective tenant process will somehow compensate for this. This is pure wishful thinking. The reality is that these considerations fall drastically short of meeting the actual parking needs. Parking in the area is already severely congested, especially during class times at the nearby gym, and I regularly struggle to park near my own home. The addition of 48 dwellings with just 26 off-street parking spaces will undoubtedly worsen this situation. ii. The development will exacerbate traffic congestion in an area already overwhelmed during peak times, particularly at the east end of Hawker Street and at the railway crossing. Adding 48 more dwellings will only further choke the area's infrastructure. Additionally, ongoing developments in Bowden and the imminent gasworks site on Chief Street will continue to compound traffic issues. A proper traffic report must take into account a far wider area and consider the cumulative impact of multiple developments. If this development proceeds, it will irreparably harm the community's right to quiet enjoyment of the suburb.

Attached Documents

Representations

Representor 77 - Maggie Porter

Name	Maggie Porter
Address	5/17c eighth st BOWDEN SA, 5082 Australia
Submission Date	30/09/2024 10:39 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

Too many homes and not enough car parking. This issue is already a problem in the Bowden area where off street car parking is either too small for the cars of today so people park on the street or the streets are too narrow to easily park so people park in the road instead of their car parking spot. - too many community housing / uniting care homes in one small area. These houses are never maintained by the ownership group . A good example which this development claims to follow is that one on the corner of Telford and Gilbert street. This property looks run down and has not had any upgrades over the past 17 years. Furthermore , Gilbert street is full of ex housing trust homes with boarded up windows , regular police visits and car break ins . Perhaps a police record of visits to the area may be an indication of potential problems moving forward. Surrounded by character private homes , the area is becoming less appealing for private residents who maintain their street appeal and peaceful neighborhood. High rise buildings for community housing should be kept to main roads such as port rd and Churchill rd allowing access to both tram and train services in immediate proximity to if parking is to be so limited. We have moved out of this section of OVINGHAM due to the above reasons and find it a concern that more is being built without maintaining what is currently there and available yet not looked after. Community housing should be diversified across all suburbs east, west evenly to not create concentrated areas of community housing.

Attached Documents

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IMG_0736-1410713.jpeg
IMG_0742-1410714.jpeg
IMG_0743-1410715.jpeg







