

Details of Representations

Application Summary

Application ID	25038676
Proposal	Retirement Facility and Ancillary Community Hub, Alterations and Additions to State Heritage Place and Tree Damaging Activity
Location	1 SPENCE AV MYRTLE BANK SA 5064, 3 SPENCE AV MYRTLE BANK SA 5064, 380 GLEN OSMOND RD MYRTLE BANK SA 5064

Representations

Representor 1 - Josephine Tremain

Name	Josephine Tremain
Address	12 Spence Ave MYRTLE BANK SA, 5064 Australia
Submission Date	12/01/2026 07:27 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 have a concern about safety. The intersection of Spence Ave with cross Rd is frequently congested. A high percentage of people driving in this street and walking along this street are elderly and have trouble negotiating 'getting in and out of Spence Ave'. If the proposed development leads to traffic restrictions on Glen Osmond Rd, congestion will be worse than ever where Spence Ave intersects with Cross Rd. Is there a plan in place to allow residents and frequent users of Spence Ave to access Glen Osmond Rd by using the driveway for 1 or 3 Spence Ave? Is there a plan in place to restrict tradespeople from parking all day in Spence Ave - which would lead to increased anxiety for the elderly drivers in the street who are always getting stressed when trying to find parking spaces? Is there a plan in place to ensure heavy delivery vehicles only use the Glen Osmond Rd driveway (not the Spence Ave driveways).

Attached Documents

Representations

Representor 2 - Simon Theel

Name	Simon Theel
Address	PO Box 458 UNLEY SA, 5061 Australia
Submission Date	13/01/2026 01:56 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

We are residents of Spence Avenue and our home is located directly across from the proposed development which will impact on us and our neighbours. Our concerns are addressed in full in the attached supporting document (Supporting Document_Feedback_Application ID 25038676_Spence Ave) A list of these concerns is below: - Bus Shelter - New two-way road and removal of trees - Traffic Flow and Parking - Pedestrian Safety - Parking - Emergency Evacuation - Waste Collection - Construction We are not opposed to the vacant blocks on Spence Avenue being developed by Southern Cross. We seek to maintain the existing amenity for residents of Spence Avenue, both during construction and after completion. Also, we seek consideration to the potential impact of additional vehicles so that safety and convenience for existing residents and visitors is optimised. Please read the attached supporting document (Supporting Document_Feedback_Application ID 25038676_Spence Ave) with detailed information about our concerns. Thank you for considering our concerns.

Attached Documents

Supporting-Document_Feedback_Application-ID-25038676_Spence-Ave-1574473.pdf

12 January 2026

The Secretary
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5000

Email: spcapplications@sa.gov.au

Application ID: 25038676

**Proposed development at 380 Glen Osmond Road and 1-3 Spence Avenue, Myrtle Bank
Feedback for Planning Approval Committee**

As residents of Spence Avenue, we submit this document for your consideration during the approval process of the proposed development mentioned above. Our home is located directly across from the proposed development which will impact on us and our neighbours.

Bus Shelter

The proposed bus shelter on Spence Avenue includes parking bays for 4 buses which will be directly facing our home, in view from our living/dining room. It is difficult to ascertain from the plans whether the buses will be fully enclosed or partially exposed within the shelter. If they are partially in view, there is a risk that the westerly sun will reflect on the bus windows creating glare into our home which could cause significant discomfort and disruption to our daily living. The glare could also be a safety concern for pedestrians and motorists when cars are exiting our driveway.

The 'metal element' of the western fence, the height of the wall of the shelter, and the landscaping would need to be sufficient to entirely block the view of the buses from the street to eliminate the impact of the reflected sunlight glare into our home. Potentially, the bus parking bays could be dug into the ground by a metre or so, similar to the undercroft carparks, which would enable the buses and bus shelter to be hidden from view behind the fence and wall alleviating the glare from the bus windows and maintaining the residential aspect of the local street, Spence Avenue.

New Two-way Roadway and Removal of Trees

The glare from headlights of vehicles exiting the proposed new two-way roadway will shine directly into our living room when turning left into Spence Avenue. If the bus shelter and bin enclosure were moved to the northern boundary along the fence adjacent Glen Woodley Estate, the proposed two-way roadway could be located in the existing southern-most driveway at 3 Spence Avenue adjacent the Myrtle Cottages. There is no utility pole or trees preventing the southern-most driveway from being widened, the utility pole is in the middle of the front boundary. This would enable the northern-most driveway at 1 Spence Avenue to be returned to kerb instead of the southern-most driveway, eliminating the need to remove the two existing Council trees (Trees 1 and 2) and alleviate the issue of headlights shining into our living room. In this case, the new two-way roadway would be positioned directly opposite the main driveways of our unit complex rather than our home. Relocating the two-way driveway adjacent Myrtle Cottages would have the added benefit of enabling a drop-off / pick-up point to be established at the back of Myrtle Cottages increasing the safety of the elderly dementia patients using the facility and the extended community using Spence Avenue.

Traffic Flow

The Traffic and Parking Review performed by Empirical Traffic Advisory (the Review) provides statistics and estimates of current and future traffic flow on Spence Avenue. There are local knowledge factors not mentioned in the Review which could significantly impact safety and function of Spence Avenue.

A survey showing a 'snapshot of peak period operation of the Spence Avenue intersection' (between 7.30-8.30am and 5-6pm) was cited. The Review showed a small number of cars leaving and entering Spence Avenue and concluded that there will be minimal change to the intersection performance and that queue lengths and delays will have minor changes.

The peak period chosen in the survey is before the public operations of the Southern Cross amenities commence and after they cease operation for the day. The Wellness Centre, Café and Dementia Respite (Myrtle Cottages) are open to the public between 9am and 4.30pm which is when the street comes to life. The Review of the intersection in peak period does not show the traffic entering and exiting Spence Avenue at the busiest times for the street. The Review did report large delays in turning right when exiting Spence Avenue during peak times. This can be the case throughout the entire day, and it can also be unsafe to try to turn right into Spence Avenue from Cross Road across the two lanes of traffic and bikes. The Review quotes that Cross Road carries 35,600 cars per day which is significantly more than the reported 26,800 vehicles per day on Glen Osmond Road. These numbers support the difficulty experienced by residents in exiting and entering Spence Avenue whereas the snapshot of peak period simply supports the fact that Spence Avenue residents are primarily retirees who avoid trying to enter or exit Spence Avenue during peak hours, which is not only difficult to do safely for left hand turns but almost impossible for right hand turns.

The Unley Council Traffic Management Plan for the Fullarton/Myrtle Bank area included a Crash Analysis report which showed that from 2018 to 2022 the Spence Avenue/Cross Road intersection had the second highest crashes reported to SAPOL of all non-signalised intersections on the arterial roads in the triangle area reviewed of Cross Road, Glen Osmond Road and Fullarton Road. There have also been several crashes at the intersection since the reporting period which shows that the intersection is already a safety concern prior to the anticipated additional traffic to be generated by the proposed development.

The Review states that the daily traffic volume in Spence Avenue was 400 vehicles during the survey and estimated that there will be an additional 131 vehicles per day from the proposed development. Spence Avenue is a dead-end street of only approximately 200 metres in length with Ridge Park at the end of the street. For such a short street with only one entry and exit point for private residents, even the current volume of traffic causes issues of safety and function in Spence Avenue. The Review states that the extra traffic is not anticipated to impact on the safety or function of the surrounding roads, however, even a proportion of the anticipated additional 131 vehicles per day, in addition to the current reported 400 vehicles per day, would have an impact on both the safety and function of Spence Avenue.

The Review suggests that additional vehicles from the proposed development will be distributed between the Glen Osmond Road access and Spence Avenue. However, a centre island on Glen Osmond Road will prevent traffic from turning right out of the proposed development and restrictions at the traffic lights on Portrush Road to turn into Glen Osmond Road prohibits right hand turns between 6.30-10am and 3-7pm. These vehicles would need to proceed past Glen Osmond Road to Spence Avenue to enter the proposed development from Spence Avenue or to do a u-turn at Spence Avenue and return to the traffic lights.

These traffic conditions on the arterial roads could result in more residents of the proposed development using Spence Avenue. Potentially, to ensure that the safety and function of Spence Avenue is not compromised, a key fob gate or bollards just beyond the bus shelter could be used to prevent residents of the proposed development from accessing the Spence Avenue access. This would limit the Spence Avenue access to buses, waste collection trucks and emergency vehicles. Given that the proposed new roadway within the development is two-way and Spence Avenue is restricted to one lane outside Carmelite, the new roadway would offer better function and flow to traffic than Spence Avenue. The proposed Independent Living Units and Community Centre are located on the lot at 380 Glen Osmond Road which would support a proposal that access should be solely from Glen Osmond Road, except in the case of emergency evacuation.

Pedestrian Safety

The pedestrian load on the street is relatively high and includes dog-walkers, families walking to Ridge Park at the end of the street, and bus passengers walking to and from the bus stops on the arterial roads. Elderly residents often use the roadway to travel between Carmelite and Glen Woodley Estate, often using mobility scooters or walkers, and the Southern Cross golf buggy transports residents along Spence Avenue between the two complexes. Potentially, a pathway could be established within the proposed development from Carmelite, behind Myrtle Cottages, around the Bus Shelter and connecting to Glen Woodley Estate via the existing service driveway adjacent the western end of the northern boundary of the proposed development. The pathway could be shared by pedestrians, mobility scooters and golf buggies, reducing the need for them to use the public road and increasing their safety and the function of Spence Avenue.

Drop-off and pick-up times for the Dementia Respite at Myrtle Cottages also adds congestion and safety concerns for the elderly pedestrians crossing the road, especially when the two parks outside the Cottages have been taken which has led to clients parking across driveways and blocking the street.

Parking

A pedestrian refuge exists on both sides of Spence Avenue outside the Carmelite complex which restricts the traffic to one lane causing congestion for drivers travelling in both directions, including vehicles moving between the carparks on each side of the road, looking for a park. Parking is already an issue with only around 20 spaces on the entire street catering for 16 private residences located on the western side and all of the Southern Cross operations. There is also a small carpark at the end of the street to service the park. Southern Cross staff often park all day in many of the spaces and some staff currently park on the temporary gravel driveway on the grounds of the proposed development which will not be available during and after construction. If future staff parking is not provided as part of the new proposed development, the staff could potentially be using all the on-street parking available leaving no parks for visitors to private residences and no overflow parking for clients of the Wellness Centre and other Southern Cross operations.

Emergency Evacuation

Emergency evacuation in the case of a fire or other emergency at Carmelite, the proposed new development, private residences or the park could result in the evacuation of private residents being delayed or unable to exit the street to safety. Unlike most of the other developments, the private residents have only one option; to exit via Spence Avenue / Cross Road intersection. The developments have added enormously to the number of vehicles accessing Spence Avenue without any measures taken to maintain adequate safety measures for private residents in case of an emergency.

Waste Collection

The Waste Management Plan provided by ColbyPhillips (the Plan) gives conflicting information regarding which direction the waste management trucks would exit the site. Section 4.5 of the Plan states that trucks would exit the site via Glen Osmond Road. However, Section 4.10 of the Waste Management Plan and the diagrams in Figures 2.1 and 4.5 indicate that both entry and exit would be via Spence Avenue. The 'Access' section of the Traffic and Parking Review states that and exit would be via Spence Avenue (page 10). Section 4.13 of the Planning Report also states that both entry and exit will be via Spence Avenue. To maintain the safety and function of Spence Avenue it would be preferable for the trucks to exit the site via Glen Osmond Road as indicated in the Waste Management Plan Section 4.5.

Construction

Manoeuvring of large trucks in Spence Avenue is difficult for the drivers. Recently a truck driver had to door knock when he became wedged across the street and was unable to enter or exit 1 Spence Avenue to make his delivery without residents moving their cars. Vehicle movement and noise during construction would create excessive disturbance and congestion in the street. For these reasons, in addition to the safety reasons stated in this submission, it would be preferable for all construction vehicles to access the proposed development via the Glen Osmond Road access points and not via Spence Avenue.

Closing Statement

We are not opposed to the vacant blocks on Spence Avenue being developed by Southern Cross. We seek to maintain the existing amenity for residents of Spence Avenue, both during construction and after completion. Also, we seek consideration to the potential impact of additional vehicles so that safety and convenience for existing residents and visitors is optimised.

It is respectfully requested that the planning authority seeks amendments to the proposal to address the points raised in this letter to ensure that safety and liveability for existing residents is preserved.

Thank you for your consideration of this submission.

Representations

Representor 3 - Beatrice Conley

Name	Beatrice Conley
Address	4/10 Spence Avenue MYRTLE BANK SA, 5064 Australia
Submission Date	13/01/2026 03:06 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 currently proposed the development will have an extremely adverse effect on the amenity of Spence Avenue. There are already issues with traffic and parking, which make it difficult for us to exit our properties, and to exit onto Cross Road, our only option. The traffic report done for the development was misleading, as it only considered peak hours, whereas our street is busiest outside of peak. I will add a document with details.

Attached Documents

IMG_1492-1574517.jpeg

Concerns re Spence Avenue and new Development:

- Street parking and traffic in this narrow street is already a problem.
- A single stream of traffic is usual, due to parking on both sides, mostly by staff of Carmelive.
- It is often difficult for us to exit our properties at No. 10, let alone have any visitor parking.
- there is considerable difficulty exiting onto Cross Road (turning right is usually impossible).
- the new buildings will affect our general environment, view, and house values.
- We request that no additional traffic from residents of the new development be allowed to use Spence Avenue, but instead have to use the entry & exit on Glen Osmond Road.
- Buses & rubbish collection could be exceptions to this.

Representations

Representor 4 - Pamela Macintyre

Name	Pamela Macintyre
Address	Apartment 204, 7 Spence Avenue MYRTLE BANK SA, 5064 Australia
Submission Date	14/01/2026 10:11 AM
Submission Source	Email
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

Our concerns relate to Spence Avenue traffic. We are very concerned about the effect that the extra traffic from Carmelite stage 2 will have on Spence Avenue and the safety of drivers and pedestrians. Spence Avenue already carries a high level of local traffic during weekdays from cars driven Residential Care staff, Residential Care visitors, Health and Wellness Centre attendees, resident's own cars, and our visitors' cars. Being a "no through road", all traffic must enter and exit through the intersection with Cross Road. The heavy traffic load on Cross Road makes it difficult to exit Spence Avenue. Traffic frequently queues across the Spence Avenue intersection on all days of the week. Turning right to go west is avoided by many because of its difficulty. Parking is currently allowed along both sides of much of Spence Avenue leaving only narrow spaces through which all cars and trucks must traverse. Vehicles driving along the road regularly have to pull into driveway areas to allow cars or trucks going in the opposite direction to pass. For ambulances, fire trucks and other large commercial vehicles, this problem is more severe. Carmelite Stage 2 will exacerbate an already risky situation and increase the chance of harm to people and cars. This will require Unley Council involvement regarding car parking along the road.

Attached Documents

RepresentationOnApplication25038676-13238978.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Southern Cross Care
Development Number:	25038676 <i>[development application number]</i>
Nature of Development:	Retirement Facility and Ancillary Community Hub, Alterations and Additions to State Heritage Place and Tree Damaging Activity <i>[development description of performance assessed elements or aspects of outline consent application]</i>
Zone/Sub-zone/Overlay:	Click here to enter text. <i>[zone/sub-zone/overlay of subject land]</i>
Subject Land:	1 SPENCE AV MYRTLE BANK SA 5064 CT5825/902 F15598AL63; 3 SPENCE AV MYRTLE BANK SA 5064 CT5218/958 F15598AL62; 380 GLEN OSMOND RD MYRTLE BANK SA 5064 CT6210/195 D118577AL1 <i>[street number, street name, suburb, postcode]</i> <i>[lot number, plan number, certificate of title number, volume & folio]</i>
Contact Officer:	Unknown <i>[relevant authority name]</i>
Phone Number:	Unknown <i>[authority phone]</i>
Close Date:	January 14 2026 <i>[closing date for submissions]</i>

My name*: Dr Pamela Macintyre and cosignatories	My phone number: 0419 829 521
My postal address*: Apartment 204, 7 Spence Avenue, Myrtle Bank, SA 5064	My email: pamacintyre@gmail.com

* Indicates mandatory information

Our position is:	<input type="checkbox"/> I support the development
	<input checked="" type="checkbox"/> We support the development with some concerns
	<input type="checkbox"/> I oppose the development



Government of South Australia

Department for Housing
and Urban Development

The specific reason we believe that consent should be granted/refused is:

Our concerns relate to Spence Avenue traffic.

We are very concerned about the effect that the extra traffic from Carmelite stage 2 will have on Spence Avenue and the safety of drivers and pedestrians.

Spence Avenue already carries a high level of local traffic during weekdays from cars driven Residential Care staff, Residential Care visitors, Health and Wellness Centre attendees, resident's own cars, and our visitors' cars.

Being a "no through road", all traffic must enter and exit through the intersection with Cross Road. The heavy traffic load on Cross Road makes it difficult to exit Spence Avenue. Traffic frequently queues across the Spence Avenue intersection on all days of the week. Turning right to go west is avoided by many because of its difficulty.

Parking is currently allowed along both sides of much of Spence Avenue leaving only narrow spaces through which all cars and trucks must traverse. Vehicles driving along the road regularly have to pull into driveway areas to allow cars or trucks going in the opposite direction to pass. For ambulances, fire trucks and other large commercial vehicles, this problem is more severe.

Carmelite Stage 2 will exacerbate an already risky situation and increase the chance of harm to people and cars. This will require Unley Council involvement regarding car parking along the road.

[attach additional pages as needed]

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

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) of the proposal, which does not include the:
 - [Click here to enter text.](#) *[list any accepted or deemed-to-satisfy elements of the development]*.

We:	<input checked="" type="checkbox"/> wish to be heard in support of my submission*
	<input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally
	<input type="checkbox"/> being represented by the following person: Click here to enter text.

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

Signature: 

Date: 12/01/2026

Return Address: [Click here to enter text.](#) *[relevant authority postal address]* or

Email: spcapplications@sa.gov.au *[relevant authority email address]* or

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

REPRESENTATION ON APPLICATION

Development Number: 25038676

We are cosignatories to this *Representation on Application for Development Number 25038676*. We all reside in the Carmelite Apartments, 7 Spence Avenue, Myrtle Bank 5064

Name (print)	Signature	Apartment No	Phone number
MARIE FERRARI	Marie Ferrari	2.01	0417973730
Pam Macintyre	PE Macintyre	2.04	0419829521
MARGARET BOX	M Box	2.13	0415841938
Robert Chittenden	R-Chittenden	2.07	0412819546
Geraldine Shuttleworth	GN Shuttleworth	2.01	0402145617
MARIE MEANEY-DUCKER	M. Meaney-Ducker	2.11	0403323762
DAVID NIMMO	D Nimmo	2.12	0418872377
BEV WOODS	B J Woods	2.08	0408723633
GEOFF PITCHER	G Pitcher	2.06	0407750202
JUDY NICHOL	J Nichol	2.10	0409444101
JAN SPRY	J. E. Spry	2.14	0427211123
Roger Spry	R Spry	2.14	0428859112

REPRESENTATION ON APPLICATION

Development Number: 25038676

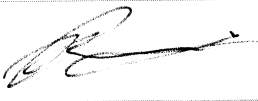
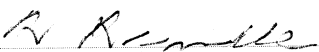

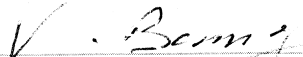
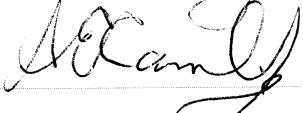

We are cosignatories to this **Representation on Application for Development Number 25038676**. We all reside in the Carmelite Apartments, 7 Spence Avenue, Myrtle Bank 5064

Name (print)	Signature	Apartment No	Phone number
Janel Williams	J Williams	320	0417 864 086
Jan Williams	Jan Williams	320	0417 113 120
Gidget Vincent	Gidget Vincent	325	0421 888 997
Vincent	Vincent	325	0423 856 387
Bev Webber	B. J. Webber	319	0467 543 811
Brian Webber	Brian Webber	319	0419 038 240
Creina Papps	C. Papps	318	0412 211 465
Paul Luscombe	Paul Luscombe	328	0414 533 770
Jane Luscombe	J. Luscombe	326	0405 743 202
Marilyn Pageni Cheryl Oryon	Marilyn Pageni	321	0419 414 335
Mr Pageni	Mr Pageni	321	0412 248 989
Arlene Thomas	A. Thomas	0403 111 586	
Patricia Hodge	P. Hodge	322	
Ross Johnson	R. Johnson	315	0408 707 843
		324	0409 677 998

REPRESENTATION ON APPLICATION

Development Number: 25038676



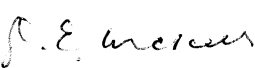


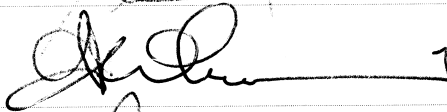
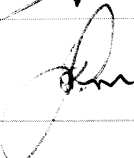



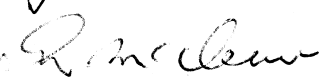
We are cosignatories to this *Representation on Application for Development Number 25038676*. We all reside in the Carmelite Apartments, 7 Spence Avenue, Myrtle Bank 5064

Name (print)	Signature	Apartment No	Phone number
BOB RUNDLE		328	8374 1249
ROS RUNDLE		328	83791249
KENNIS SQUIRE		317	0412681557
VRENY BARRY		316	0400 134327
Anne Cambridge		327	0438 894044
SADIE E JOHNSON		324	0409 677998

REPRESENTATION ON APPLICATION

Development Number: 25038676

We are cosignatories to this *Representation on Application for Development Number 25038676*. We all reside in the Carmelite Apartments, 7 Spence Avenue, Myrtle Bank 5064

Name (print)	Signature	Apartment No	Phone number
MARGARET WHELAN		4-31	0917 845 682
RITA MCKAY		4-35	0408 944766
JENN MCKAY		4-35	0408 833013
HELEN SAITIN		432	0408 753 915
JENNY TUMMIE		435	0411 43 65 13
JOHN WHELAN		4-31	0418 823 289
JOAN PROSSER		4-37	0416 19 46 28 0416 00 42 28
PAM DIXON		430	0407 64 99 86
MARG COLES		438	0419 811 825
JAMES BREWSTER		4-33	0451 021 530
MAIRE MCCLAREN		429	0409 69 60 68