

ALDINGA STRUCTURE PLAN

People and Place
Management

APPENDICES

Aldinga Structure Plan

1 May 2020



RenewalSA



Government
of South Australia

APPENDICES

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A P P E N D I C E S

Appendix 1

Executive summary Preliminary Structure Plan Engagement Report
(contained in original report)

A P P E N D I C E S

Appendix 2

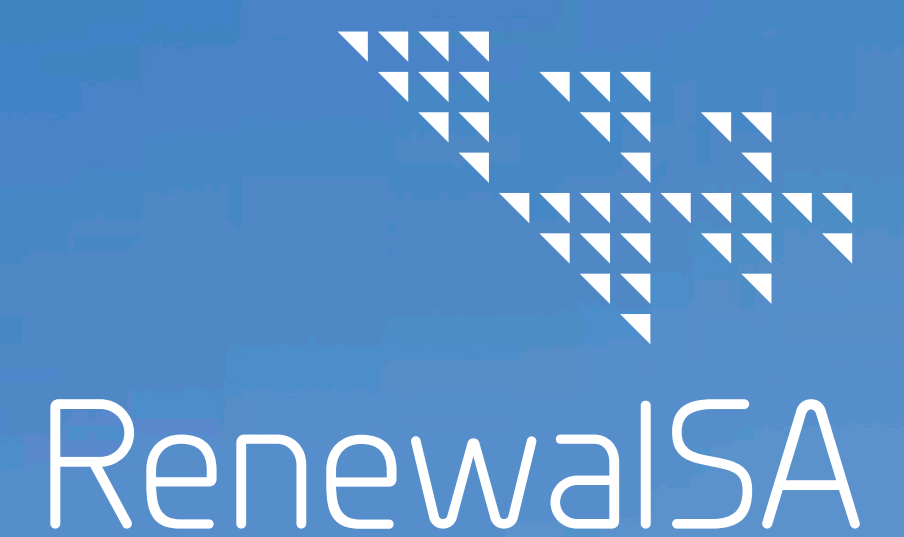
Engagement Invitation
(contained in original report)

A P P E N D I C E S

Appendix 3

Aldinga Draft Structure Plan display panels

ALDINGA STRUCTURE PLAN



Renewal SA welcomes you to today's community drop-in session.

ABOUT RENEWAL SA

Renewal SA is a statutory authority that provides an integrated approach to urban development on behalf of the Government of South Australia.

We develop connected, accessible places that enhance South Australia's distinctive lifestyle. Through meaningful partnerships with communities, industries and organisations we create energising opportunities and lasting progress.

ALDINGA STRUCTURE PLAN

Renewal SA is preparing a structure plan that will inform the potential rezoning of a 94 hectare site at Aldinga. Located within the 'Deferred Urban Zone' the land is owned by the Urban Renewal Authority (Renewal SA).

The land includes the site for a new birth-to-year-12 school planned to open for the 2022 school year and is also the location of the railway corridor and terminus for a future rail extension from Seaford.

The structure plan will ensure that these significant infrastructure investments are coordinated and result in a well-planned extension to the Aldinga community.

TODAY'S SESSION

Today provides you with an opportunity to view and comment on the Aldinga Draft Structure Plan.

We encourage you to meet the team, ask questions and share your thoughts.



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DELIVERING AN INSPIRING
URBAN FUTURE

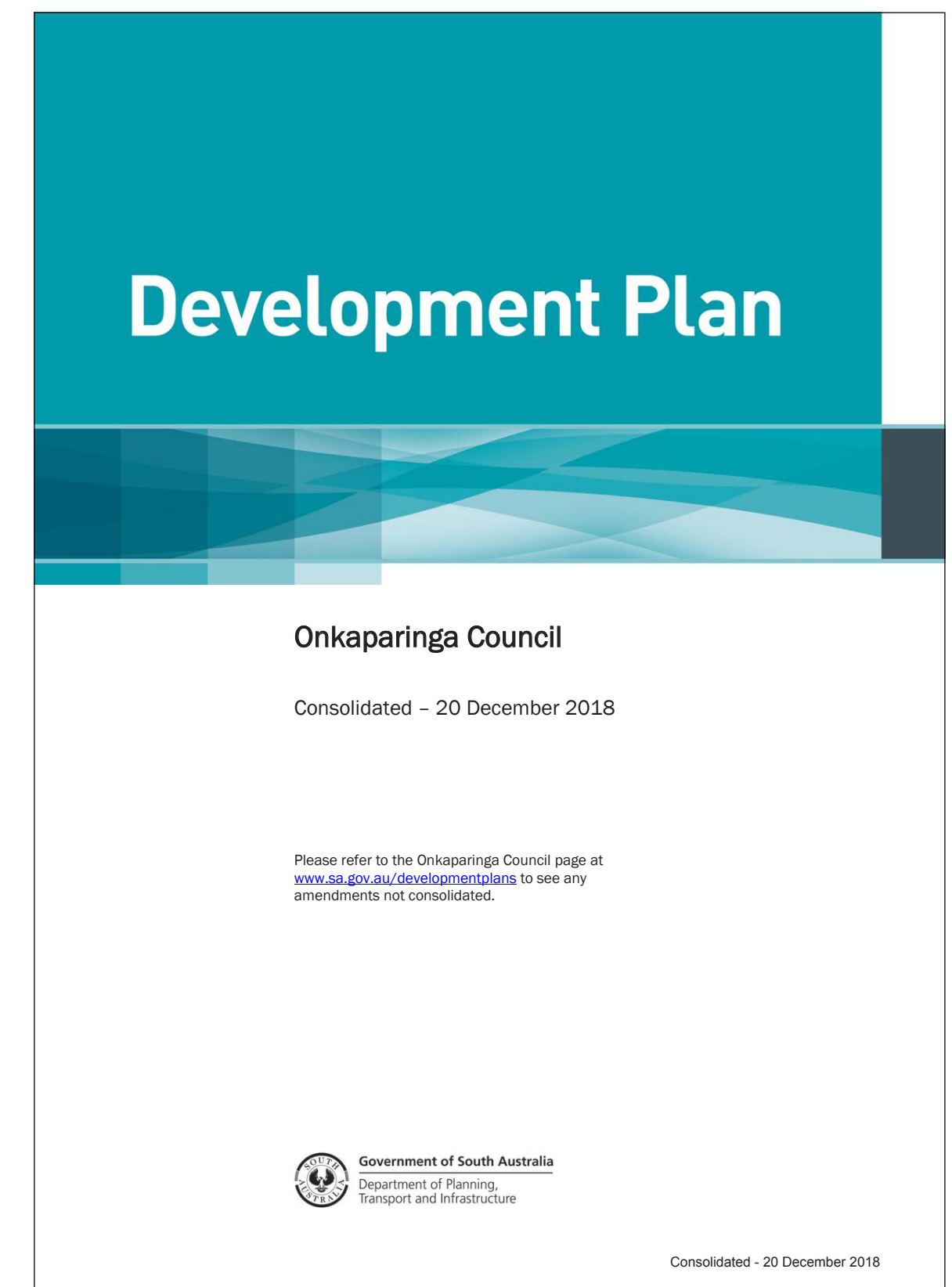
WHAT IS A STRUCTURE PLAN?



Next level of planning detail beneath the overarching 30-Year Plan for Greater Adelaide



Provides direction on desired land uses and infrastructure to support future development



Informs a Development Plan Amendment – or DPA – that allow for land to be re-zoned

WHAT ARE THE NON-NEGOTIABLES?

- ▼ Structure plan area
- ▼ 100m rail corridor (fixed alignment and width)
- ▼ Retention of high voltage transmission line (26m width)
- ▼ 14 ha future school site (fixed location and size)
- ▼ Main South Road duplication (30m road widening – until Department of Planning, Transport and Infrastructure (DPTI) complete planning/design)

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THE ENGAGEMENT PROCESS

1 PRELIMINARY STRUCTURE PLAN (MARCH-APRIL 2019)

- ▼ Council staff workshop
- ▼ Targeted community group workshop
- ▼ Council elected member briefing
- ▼ Community engagement via Social Pinpoint

2 DRAFT STRUCTURE PLAN (MAY-JULY 2019)

- ▼ Council staff workshop
- ▼ Community engagement via Social Pinpoint (NOW OPEN)
- ▼ Council elected member briefing
- ▼ Final Structure Plan Report and Engagement Report
- ▼ Community drop-in sessions (TODAY)

3 DEVELOPMENT PLAN AMENDMENT (SECOND HALF 2019)

- ▼ Draft Development Plan Amendment Report
- ▼ DPA consultation process
- ▼ Briefing / workshop with council staff and elected members
- ▼ DPA gazetted (formally becomes part of council's Development Plan)

KEY COMMUNITY FEEDBACK

THEMES

- ▼ Desire to retain the 'green triangle' as open space
- ▼ Mixed views in respect to rail station location
- ▼ Concern regarding traffic impact of future development on the existing road network
- ▼ Mixed views in respect to residential development
- ▼ Support for green link between How Road and Aldinga Sports Complex / Village
- ▼ Support for 'chain of ponds' to manage stormwater rather than large detention basin
- ▼ Concern regarding treatment of Main South Road interface

THEMES OUTSIDE SCOPE

- ▼ Desire for future development to demonstrate and achieve a higher level of sustainability with the Eco Village frequently mentioned as an example
- ▼ Support for realignment of Aldinga Road and Aldinga Beach Road
- ▼ Support for shared use of school facilities
- ▼ Support for Port Road to stay open and rail to pass under
- ▼ Concern regarding design of school (including access e.g. car parking / kiss and drop off zone / location of recreational or sporting facilities)

HOW IS THE DRAFT STRUCTURE PLAN DIFFERENT?

RAIL STATION LOCATION (OPTION 1 VS OPTION 2)

The primary difference between the Preliminary Structure Plan Option 1 and Option 2 was the location of the proposed rail station.

Community feedback was mixed on the location of the rail station. A southern location (Option 2) gained slight community preference through:

- ▼ Proximity to and access from Aldinga Beach Road
- ▼ Proximity to shopping centre and commercial precinct
- ▼ Less impact on 'the Gateway to Port Willunga'.

Main reasons for community support for a centrally located station (Option 1) were:

- ▼ Proximity to schools
- ▼ Reduce pressure on Aldinga Beach Road traffic and the Country Fire Service (CFS)
- ▼ Proximity for Willunga residents, Eco Village and Aldinga Sports Complex.

A centrally located rail station was preferred by the Department for Planning, Transport and Infrastructure (DPTI) - which advised that this location would significantly increase accessibility to the future development.

The City of Onkaparinga also supported a central rail station location, noting:

- ▼ The stronger relationship this location has to key community destinations in Aldinga
- ▼ Its relationship with other movement infrastructure
- ▼ Proximity to the existing and future residential population.

Based on this feedback, the Draft Structure Plan proposes a centrally location rail station.

HOW IS THE DRAFT STRUCTURE PLAN DIFFERENT?

NORTHERN TRIANGLE

A high number of responses from the community sought to maintain the open character of the northern triangle, to reinforce the gateway between Port Willunga and the Aldinga township and retain the semi-rural character of the area.

This sentiment was supported by the City of Onkaparinga, acknowledging “The importance to community of

maintaining an ‘open/landscape’ character within the ‘triangle’ land parcel (north of Quinliven Road) is identified clearly in our Aldinga Framework Plan.”

In response to this feedback the Draft Structure Plan shows the eastern portion of the northern triangle as open space and also includes a landscape buffer along Bowering Hill Road.

DISPERSED LOCAL OPEN SPACE

The City of Onkaparinga has noted the need for a number of quality local parks to be spread throughout the residential area.

In response to this feedback the Draft Structure Plan now shows the indicative location of these local parks.

HOW IS THE DRAFT STRUCTURE PLAN DIFFERENT?

GREEN LINK AND INTEGRATION OF STORMWATER MANAGEMENT INTO THE OPEN SPACE NETWORK

There was support from the community and the City of Onkaparinga for a green link between How Road to the Aldinga Sports Complex / Village and for stormwater to be integrated with the open space network rather than be provided for in a singular large detention basin.

In response to this feedback the Draft Structure Plan includes a linear park with a shared use path connecting from a location adjacent to Ocean Acres Reserve on How Road to the Aldinga Sports Complex / Village.


This linear park could also accommodate stormwater detention subject to more detailed investigations by the future developer of the land.

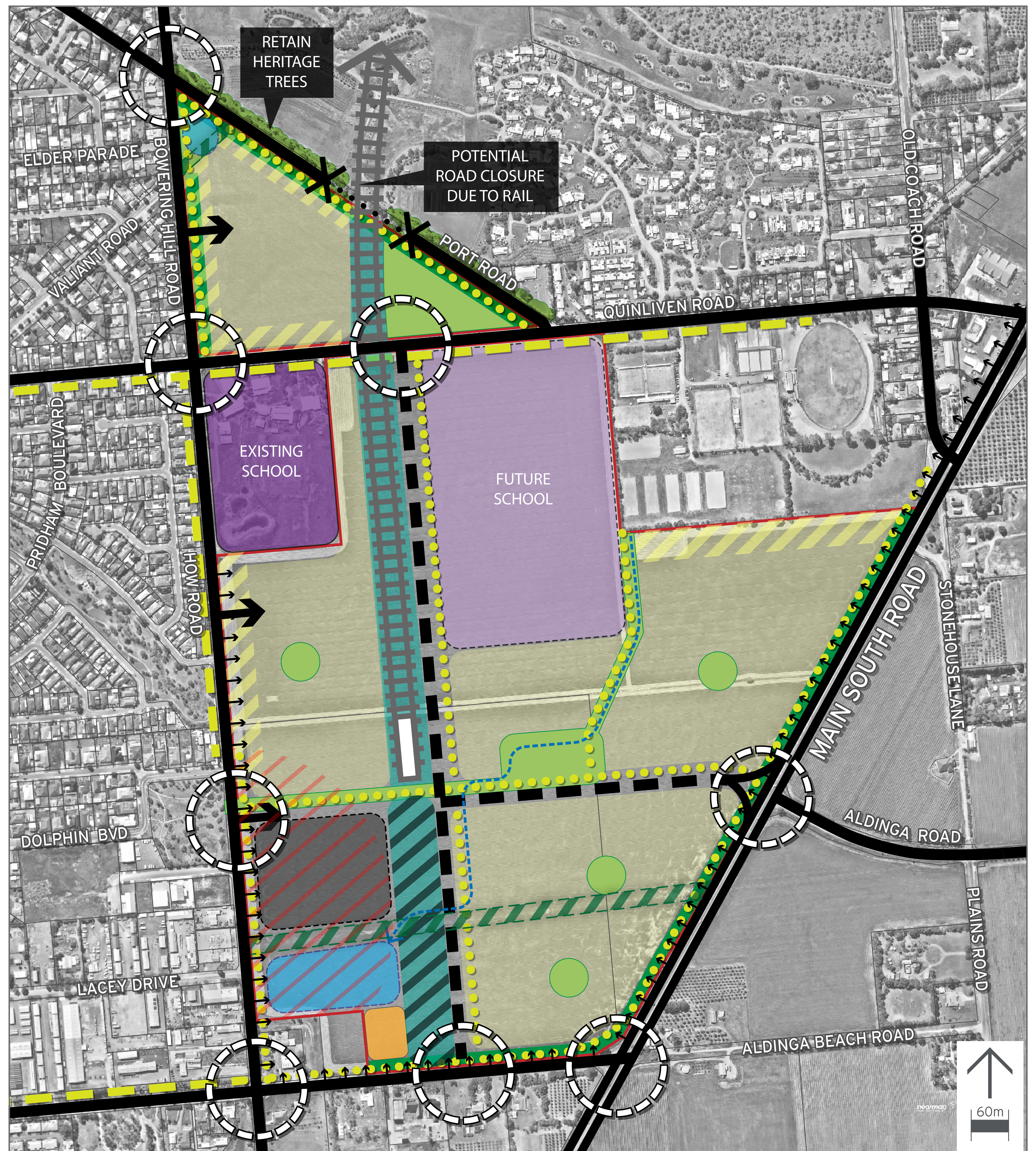
COMMERCIAL USE OF SITE ON ALDINGA BEACH ROAD

The Preliminary Structure plan did not address the potential use of land on Aldinga Beach Road between the rail corridor and the fire station.

The Draft Structure Plan now identifies this land for commercial use.













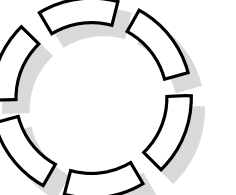





DRAFT STRUCTURE PLAN

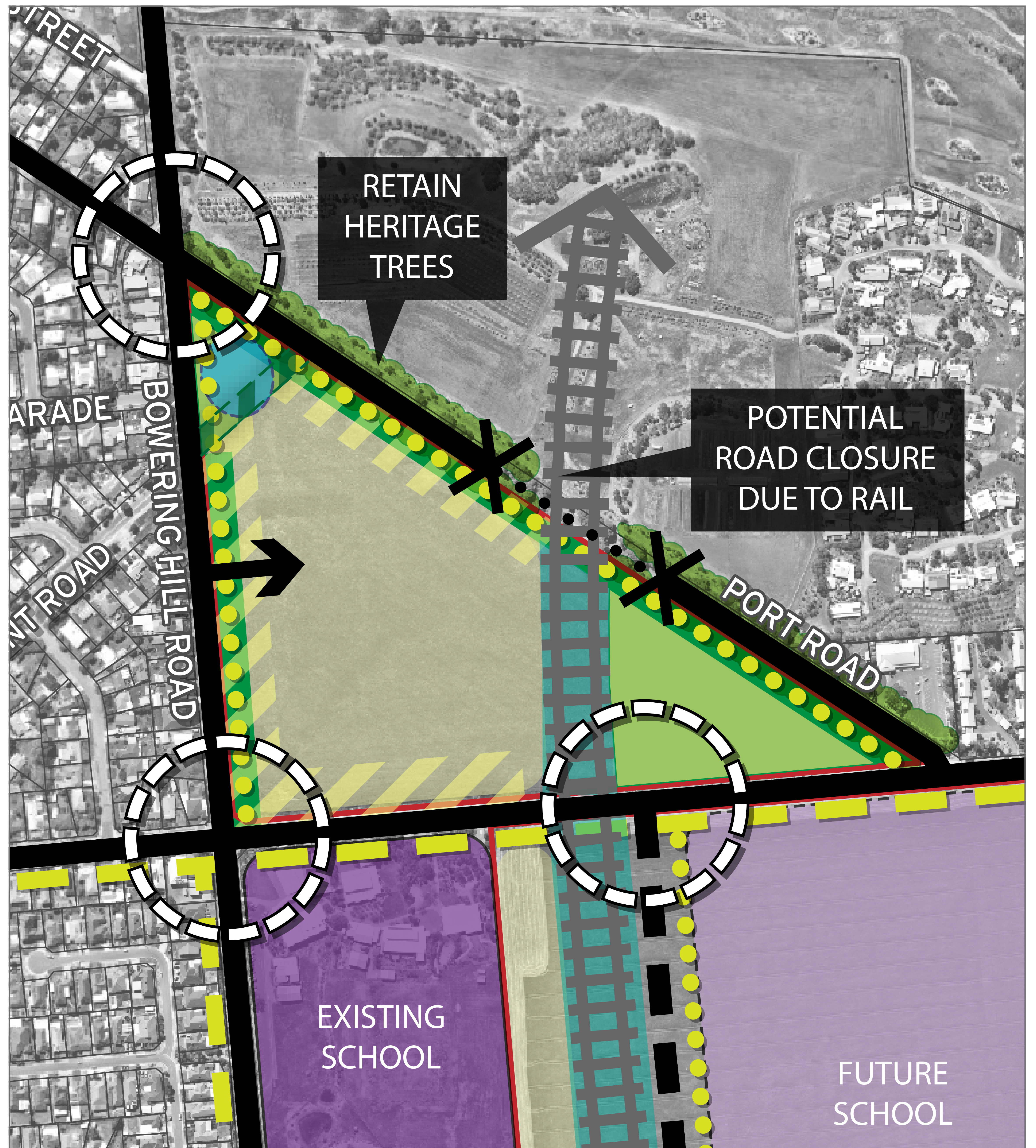
-  Subject land
-  Arterial road
-  Collector / distributor road
-  Proposed collector
-  Proposed vehicular access point
-  Proposed road widening
-  Potential road closure
-  Landscape / acoustic buffer
-  Linear corridor / open space
-  Electricity easement
-  Acoustic / air quality impact area
-  Existing shared path
-  Proposed shared path
-  Potential future rail line/station
-  Rail corridor
-  Temporary open space
-  Proposed intersection upgrade
-  Stormwater basin
-  Stormwater network / flow
-  Residential
-  Dwellings to front road / park
-  School (existing)
-  School (future)
-  Commercial
-  Park n' Ride / bus interchange



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NORTHERN TRIANGLE

-  Subject land
-  Arterial road
-  Collector / distributor road
-  Proposed collector
-  Proposed vehicular access point
-  Potential road closure
-  Landscape / acoustic buffer
-  Linear corridor / open space
-  Existing shared path
-  Proposed shared path
-  Potential future rail line
-  Temporary open space
-  Proposed intersection upgrade
-  Stormwater basin and local park
-  Residential
-  Dwellings to front road / park
-  School (existing)
-  School (future)



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Ideas or Comments

LAND USE

STICK YOUR
IDEAS OR
COMMENTS
HERE

Land use maps out where housing, retail, commercial, industrial and community uses of land could be located.

Ideas or Comment

OPEN SPACE

STICK YOUR
IDEAS OR
COMMENTS
HERE

Open space covers the indicative locations for neighbourhood parks and other public spaces, and their intended uses for nearby residents.

Ideas or Comments

B U F F E R S

STICK YOUR
IDEAS OR
COMMENTS
HERE

Buffers apply to where an interface is needed between different land uses – such as main road and housing. Buffers can include landscaped areas and acoustic walls to minimise effects of noise, dust and odour and improve visual outlook.

Ideas or Comments

MOVEMENT

STICK YOUR
IDEAS OR
COMMENTS
HERE

Movement relates to how vehicles, cyclists and pedestrians move through and within the area. It considers connections and shared path links, including the rail corridor.

Ideas or Comments

STORMWATER

STICK YOUR
IDEAS OR
COMMENTS
HERE

Stormwater considers the amount and location of land needed to manage flooding and stormwater related to the site.

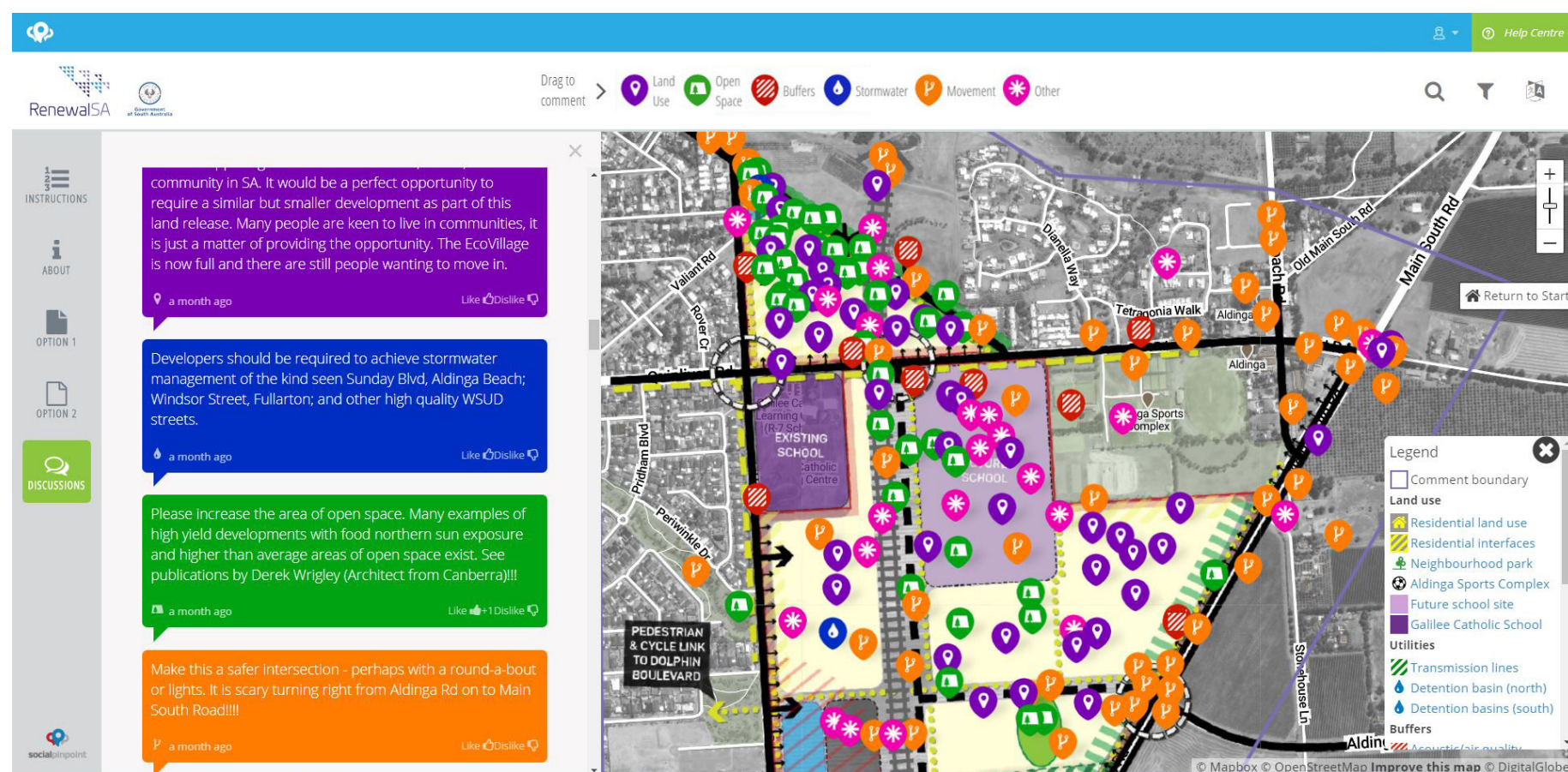
IDEAS OR COMMENTS

STICK YOUR
IDEAS OR
COMMENTS
HERE

Is there anything you wish to comment on that hasn't been addressed?

What did you think of today's drop-in and chat session?

INTRODUCING SOCIAL PINPOINT

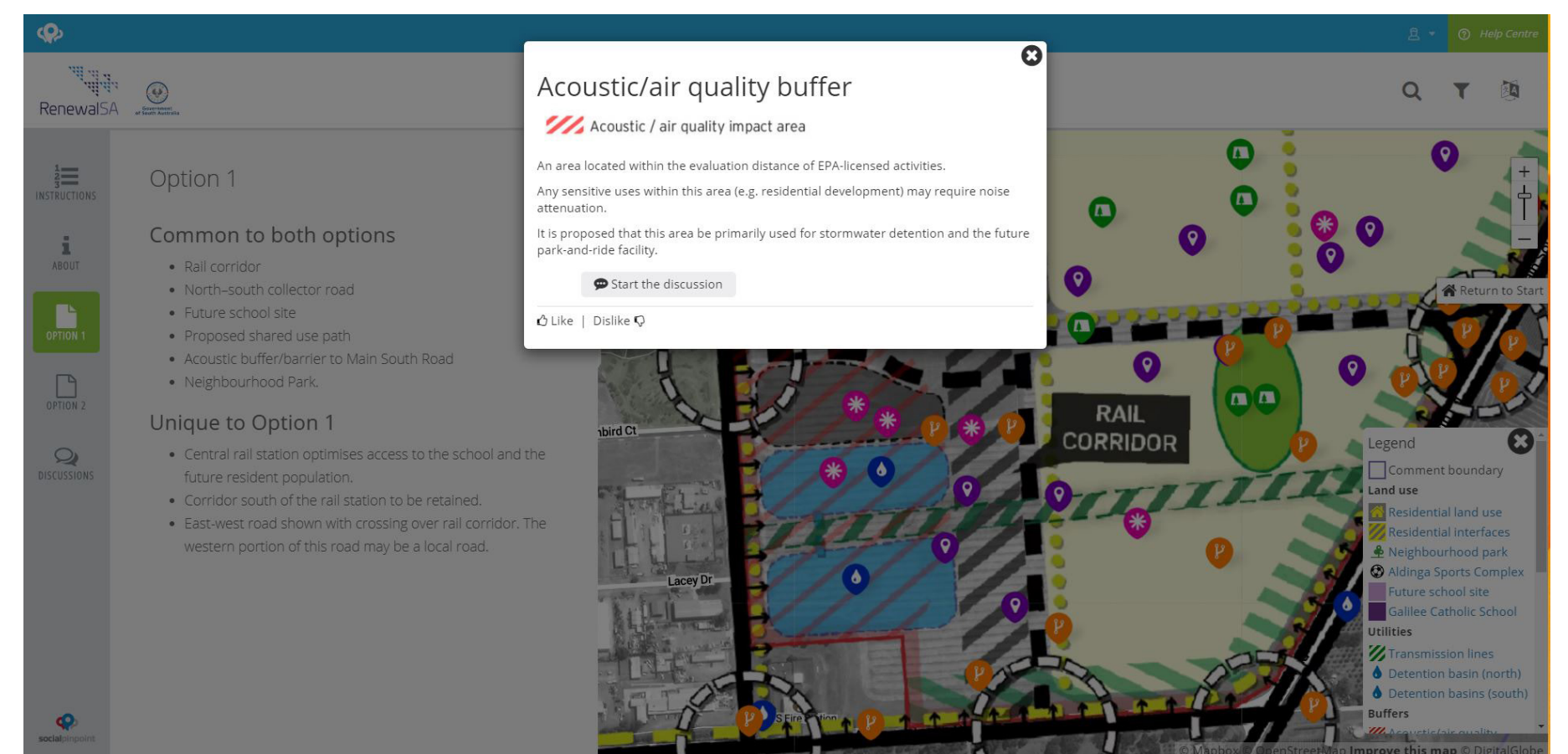


Renewal SA is using Social Pinpoint, an interactive map-based online engagement tool, to collect community feedback and ideas.

Social Pinpoint features include interactive maps, discussion walls, surveys and informative pages.

Social Pinpoint's interactive map allows you to provide detailed feedback on specific locations quickly, conveniently and visually. Simply drag and drop defined topic markers directly onto the map to add comments. Your contributions will appear both on the map and in the Discussions section.

Sometimes words aren't enough – through Social Pinpoint you can also include photos and web links to support your comments.



Because your comments appear on Social Pinpoint in real-time, this is an opportunity to discuss your thoughts with other community members. You can participate in discussions by replying to or voting on comments – making the process more collaborative than many traditional methods of engagement.

Using online methods as well as offline methods allows us to reach and include a broader and more diverse audience. Your privacy is important to us and your identity will not be made public.

Social Pinpoint has been used for public engagement successfully by many councils and government organisations in Australia and globally.

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THANK YOU



Thank you for participating in today's community drop-in session.

We encourage you to visit Social Pinpoint where you can view the Draft Structure Plan online and share any further comments.

Please contact Renewal SA should you require further information, including information on alternative ways for the broader community to provide feedback:

P H O N E (08) 8207 1300

E M A I L RenewalSA.Engagement@sa.gov.au

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A P P E N D I C E S

Appendix 4

Drop-in sessions feedback (Post-It notes & written submissions)

Hard copy forms received

Name & contact details withheld

Comment: Poor traffic flow, didn't answer question on parking of car and bus in school zone. Didn't know number students for school. School needs to be off Aldinga Beach Road

Name & contact details withheld

Comment: We live on Aldinga Beach Rd and would find it necessary to bring footpaths and gutters along Aldinga Beach Road, between South and How Roads.

No details provided

Renewal SA's community charter is to ensure community input and take it into account. At the commencement of the structural plan in 2017, this communities strong desire to maintain the green triangle as open space was well known, but it was ignored.

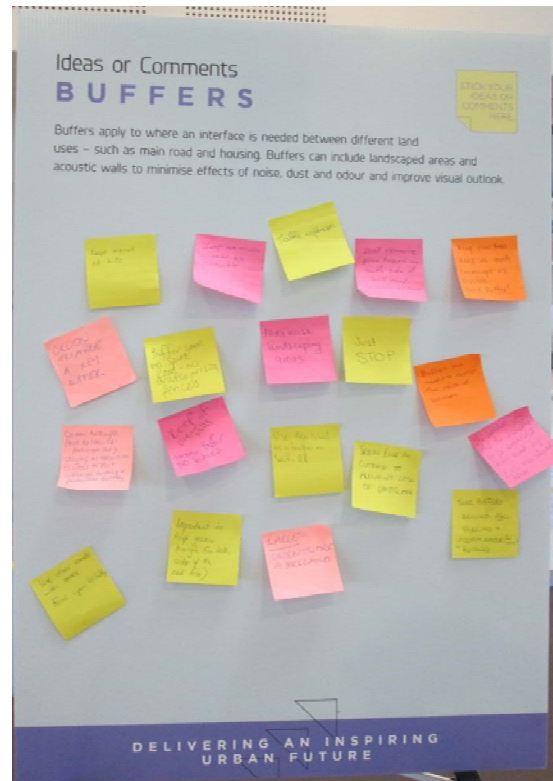
To include residential development on the green triangle shows a failure of the community charter.

There is overwhelming disappointment over the decision to include the triangle for housing.

Please exclude the green triangle from residential development.

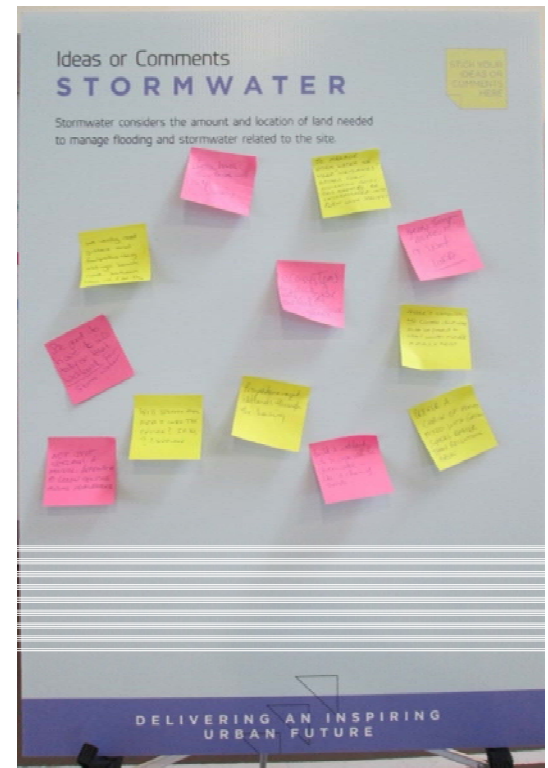
Post it notes – Buffers

1. Buffers are needed to restrict the noise of vehicles
2. Keep views of hills
3. Keep view of hills. Tree buffer no fences
4. Tree buffers around all parking and storm water (sw corner) and housing
5. The borders for all the housing to be separated from road by BIG tree planted areas
6. Line other roads with trees. Focus upon livability
7. Maximise landscaping areas
8. Keep as much green as possible
9. Use new school as a buffer on South Rd
10. Buffer zone on South Rd – no Stratco prison fences
11. Green triangle a key buffer
12. Green triangle (Port/How/Aldinga Beach Rd) staying as open area is vital to Port Willunga entry and particular quality
13. Large green triangle a parkland
14. Important to keep green triangle (on both sides of the rail line)
15. Keep pine trees. Keep as much landscape as possible. Need buffer!
16. Don't remove pine trees on south side of Port road as shown on plan.
17. Traffic nightmare
18. Train line in cutting to prevent loss of landscape
19. Just stop



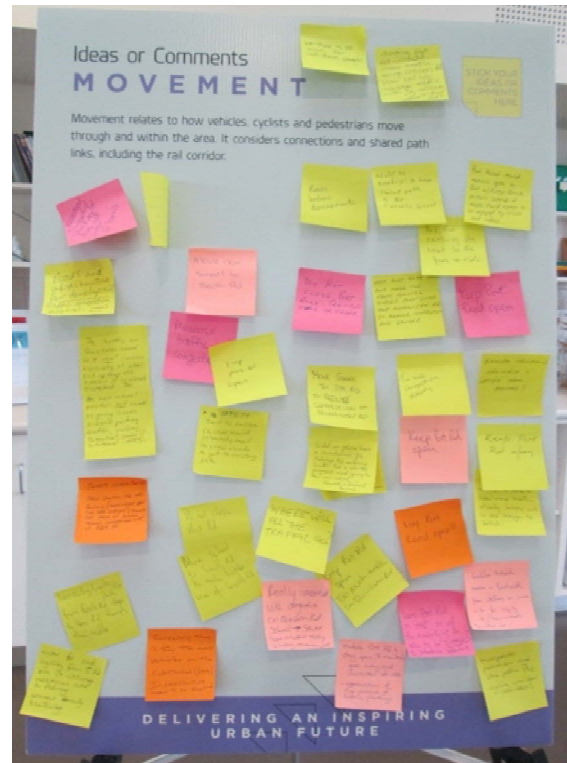
Post it notes – Storm water

1. Make it compulsory NO concrete driveways. Must be paved to allow water run-off and reduce heat
2. Prefer a chain of ponds mixed with green spaces rather than retention basin
3. Build a wetland site to cope with the storm water – like a chain of ponds.
4. Properly managed wetlands through the housing.
5. Ecosystems in place. Water for parks use for green space
6. Green triangle make it a wet land
7. To manage storm water we need 'wetlands; rather than collection ponds. This needs to be incorporated into plan with specifics
8. Less hard surfaces will help
9. We really need gutters and footpaths along Aldinga Beach Rd., between How Rd and South Rd
10. Be good to have info today on that Wetland for Storm water.
11. Will storm water feed into the creek. If so, ?? wetland
12. Not just wetlands a holistic approach to green belting housing developments.



Post it notes – Movement

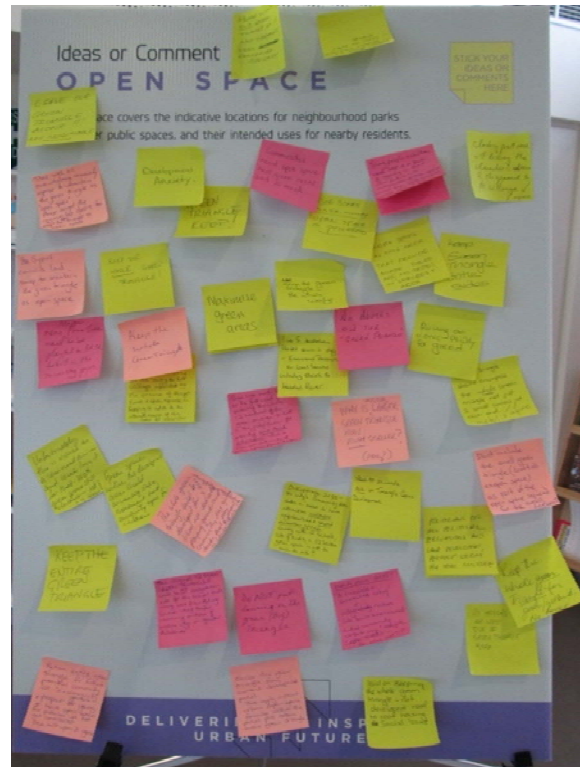
1. The traffic on Quinliven road, is a real concern especially at school pick up drop off times – it is already congested. The new school position will create on going issues around parking, traffic, safety, potential social /relational issues.
2. Quinliven Rd will not be able to take more traffic already bottleneck in Old Aldinga by Hotel.
3. Closing Port Rd will add more traffic to Quinliven Rd. How will you manage traffic with 3 schools on that road?
4. Move school to South Rd to reduce congestion on Quinliven Rd
5. Really concerned with congestion on Quinliven Rd School → South Rd now another entry is being recommended
6. Move school to South Rd
7. Move school to South Rd to make better use of South Rd
8. Too much congestion already
9. Minimise traffic congestion
10. Where will all the traffic go?
11. Tunnel under Port Rd. take traffic for new school (mums and dads dropping their kids off) round the back of school taking congestion off of Port Rd.
12. Shared paths have to be well separated from busy roads
13. Connecting cycle/foot path from Coach Rd shops to How Rd through the middle
14. Cater for road cycling from South Rd via Pt Willunga additional route to Aldinga. Connect through to Willunga
15. Incorporate pedestrian and bike paths. Plus cycling corridors (road riders)
16. Do not close Port Rd. Train line over or under
17. Do not close Port Rd.
18. Keep Port Rd open. Too much congestion on Quinliven Rd.
19. Keep Port road open and make the train tunnel under Port Rd and Quinliven Rd to reduce congestion and danger.
20. Enable Port Rd to stay open. To maintain - gateway and character of area. Appreciation of the avenue of historic plantings
21. Keep Port Rd open
22. Keep Port Rd open
23. Keep Port Rd open
24. Keep Port Rd open
25. Keep Port Rd open
26. Port Rd should remain open to Port Willunga Beach. Historic avenue of trees should remain to be enjoyed by locals and visitors
27. Leave Port Rd intact to all, the amenity of the area to be DIFFERENT to suburbia sprawling.



28. Galilee School needs a footpath from station on same side for safety to/from school.
Consider us.
29. SAFETY. Train to Galilee Children would potentially need to cross roads to get to existing path
30. Would be beneficial to have shared path to the Catholic school
31. Put the railway station next to the park & ride
32. A roundabout on South Rd at Aldinga Rd and the proposed road. It is already hazardous turning North out of Aldinga Rd so even without the vast increase it would be a big improvement.
33. Could we please have a roundabout for Aldinga Rd entering South R and also the proposed road going to the school. Annette and Richard Inwood (diagram provided)
34. Ensure traffic calmed with extra 1000 homes!
35. Roads before development
36. Roads and infrastructure for development. Traffic congestion very high now
37. The movement of vehicles area already restricted. Let's not increase this
38. Movement currently shocking and does not cater for bikes
39. Currently there is far too many vehicles on the substandard (roads) Infrastructure needs to be improved.
40. There is no work for all these people

Post it notes – Open Space

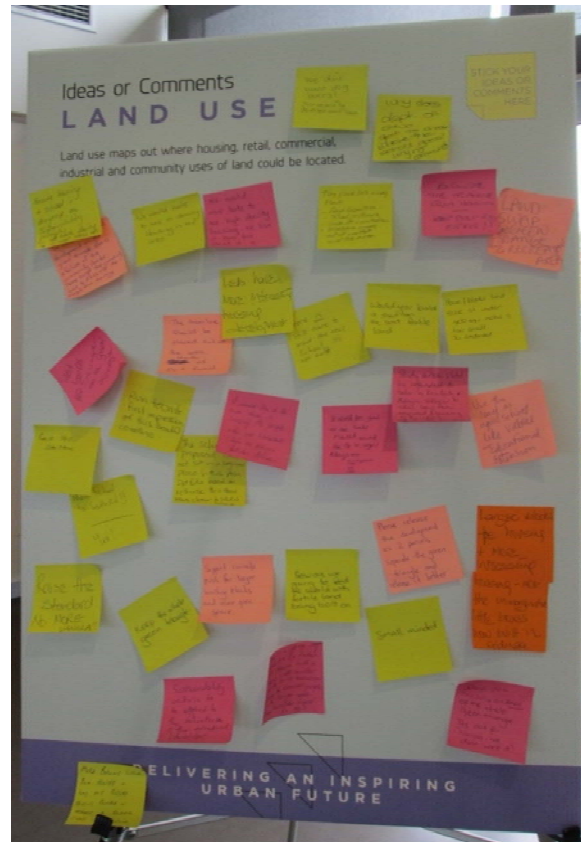
1. Onkaparinga 2035 – the city's community plan states a 'need to have attractive walkable neighbourhood and shared recreation spaces'. Surely with 2 schools, lots of kids, a 12 hectare green space is not too much to ask?
2. ONKA plan 2035 – 'a liveable & connected city' & integrating nature into built environment – initial community consult says 'keep the green triangle' – so why not???
3. The original 12 hectare GREEN TRIANGLE will be part of a revegetation site for the school kids using see from Aldinga Scrub – one of the few remaining patches of native veg in greater Adelaide.
4. There was an overwhelming community response to maintain the green triangle as 'open space'. Please accept communities desire to keep ALL the triangle as open space.
5. There was much support in the first round for protecting the whole 12 hectares of the green triangle → what is the justification for providing one third of the space? - there is then no continuity of green space flow to the sea
6. Unfortunately this is viewed as a semi-rural environ and locals lot it for that. 100% green space still relevant – not cut by train line.
7. Green spaces within the development areas should encourage safe movement and amenity especially for children
8. Why is original larger green triangle now much small? (money?)
9. Green triangle should encompass the whole green triangle not just 2 small corners at each end. ✓✓ I agree. Me too!
10. Keep green triangle both sides
11. KEEP THE ENTIRE GREEN TRIANGLE
12. Please leave OUR green triangle as is not negotiable. Very Concerned Resident
13. Leave our green triangle alone!!! Not negotiable
14. Don't build on green triangle – keep as open space
15. Need to exclude ALL of triangle from development
16. No houses on the 'green triangle'
17. Insist on keeping the whole green triangle – not developed roof-to-roof housing. Social issues
18. Do NOT put housing on the green (BIG) triangle
19. No houses on west side of green triangle, please
20. Keep the whole green triangle for green/wetland no houses.
21. GREEN TRIANGLE KEEP!
22. Keep the WHOLE green triangle!



23. Keep the WHOLE green triangle
24. Keep the green triangle – the whole wedge
25. The whole green triangle could be developed for school use – dedicated playing grounds and community use cycling tracks and play equipment and trees. Eg Wombat Bend Park in Templestowe, Melbourne
26. Retain entire green triangle for future potential community use – ie community gardens. Prospect for young to have open space for potential use not yet considered. Once built upon its gone
27. Support councils land swap to maintain the green triangle as open space
28. Excise the green triangle from current development parcel. Thus apply current urban/open space formula within the parcel plus retain entire green triangle
29. Don't include the small green triangle (drafted as open space) as part of the open space required for the overall development
30. Tourism: Visitors from interstate comment positively on the 'entry to Port Willunga' afforded by avenue of Aleppo Pines and open space – keeping it adds to the attractiveness of the area for tourism
31. Closing Port Rd will destroy the character and ambience of the approach to Pt Willunga ✓ I agree.
32. Ruining iconic Pt Willy for greed.
33. Young people and children need hope and a sense of agency in their own future – a reasonable green space across from both schools would allow many possibilities in relation to growing plants/building pleasant, liveable environment
34. New Aleppo pine trees need to be planted on Port Rd to fill in the increasing gaps.
35. More trees in this area that provide shade. There are no trees in 'Seacrest' area.
36. Dog boxes make money – open space is priceless
37. Maximise green areas
38. Politicians of all political persuasions and land developers, perfect storm for toxic culture
39. Communities need open space and green areas just as much
40. Development Anxiety
41. 1 in 5 Australian houses own a dog! – enormous pressure on local beaches including threats to Hooded Plover

Post it notes – Land use

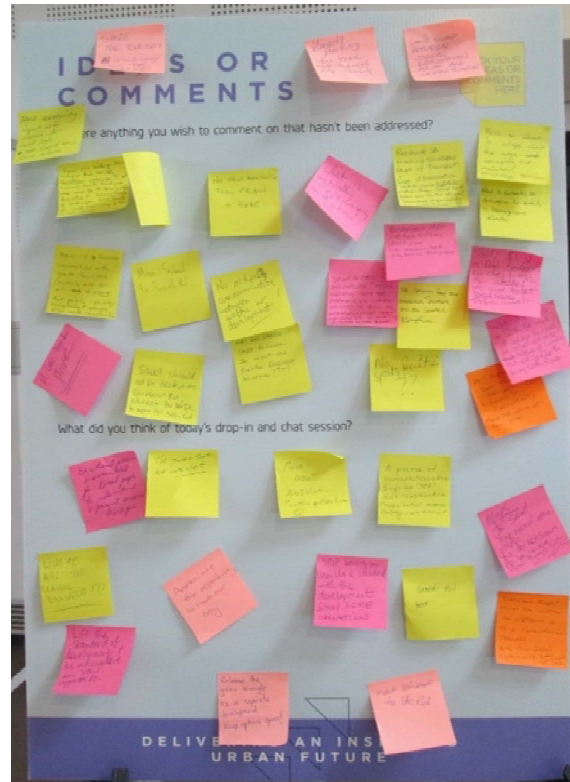
1. We don't want dog boxes! Just because the developers want them.
2. Sustainability criteria to be applied to the selection of the eventual developer
3. Why does the Dept. of Educ. get to choose where the school goes? Why not community?
4. Ensure housing and school is designed on sustainability principles. E.g. all North-facing thermal mass etc.
5. The [proposed] school proposed does not sit in a logical place in this plan. Dept. of Edu need to rethink this now, move closer to South Rd access.
6. There is still time to move the new school. It's not built
7. Move school to South Rd!! yes !
8. Would you build a shed on the best fertile land?
9. How are we going to feed the world with fertile land being built on?
10. Ruin tourists first impression of this beautiful coastline
11. I would like to be sure there is housing for people who are homeless (refer to Aldinga Sellicks Alliance)
12. There is a group of people led by Father Tom Gleeson with a project well under way for 8-10 transitional houses for homeless people in the Aldinga area. Please consider land for this
13. It would be good to see trees planted around the Pt Willunga/Aldinga area including some nice big ones
14. To include residential development on the green triangle shows a failure of the community charter. Please accept the community desire to EXCLUDE the triangle from housing.
15. Please release the development as 2 parcels. Separate the green triangle and release it latter.
16. Exclude the triangle from housing. Keep Port Rd open!!
17. Keep the whole green triangle
18. Don't put housing on ANY of the whole green triangle. It's not for housing, we don't want it!
19. Larger blocks for housing + more interesting housing – not the unimaginative little boxes now built in Aldinga.
20. We would hate to see hi-density housing in the area.
21. We would also hate to see high density housing. We love it here for what it is.
22. House blocks land size of under 400 sq. meters is too small. Too condensed.
23. More boring little box houses – why not bigger housing blocks – attract a better class of people
24. Support councils push for larger housing blocks and more open space
25. Let's have more interesting housing development
26. Raise the standards



27. Raise the standard. No more vanilla!!
28. Small minded
29. Use the land as agri/school like Urrbrae educational extension
30. The plan has many flaws. Road capacities, school position, lack of consultation, decisions made out of context and the area.
31. Study area should be expanded to take in Rec park and Aldinga Village to allow long term integrated planning of the whole. Opportunity knocks
32. Land swap green triangle and recreation area.
33. Wetlands for sewage on the green triangle
34. The train line should be placed out of the area. North of Port Rd

Post it notes – ideas or comments

1. How is Galilee connected with sports facilities. Councils are for all to share.
Not public – private/independent groups also make communities
2. No sport facilities??
3. Move school site to South Rd where it will border the oval for school activities instead of housing that will border the busy South Rd
4. Move school to South Rd
5. Move school to South Rd
6. School should not be located on Quinliven rd. advocate to Dept. of Ed to move to South Rd
7. Lift the standard of the development and be innovative in your approach.
8. Stop being so vanilla and standard with the development. Show some innovation
9. Need a diversity of developers to avoid a homogenous disaster
10. Why on earth can't Renewal SA insist on enviro friendly housing ????
11. Government don't live here so they don't care. We already have dog boxes everywhere
12. All departments, Dept. of Transport, Education Dept., Councils & consultants need to work off one plan
13. Renewal SA, Housing developer, Dept. of Transport & Dept. of Edu need to come together rather than hand ball from one to the other!! Diminished responsibility = no answer ☹
14. No new housing till train is here
15. Must not close Port Road if there is to be a rail, put it under Port Rd
16. Land swap between council recreation area and green triangle
17. Release the green triangle as a separate development. Keep options open!
18. From Old Aldinga Township there are no pedestrian crossings to get across South Rd and side road to St. Ann's and /or bus stop in Biscay Rd to Willunga. Some people do walk especially if they cannot drive.
19. No concern for the increased pressure on the coastal ecosystem
20. Beach parking you have not thought of that
21. Save the tourism economy save the triangle.
22. Focus on what is unique exemplify and maintain encourage tourism
23. Need community input into criteria for land sale. * Not base on price alone
24. Really this is a dog's breakfast. No one knows the whole picture, we want sewerage land sizes, traffic control
25. Why is this relentless 'house farming' with no emphasis on local industry or jobs or infrastructure that harmonises with balanced human habitat?
26. No actual communication between traffic or development
27. Poor, didn't answer traffic parking question.
28. What is actually happening and when?
29. Where are the traffic engineers???



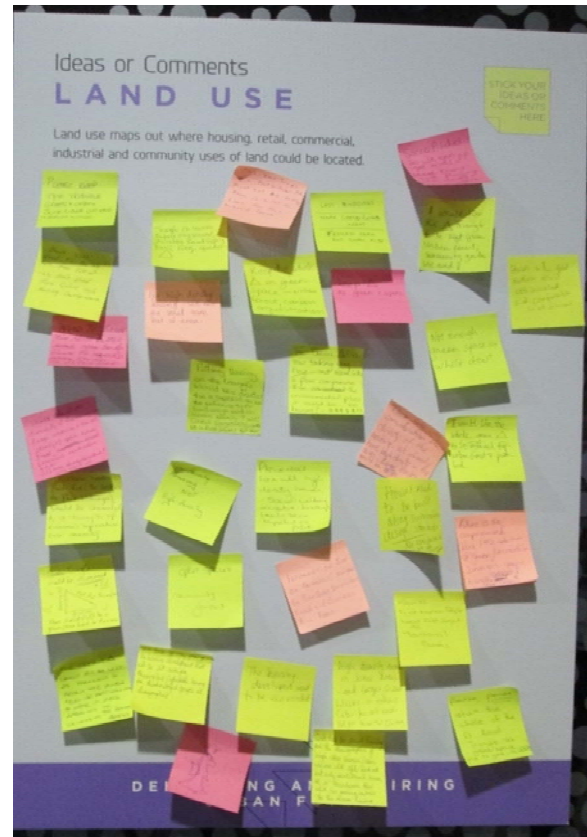
30. The powers that be are deaf
31. A process of consultation where things are 'set; isn't constructive. Consultation means change can occur
32. Maps too small you need more info. You do not seem to be aware how things are not working
33. Detailed report must be written on outcome of this consultation process. Has the local community been listened to?
34. Appreciate the opportunity to have our say
35. Thank you
36. Excellent process and essential for local people to understand and present concerns, thank you

Total comments for Galilee session = 182

Aldinga Library Drop-in session 28th May 2019

Post it notes – Land use

1. Kurna First Nation People need first input as Traditional owners
2. Future Park & Ride - My concern is that it won't be big enough. Seaford Park & Ride is usually full – but the shopping centre carpark is close by. This is not the case with proposed centrally-placed Aldinga park & Ride
3. The Green Δ should all be left as parkland to retain the village feel to Port Willunga to make it more appealing to visitors to the popular beach
4. Please, please retain the whole of the Pt Rd triangle as green space (once is gone, its GONE!!!)
5. Keep the triangle as open space. It would be a unique opportunity for the open space to be beneficial to three communities and improve the values and quality of living for three times as a normal open space. It would be visual to all visitors to South Australia to famous and historical beaches and add to the Aldinga township.
6. Open spaces community gardens
7. Where is the compromise? Very little retention of green/recreation zones eg keep triangle. Greed not Green!
8. Not enough green space in whole development
9. Keep the whole Δ as green space – urban forest, carbon sequestration
10. Green triangle should be increased to full triangle (image provided detailing boundary Quinliven, Port & Bowering Hill Rds.) there should still be a green /eco feel to this area. \checkmark
11. Keep Δ as green and open
12. Please keep the triangle green and open. Both sides of the train line
13. The 'Green Δ ' is now looking very tiny and more like a poor compromise than the environmental plus it could be 100 houses? \$\$\$\$
14. I would like the whole green Δ to be retained for urban forest and park land.
15. I would like the triangle to be left green. Urban forest, community garden – we need it.
16. Putting housing on the triangle would be a disaster. This is supposed to be the entrance to Pt Willunga and an iconic beach. It will cause congestion and be a nightmare. Not happy!!
17. Triangle no houses, nature playground including road safety, fruit / veg garden.
18. The WW1 trees on Port Willunga Rd must not be removed. There is a lot of love for this memorial drive
19. Please take into consideration the density of the housing. We already have high density in the area. Larger blocks would be better.
20. Block sizes need to be no less than 500m² – we don't need more ghetto style housing developments
21. No high density housing – will ruin the small town feel of area



22. Please don't have all high density houses – social wellbeing and creative landscape have to be as important as profit
23. High density homes in some areas. And larger sized block in others. Cater for all needs not just those that are wealthy.
24. Would like to see diversity of housing – large, medium and small, plenty of open spaces, trees, small frequent recreation areas. Its been done elsewhere! Why can't we?
25. Low density housing NOT high density
26. Less dwellings. More green/shaded area. Fenced park for small kids
27. The housing developers need to be eco-minded.
28. Houses need to be built along sustainable design standards. No compromise. No poor quality homes
29. Houses with good northern access well insulated and comfortable in all season.
30. Could there be social housing for the demographic of single older women/men who are still able bodied but only want a small house or a townhouse row which has parking suitable for this denser housing
31. Will there be any part of the housing development that will be set aside for housing Trust/affordable housing for disadvantaged people or demographics
32. To close historical Port Rd (section to Port Willunga) would be shameful and a triumph of economic imperative over amenity
33. School – Steiner based, tree dominated. Birth? Breastfeed – 3 years query 9 month
34. Soccer pitches so we can get kids off their bums and playing the world sport
35. Information bay on triangle boundary by Port Rd, Quinliven Rd and Bowering Hill Rd
36. No biotech investment – no round up etc.

Post it notes – Open Space

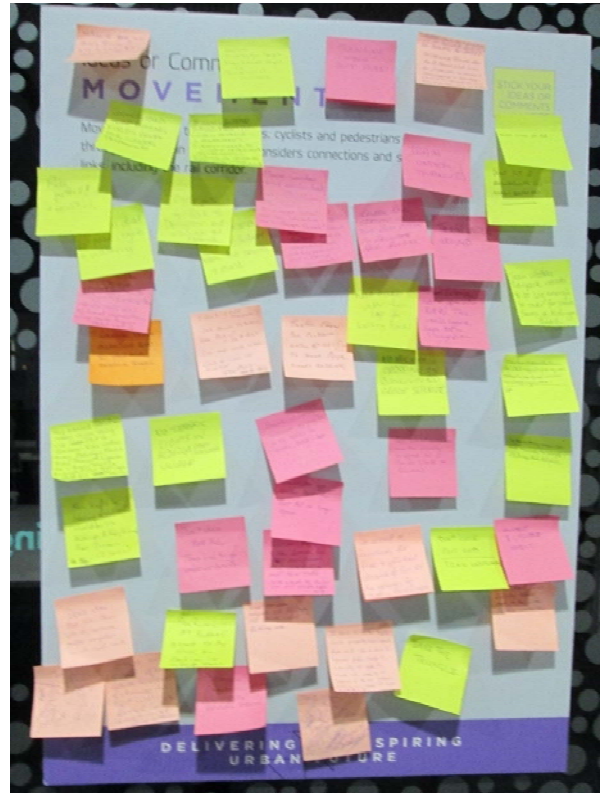
1. Kauria First Nation People need first input as Traditional owners
2. Keep the WHOLE triangle green. NO housing on it. Use this space for families for all ages. Skatepark?
3. Green triangle both sides of proposed train line
4. Need to max the rural feel. Please keep the whole triangle green
5. We want the big Δ to be green, not just the tiny Δ in the corner
6. Keep the green triangle
7. Keep green triangle
8. Leave the green triangle
9. Green triangle provides a great buffer between South Rd, houses and beach. Save Green Triangle in entirety.
10. Retain green triangle and port Rd. No train thru green triangle
11. Save the green triangle
12. Green triangle needs to stay an open space completely – no train line
13. The triangle is historic to the area 'LEAVE FREE'!
14. Don't want the green triangle to be housing. It would be better served as a picnic area
15. Please keep the triangle open and green both sides of the train line
16. Leave the green triangle as open space or sports fields. Don't have train line dissecting green triangle
17. More open space needed than on the plan. Leave the whole Δ green space
18. Larger triangle pls. (use all triangle for green space)
19. Retain green triangle for open space
20. Whole of green triangle needs to be open space
21. Swap green Δ open space for playing fields and have houses closer to Aldinga village. Best both ways!
22. There should be a larger triangle of open space, with at least a larger part being left in its present condition (or similar). Manicured lawns and gardens don't suit wildlife nor, indeed, many humans. Just all a few strategic paths and picnic areas for humans
23. Must retain Port Rd access to beach and green triangle adjacent to existing residential.
24. Port Rd access to Beach ♥ memories.
25. Port Rd trees and access must be retained
26. Save Port Road and trees – an Adelaide icon. No closure of Port Road. Train line under
27. The whole green triangle both side of train line should [be] left as park to preserve to village feel of Port Willy.
28. Leave the 'triangle' in Port Willunga free of houses
29. The northern triangle is the gateway to the rural/historic zone of Pt Willunga and should remain a buffer to development; as open recreational space
30. Green triangle provides a perfect gateway to the beautiful Port Willunga Beach and Star of Greece and groovy Aldinga Village



31. Please don't lose the village feel of Port Willunga and Aldinga we risk just becoming another suburb
32. I strongly oppose the idea of housing on the triangle. Either side of the rail line we need to keep the village feel of the approach to Port Willunga and not turn it into a built up area.
33. Train line should go under the green triangle
34. Keep Port Rd open and retain green triangle to be centre point between beach, houses, eco-village and Aldinga township
35. Train line to go under green triangle, no closure of Port Rd
36. Much community space is needed. Plenty of green zones of a considerable size
37. Playground as good as the wooden fort at Port Noarlunga
38. Bike paths along boundary of Aldinga Sport Hub
39. Put soccer pitches n Green Triangle not a train line.
40. Giant Forest
41. Community gardens – organic
42. Bike park
43. More trees
44. More trees
45. More trees
46. Wildlife reserve or plans and trees lots of them

Post it notes – Movement

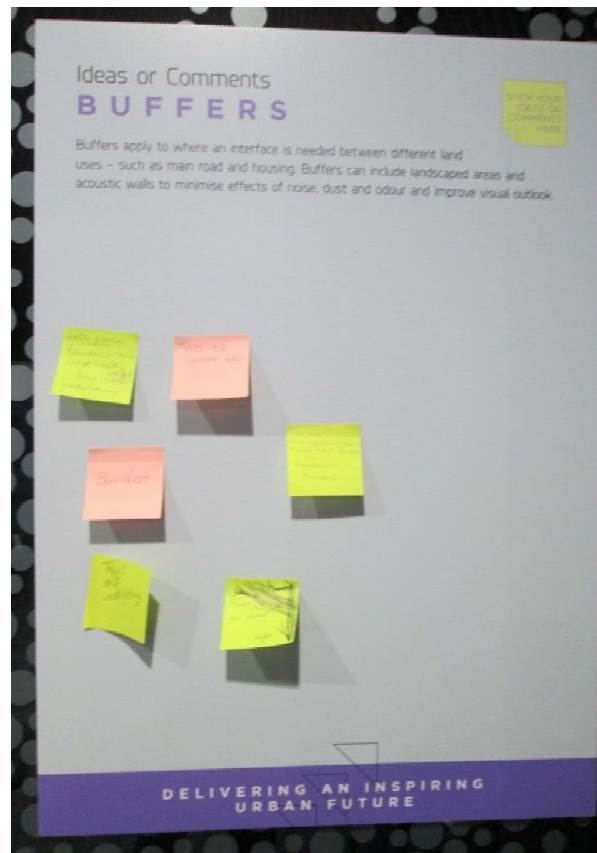
1. Kurna First Nation People need first input as Traditional owners
2. School 1725 students. 200 drive to school 600 bus it = 16 + bus. 300 may walk to school. 600 + car in drop off. 800 plus car and bus
3. don't close Port Rd – there will be massive traffic congestion on all local roads
4. Traffic flow big problem entrance and exit into area poor needs rethink
5. Structure plan needs to give consideration to Aldinga Rd intersection to access rail e.g. land acquisition so one main rad not 2
6. Leave port road open as a historic entrance to Port Willunga Beach – leave triangle free of houses
7. Parking at school need to be high, no parking in suburban street
8. Don't close port road. Train line to go under or over it
9. Don't close Port Rd
10. Don't close port Rd train underground
11. Train line under Port Rd
12. Train under ground
13. Train under triangle!
14. Train to go under port Rd. Port Rd to stay open
15. Please consider going under roads Port, Quinliven with trains. Drainage issues can be directed to Willunga Creek!
16. No railway crossing on Quinliven Rd grade separate
17. Central rail station is the best option to facilitate rail access
18. Keep railway station central. Divert Aldinga Beach Rd to meet Aldinga Rd with roundabout
19. Main arterial roads Quinliven, Aldinga Beach Rd and new internal roads past new school need curb parking and thru traffic wide enough for parked cars and vehicles either way
20. School to have adequate off Rd drop off points and park area
21. Very worried about new school access being via Port & Quinliven Rds. rather than Aldinga Beach Rd. Access and egress to village (AAEV), through Old Aldinga and Port Rd would be greatly affected at the pick/up & drop off times
22. School entrance from Aldinga Beach Rd
23. Direct access to new school from the south and east
24. No school entrance near the already congested bit of Port Rd (south to Quinliven)
25. School entrance not to open onto Port Rd. this would cause huge traffic congestion
26. Provide as many entrances as possible to the school for traffic flow
27. Main traffic to housing and school should be via Aldinga Beach Rd (4 lanes) than Quinliven (2 lanes)
28. Where are our main roads? All I see is 50k side streets?
29. How Rd past Galilee school needs to be wider to the intersection



30. Suggest South Rd moved to go behind St Ann's church. A matter for DPTI widening south rd by 2 lanes will not be possible without damaging a heritage church on our side or a heritage cemetery on the other
31. Concerned about accessibility of St Ann's Church Aldinga Historic used by community groups, weddings, funerals – par of Aldinga Community
32. No traffic lights in Aldinga/Port Willunga Village
33. Need access under train line for walking tracks
34. Walkable & cyclable safety
35. Bike track connecting to the Willunga Creek linear park
36. Walking/cycling access off road to new and existing school
37. Bike paths and facilities
38. Cycle path to link to Darlington and Willunga and Esplanade
39. If there is to be large scale property development. There will be a need for improve public transport, especially at night. Bus services will need to be improved if the rail extension won't be going ahead for some considerable time
40. Concerned re Quinliven Rd, How and potential closure of Port Rd the gateway to historic Pt Willunga
41. Save the triangle
42. Council could swap playing fields area for green triangle
43. If council swapped playing fields for green triangle – 2 advantages 1. Housing closer to the village of Aldinga (better retail) 2. Green Δ saved as open community space (train line underground)
44. Don't put 2 roundabouts on Main South Rd
45. Upgrading Main South Rd access to shops, Aldinga Beach Road also
46. Train station car park needs to be big enough to cater for people south of Aldinga Beach
47. Location train station to Aldinga shopping Centre. Otherwise good corridor to shopping centre

Post it notes – Buffers

1. Kaurua First Nation People need first input as Traditional owners
2. trees and understory
3. Trees not concrete walls
4. Lots please beautiful tall robust healthy trees (habitat and buffer) understories
5. Need to include the noise buffer along Main South Rd to Hart Rd when South Rd is duplicated
6. Bamboo?
7. Buffers needed on both north and south of Aldinga Beach Rd
8. Trees bushes and plants



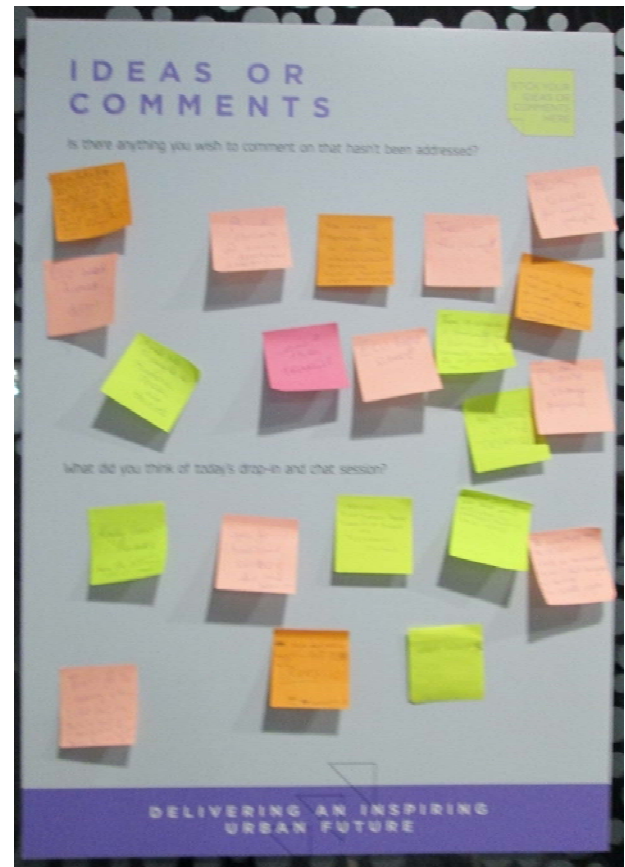
Post it notes – Storm water

1. Dover St not coping with run off during winter from wetlands. Flooding around Cox Rd with big rains
2. Existing drains not coping along southern How Rd and further south 90° intersection of How/hart Rd
3. I like the idea of a 'chain of ponds' instead of 1 large catchment site. Good potential for walking tracks
4. Divert storm waters into Willunga Creek to empty out of Port Willunga in heavy down pours
5. Please don't waste the storm water. Could it be used for wetlands
6. Effective harness/use of storm water for environmental benefit
7. Wetlands
8. Kurna First Nation People need first input as Traditional owners
9. Galilee school access to storm water detention in SW corner to free up open space and better integration with development



Post it notes – ideas and comments

1. Be inventive for children. Create an environment (school) that encourages all learning. No concrete jungle
2. Have fun! and be happy! And plant trees!!!
Not cement walls
3. Humans are burning earth and doing pretty much nothing! Plant lots and lots and lots and lots and lots of trees! And we can Help earth
4. Trees in the school!
5. We need more trees not money (image provided)
6. Eco-based school
7. Eco-based home design
8. Permeable concrete for housing development and buildings
9. Be climate changed prepared
10. Make the triangle a historic park no houses
11. No houses on the triangle
12. Leave the triangle
13. Please don't block off Port Rd and leave the northern triangle house free
14. We need space for a church which would provide social services near schools
15. Health suburbs for healthy people
16. Kurna First Nation People need first input as Traditional owners
17. Space for traditional owners of the Kurna land
18. There is already a community here – our needs & amenity should be a priority too
19. Really good thanks – hope the outcomes just as good!
20. Thanks for this evening, although I don't feel like there is much input I can give on the things that are most important for me



Total comments for Aldinga Library session = 166

A P P E N D I C E S

Appendix 5

Offline Version of Social Pinpoint

ALDINGA DRAFT STRUCTURE PLAN - OFFLINE FEEDBACK

Background

About

Renewal SA currently owns approximately 94 hectares of land at Aldinga. The land was purchased in 1989 as part of metropolitan Adelaide's future land bank and is currently leased for cropping.

Renewal SA is seeking to rezone the land in line with the directions of the *30-Year Plan for Greater Adelaide* to accommodate a range of urban uses. Mostly located within a Deferred Urban Zone, the land includes the site for a future birth-to-year-12 school and is also the location of the railway corridor and terminus for a future rail extension from Seaford. The plan provides direction for the future land use to accommodate projected population growth.



Aerial of Aldinga Structure Plan Site, overlooking the sea.

What is a structure plan?

A structure plan is the next level of planning detail beneath the overarching *30-Year Plan for Greater Adelaide*. It provides direction on desired land uses and infrastructure to support future development. It is intended to inform a Development Plan Amendment (DPA) – that allows for land to be re-zoned.



More information on minister-initiated amendments to development plans is available at:

<http://www.sa.gov.au/topics/planning-and-property/development-plans/amendments-to-development-plans/minister-initiated-amendments-to-development-plans>

What are the non-negotiables?

There are a number of aspects that are non-negotiable, these are:

- ▮ The structure plan area
- ▮ 100m rail corridor (fixed alignment and width)
- ▮ Retention of high voltage transmission line (26m width)
- ▮ 14 ha future school site (fixed location and size)
- ▮ Main South Road duplication (30m road widening – until the Department for Transport, Planning and Infrastructure (DPTI) complete planning/design)

Engagement process

The draft structure plan builds on earlier engagement on a preliminary structure plan. This engagement process is summarised below:

1. Preliminary Structure Plan (March-April 2019)
 - ▮ Council staff workshop
 - ▮ Council elected member briefing
 - ▮ Community group workshop
 - ▮ Community engagement via Social Pinpoint
2. Draft Structure Plan (May-July 2019)
 - ▮ Council staff workshop
 - ▮ Council elected member briefing
 - ▮ Community drop-in sessions (25 May 2019 and 28 May 2019)
 - ▮ Community engagement via Social Pinpoint (25 May 2019 – 21 June 2019)
 - ▮ Final Structure Plan Report and Engagement Report
3. Development Plan Amendment (second half 2019)
 - ▮ Draft Development Plan Amendment Report
 - ▮ Briefing/Workshop with Council staff and Elected Members
 - ▮ DPA consultation process
 - ▮ DPA gazetted

Investigations

The development of the Aldinga Structure Plan is supported by a large number of investigations and assessments. Copies of these investigations are available from: <https://renewalsa.sa.gov.au/projects/aldinga-structure-plan/>

Community feedback from the Preliminary Structure Plan

The following list summarises the main themes from the feedback received regarding the preliminary structure plan:

- ▮ Desire to retain the 'green triangle' as open space
- ▮ Mixed views in respect to rail station location
- ▮ Concern regarding traffic impact of future development on the existing road network
- ▮ Mixed views in respect to residential development
- ▮ Support for green link between How Road and Aldinga Sports Complex/Village
- ▮ Support for 'chain of ponds' to manage stormwater rather than large detention basin
- ▮ Concern regarding treatment of Main South Road interface.

Some of the feedback received was outside of the scope of the Structure Plan and included:

- ▮ Desire for future development to demonstrate and achieve a higher level of sustainability, with the Eco Village frequently mentioned as an example
- ▮ Support for realignment of Aldinga Road and Aldinga Beach Road
- ▮ Support for shared use of school facilities
- ▮ Support for Port Road to stay open and rail to pass under
- ▮ Concern regarding design of school (including access e.g. car parking, kiss-and-drop-off, location of recreational or sporting facilities).

An Engagement Report will be prepared summarising the feedback received on the Preliminary and Draft Structure Plan. The feedback received on the Preliminary Structure Plan via Social Pinpoint is also able to be viewed online at: renewalsa.mysocialpinpoint.com/aldinga-psp

How is the Draft Structure Plan different to the Preliminary Structure Plan?

A number of changes have been made since the Preliminary Structure Plan these changes are reflected in the Draft Structure Plan and are summarised below.

Rail station location (Option 1 vs Option 2)

The primary difference between the Preliminary Structure Plan Option 1 and Option 2 was the location of the proposed rail station.

Community feedback was mixed on the location of the rail station. A southern location (Option 2) gained slight community preference through:

- ▮ Proximity to and access from Aldinga Beach Road
- ▮ Proximity to shopping centre and commercial precinct
- ▮ Less impact on 'the Gateway to Port Willunga'.

Main reasons for community support for a centrally located station (Option 1) were:

- ▮ Proximity to schools
- ▮ Reduced pressure on Aldinga Beach Road traffic and the CFS
- ▮ Proximity for Willunga residents, Eco Village and sports complex.

A centrally located rail station was preferred by DPTI which advised that this location would significantly increase accessibility to the future development.

The City of Onkaparinga also supported a central rail station location, noting:

- ▮ The stronger relationship this location has to key community destinations in Aldinga
- ▮ its relationship with other movement infrastructure
- ▮ proximity to the existing and future residential population.

Change: Based on this feedback, the Draft Structure Plan proposes a centrally location rail station.











Northern triangle

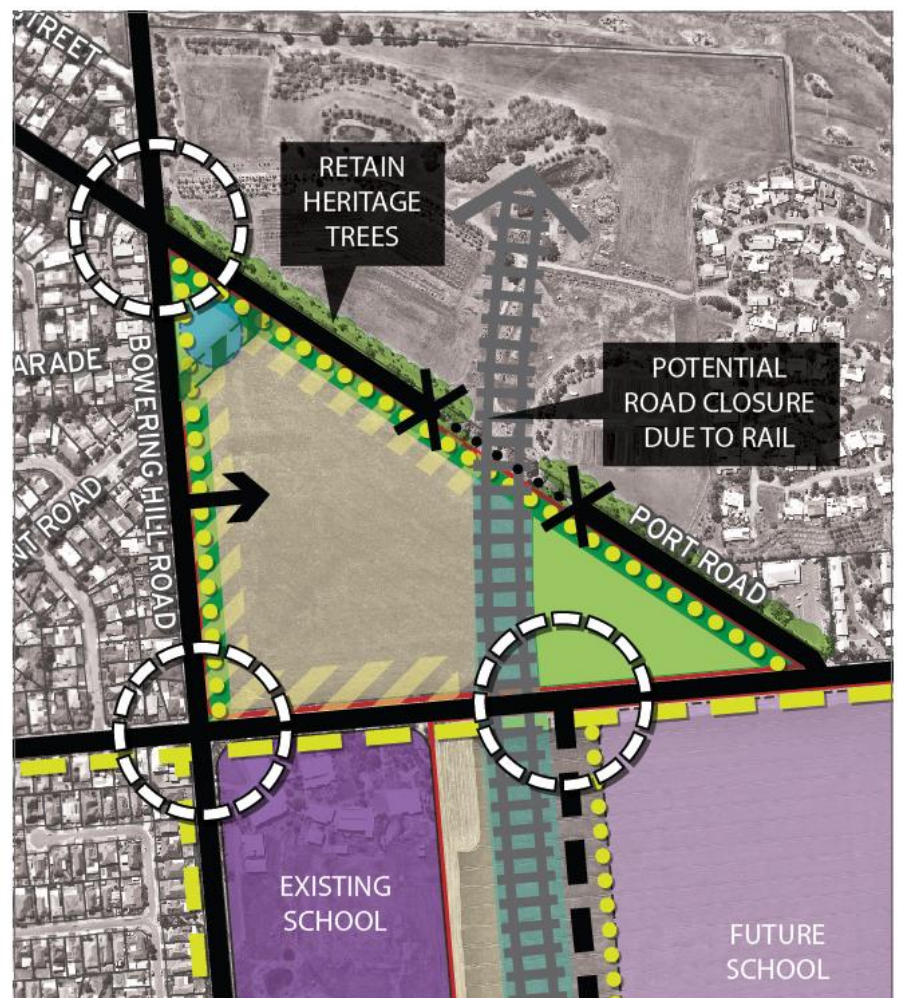
A high number of responses from the community sought to maintain the open character of the northern triangle, to reinforce the gateway between Port Willunga and the Aldinga township and retain the semi-rural character of the area.

This was supported by the City of Onkaparinga, acknowledging “The importance to community of maintain an ‘open/landscape’ character within the ‘triangle’ land parcel (north of Quinliven Road) is identified clearly in our Aldinga Framework Plan.”

Change: In response to this feedback, the Draft Structure Plan shows the northern and eastern portions of the northern triangle as open space and also includes a landscape buffer along Bowering Hill Road.

NORTHERN TRIANGLE

-  Subject land
-  Arterial road
-  Collector / distributor road
-  Proposed collector
-  Proposed vehicular access point
-  Potential road closure
-  Landscape / acoustic buffer
-  Linear corridor / open space
-  Existing shared path
-  Proposed shared path
-  Potential future rail line
-  Temporary open space
-  Proposed intersection upgrade
-  Stormwater basin and local park
-  Residential
-  Dwellings to front road / park
-  School (existing)
-  School (future)



Green link and integration of stormwater management into the open space network

There was support from the community and the City of Onkaparinga for a green link between How Road to the Aldinga Sports Complex/Village and for stormwater to be integrated with the open space network rather than be provided for in a singular large detention basin.

Change: In response to this feedback, the Draft Structure Plan includes a linear park with a shared use path connecting from a location adjacent to Ocean Acres Reserve (How Road) to the Aldinga Sports Complex.

This linear park could also accommodate stormwater detention subject to more detailed investigations by the future developer of the land.

Dispersed local open space

The City of Onkaparinga has noted the need for a number of quality local parks to be spread throughout the residential area.

Change: In response to this feedback, the Draft Structure Plan now shows the indicative location of these local parks.

Commercial use of site on Aldinga Beach Road

The Preliminary Structure plan did not address the potential use of land on Aldinga Beach Road between the rail corridor and the fire station.

Change: The Draft Structure Plan now identifies this land for commercial use.

More information

You can read more information and/ subscribe to receive updates regarding the Aldinga Structure Plan at:
<http://renewalsa.sa.gov.au/projects/aldinga-structure-plan/>

The City of Onkaparinga has also prepared the Aldinga Framework Plan to assist Council and the community to provide input into the Aldinga Structure Plan.

More information is available from:

- 30-Year Plan for Greater Adelaide: <http://livingadelaide.sa.gov.au/>
- City of Onkaparinga's Aldinga Framework Plan:
http://www.onkaparingacity.com/onka/home/news_media/news_highlights/aldinga_framework_plan.jsp?sstat=1067043

Instructions on how to provide feedback

Feedback on the Draft Structure Plan is primarily being sought online via Social Pinpoint. The content outlined in this document is intended to mirror the content available through our online platform and is provided as an offline alternative means of capturing your feedback.

Before you start please ensure that you have read the background information above, as this will help you to better understand the planning process. On the next page you will see the Draft Structure Plan, while specific information about each element is outlined in detail in the subsequent pages.

Space has been provided through this document for you to share your thoughts. Please note, you are not required to provide feedback on all elements of the Draft Structure Plan and may choose to limit your feedback to areas of interest or expertise.

Please return your completed document to Renewal SA's engagement team via:

Email: RenewalSA.Engagement@sa.gov.au or;

Return mail: GPO Box 698, Adelaide SA 5001

Feedback on the Aldinga Draft Structure Plan closes on Friday 21 June 2019.

DRAFT STRUCTURE PLAN

-  Subject land
-  Arterial road
-  Collector / distributor road
-  Proposed collector
-  Proposed vehicular access point
-  Proposed road widening
-  Potential road closure
-  Landscape / acoustic buffer
-  Linear corridor / open space
-  Electricity easement
-  Acoustic / air quality impact area
-  Existing shared path
-  Proposed shared path
-  Potential future rail line/station
-  Rail corridor
-  Temporary open space
-  Proposed intersection upgrade
-  Stormwater basin
-  Stormwater network / flow
-  Residential
-  Dwellings to front road / park
-  School (existing)
-  School (future)
-  Commercial
-  Park n' Ride / bus interchange



B U F F E R S

Buffers apply to where an interface is needed between different land uses such as main road and housing. Buffers can include landscaped areas and acoustic walls to minimise effects of noise, dust and odour and improve visual outlook.

Landscape / acoustic buffer

Aldinga Beach Road

An acoustic buffer will be required to minimise the noise impacts from the road on the future dwellings.

Main South Road

A buffer of at least 20 metres will be required to minimise the noise impacts and provide a landscaped interface along Main South Road. The design of the buffer will be matter for the future developer of the land and the City of Onkaparinga. The buffer will include a shared use path.

Further reading:

Environmental Noise Assessment available from: http://renewalsa.sa.gov.au/wp-content/uploads/2019/02/Aldinga-DPA_Preliminary-Structure-Plan_Environmental-Noise_February-2019.pdf



Landscape / acoustic buffer

Acoustic/air quality buffer

An area located within the evaluation distance of EPA-licensed activities. Any sensitive uses within this area (e.g. residential development) may require noise attenuation.

It is proposed that this area be primarily used for stormwater detention and the future park-and-ride facility.



Acoustic / air quality impact area

Comments regarding buffers:

MOVEMENT

Movement relates to how vehicles, cyclists and pedestrians move through and within the area. It considers connections and shared path links.

Shared use paths

A network of shared use paths are proposed to facilitate walking and cycling along the following:

- ▼ North-south collector road
- ▼ East-west collector road
- ▼ Linear corridor
- ▼ Port Road
- ▼ Bowering Hill Road
- ▼ How Road
- ▼ Main South Road
- ▼ Aldinga Beach Road.

- ■ ■ Existing shared path
- ● ● Proposed shared path

Proposed intersection upgrades

Upgrades to the following intersections are proposed:

- ▼ Bowering Hill and Port Roads
- ▼ Quinliven and How Roads
- ▼ Quinliven Road and north-south collector road
- ▼ How Road and shared use path
- ▼ Main South and Aldinga Roads and east-west collector road
- ▼ Main South and Aldinga Beach Roads
- ▼ How and Aldinga Beach Roads
- ▼ Aldinga Beach Road and north-south collector road



Proposed intersection / upgrade

Bowering Hill Road

Proposed intersection upgrade with Port Road

An upgrade of the **Bowering Hill Road and Port Road** intersection may be required to accommodate increased traffic movements.

Residential interface

It is proposed that dwellings front Bowering Hill Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Shared use path and landscape buffer

A landscape buffer with a shared use path along Bowering Hill Road is proposed to connect to the existing shared use path on Quinliven Road.

Aldinga Beach Road

Proposed intersection upgrades

Aldinga Beach Road and Main South Road

An upgrade to the Aldinga Beach Road and Main South Road intersection may be required to address existing conflict issues and accommodate increased traffic movements.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication project.

Aldinga Beach Road and How Road

An upgrade of the How Road and Aldinga Beach Road intersection may be required to accommodate increased traffic movements.

Aldinga Beach Road and north-south collector road

A new intersection with a north-south collector road is proposed to accommodate increased traffic movements.

Road widening

Aldinga Beach Road may need to be widened to enhance traffic movement.

Shared use path

A shared use path is proposed to connect to the existing shared use path located to the west of How Road.

Landscape / acoustic buffer

An acoustic buffer will be required to minimise the noise impacts from the road on the future dwellings.

How Road

Proposed intersection upgrades

How Road and Quinliven Road

An upgrade of the Quinliven Road and How Road intersection may be required to accommodate increased traffic movements.

How Road and Aldinga Beach Road

An upgrade of the How Road and Aldinga Beach Road intersection may be required to accommodate increased traffic movements.

Proposed vehicular access points

Access to the future residential area is proposed from a location adjacent Ocean Acres Reserve and south of the Galilee Catholic School.

Road widening

How Road may need to be widened to enhance traffic movement.

Shared use path

A new shared use path is proposed to connect to the existing shared use path network along How Road.

Residential interface

It is proposed that dwellings front How Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Main South Road

Main South Road duplication

The State Government has committed to the duplication of Main South Road in the 2018-19 State Budget. The duplication will be delivered in 2 stages, with Stage 1 from south of Griffiths Drive in Seaford to Aldinga (approximately 10 kilometres) and Stage 2, from Aldinga to Sellicks Beach (approximately 6 kilometres).

It is anticipated that a planning study will be completed by mid-2019 after which the Department of Planning, Transport and Infrastructure will commence procurement of the major contract for the construction of Stage 1 of the project with construction expected to commence in late 2019.

The planning study is expected to provide recommended treatments for the corridor and major intersections with consideration of the road function, safety, topography and accessibility to adjacent properties.

Any feedback on the duplication of Main South Road is outside the scope of the Aldinga Structure Plan and should be directed to the Department for Planning, Transport and Infrastructure.

Further reading:

Main South Road Duplication: https://dpti.sa.gov.au/infrastructure/road_projects/main_south_road_duplication

Road widening

It is likely that some land will be required to facilitate the duplication of Main South Road. At this stage, the scope of the duplication works have not been finalised and any potential future land requirements are unknown.

Proposed intersection upgrades

Main South Road and Aldinga Road

An upgraded intersection is proposed at the junction of Aldinga Road and Main South Road.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication.

Main South and Aldinga Beach Road

An upgrade to the Aldinga Beach Road and Main South Road intersection may be required to address existing conflict issues and accommodate increased traffic movements.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication project.

Landscape / acoustic buffer and shared use path

A buffer of at least 20 metres will be required to minimise the noise impacts and the provide a landscaped interface along Main South Road. The design of the buffer will be matter for the future developer of the land and the City of Onkaparinga. The buffer will include a shared use path.

Further reading

Environmental Noise Assessment: https://renewalsa.sa.gov.au/wp-content/uploads/2019/02/Aldinga-DPA_Preliminary-Structure-Plan_Environmental-Noise_February-2019.pdf

Port Road

No change is proposed to the function of Port Road for motor vehicles in the short term.

Shared use path

A shared use path is proposed along Port Road to improve pedestrian and cycling links to the future school, Aldinga Sports Park and Aldinga township.

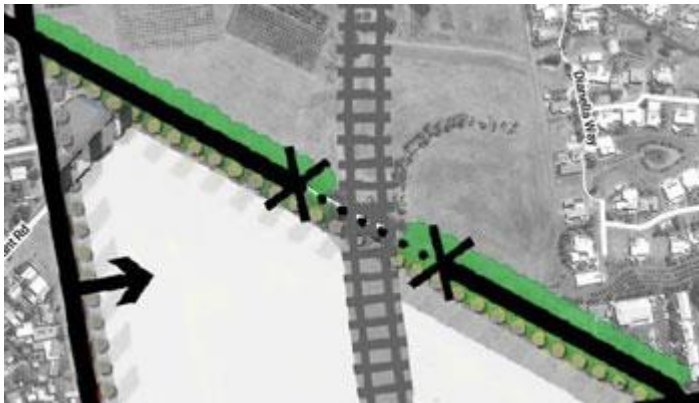
Residential interface

It is proposed that dwellings to front Port Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Landscape / acoustic buffer

The existing 20-metre landscape buffer either side of Port Road will be retained.

Local heritage-listed avenue of trees



The local heritage listed avenue of pine trees are located within the road reserve and will not be impacted by future urban development.

Potential road closure

Should the Seaford rail line be extended to Aldinga there may be a need to close a section of Port Road.

Quinliven Road

Proposed new intersection with north-south collector road

A new intersection is proposed to connect Quinliven Road to a north-south collector road to accommodate increased traffic movements.

Road widening

Quinliven Road may need to be widened to enhance traffic movement.

Shared use path

The existing shared use path along Quinliven Road is proposed to connect to a new shared use path at the intersection of a new north south collector road.

Residential interface

It is proposed that dwellings front Quinliven Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

North-south collector road

A north-south collector road is proposed to facilitate traffic movement and connections to the new school and future rail station and Park & Ride/bus interchange.

Shared use path

A new shared use path is proposed along the north-south collector road.

Proposed new intersections

North-south collector and Quinliven Road

A new intersection is proposed to connect to Quinliven Road to accommodate increased traffic movements.

North-south collector and Aldinga Beach Road

A new intersection is proposed to connect to Aldinga Beach Road to accommodate increased traffic movements.

East-west collector road

An east-west collector road is proposed to facilitate traffic movement and connections to the new school and future rail station and park-and-ride/bus interchange. The east-west collector terminates at the junction with the north-south collector road to avoid a vehicular crossing of the proposed rail corridor.

Shared use path

A new shared use path is proposed along the east-west collector road, connecting Main South Road to How Road.

Proposed intersection upgrades with Main South Road and Aldinga Road

An upgraded intersection is proposed at the junction of Aldinga Road and Main South Road to connect to the east-west collector road.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication.

Further reading:

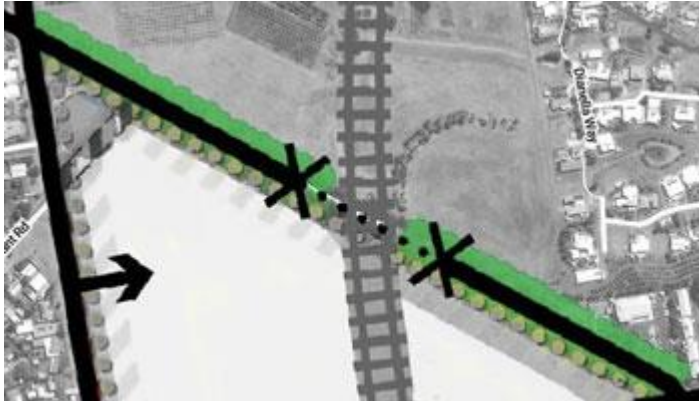
Please see the Traffic Assessment (DRAFT) for more information, including proposed road cross sections and forecast volumes of traffic: https://renewalsa.sa.gov.au/wp-content/uploads/2019/05/Aldinga_Structure_Plan_Traffic_Assessment_2019.05_DRAFT.pdf

Comments regarding movement:

OPEN SPACE

Open space covers the indicative locations for neighbourhood parks and other public spaces, and their intended uses for nearby residents.

Local heritage-listed avenue of trees



The local heritage-listed avenue of pine trees are located within the road reserve and will not be impacted by future urban development.

Local park (triangle north)

A local park incorporating a detention basin and the existing transmission line easement is proposed at the corner of Port Road and Bowering Hill Road.



Reserve (triangle east)

A high number of responses from the community sought to maintain the open character of the northern triangle to reinforce the gateway between Port Willunga and the Aldinga township and retain the semi-rural character of the area. In response to this feedback, the eastern portion of the northern triangle is now proposed for use as open space.



Linear corridor / open space

There was support from the community and the City of Onkaparinga for a green link between How Road to the Aldinga Sports Complex/Village and for stormwater to be integrated with the open space network, rather than be provided for in a singular large detention basin.

In response to this feedback, the Draft Structure Plan includes a linear park with a shared use path connecting from a location adjacent to Ocean Acres Reserve (How Road) to the Aldinga Sports Complex.

This link provides the opportunity for a series of smaller basins integrated with the open space network rather than larger detention basins. It is anticipated that future developer of the land could undertake more detailed design to achieve this.



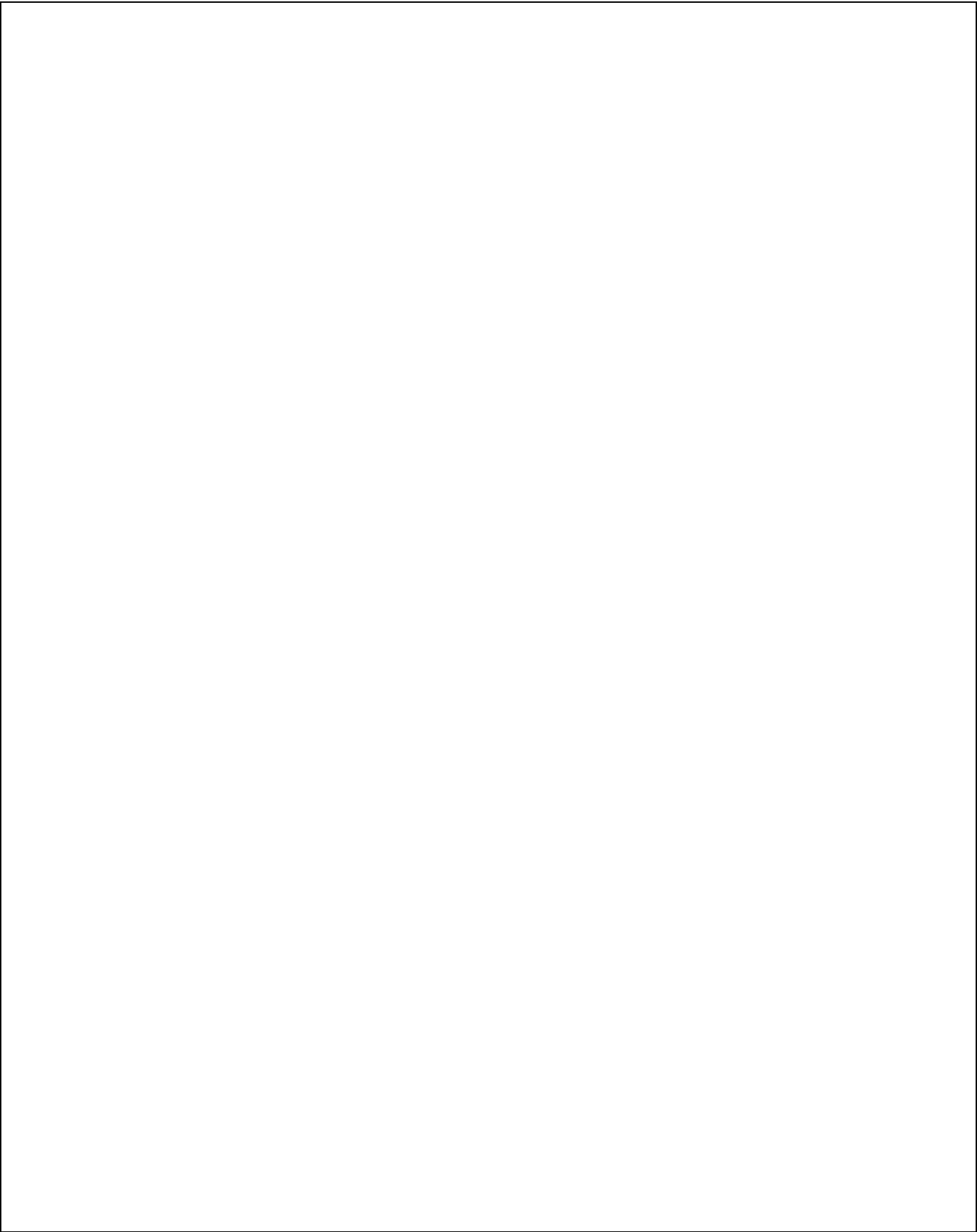
Local parks

 Linear corridor / open space

Up to four local parks are proposed to service the residential areas south of Quinliven Road:

- ▼ West
- ▼ East
- ▼ South
- ▼ Far South

Comments regarding open space:



LAND USE

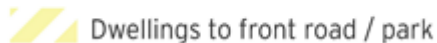
Land use maps where housing, retail, commercial, industrial and community uses of land could be located.

Commercial site



The land on Aldinga Beach Road between the rail corridor and the fire station is proposed for commercial use.

Proposed residential land use



The Draft Structure Plan indicates approximately 38.6 hectares of land would be available for residential use — this excludes roads and open space.

It is expected that there will be demand for housing lots in the range of 300–600sqm as well as smaller housing to meet affordability requirements and accommodate retirement living.

- Assuming an average lot size of 300sqm, the land would yield approximately 1,283 dwellings (33 dwellings per hectare).
- Assuming an average lot size of 600sqm, the land would yield 641 dwellings (16 dwellings per hectare).

Renewal SA has used an estimate of 1,000 dwellings to inform the investigations for the Draft Structure Plan.

Residential interface

- It is proposed that dwellings front **Port, Bowering Hill and Quinliven Roads** to allow for natural surveillance and avoid the impact of continuous 'back fences'.
- It is proposed that dwellings front **Aldinga Sports Park** to allow for natural surveillance and avoid the impact of continuous 'back fences'.
- It is proposed that dwellings front **How Road** to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Landscape / acoustic buffer

Main South Road

A buffer of at least 20 metres will be required to minimise the noise impacts and provide a landscaped interface along Main South Road. The design of the buffer will be matter for the future developer of the land and the City of Onkaparinga. The buffer will include a shared use path.

Aldinga Beach Road

An acoustic buffer will be required to minimise the noise impacts from the road on the future dwellings.

Further Reading

Aldinga Structure Plan and housing analysis available from: <http://renewalsa.sa.gov.au/wp-content/uploads/2019/02/aldinga-structure-planhousing-analysis.pdf>

Environmental Noise Assessment available from: http://renewalsa.sa.gov.au/wp-content/uploads/2019/02/Aldinga-DPA_Preliminary-Structure-Plan_Environmental-Noise_February-2019.pdf

Future school site

A new birth to Year 12 public school will be constructed on around 14 hectares of land along Quinliven and Port Road ready for the start of the 2022 school year.

The new school will accommodate up to 1675 students, which includes 100 special school students and a 75 place children's centre. The future school site is directly adjacent the Aldinga Sports Complex which may help facilitate shared use of facilities.

The Preliminary Structure Plan indicates how the site may be linked to a shared use path network to enable safe pedestrian and cycling access. Vehicle access is expected to initially be provided via Quinliven Road/Port Road with potential access via a new north south collector road.

The internal design of the school is not a matter for the Structure Plan and will be determined through a public/private partnership (PPP) process.

Further reading:

Adelaide's new south school location confirmed:

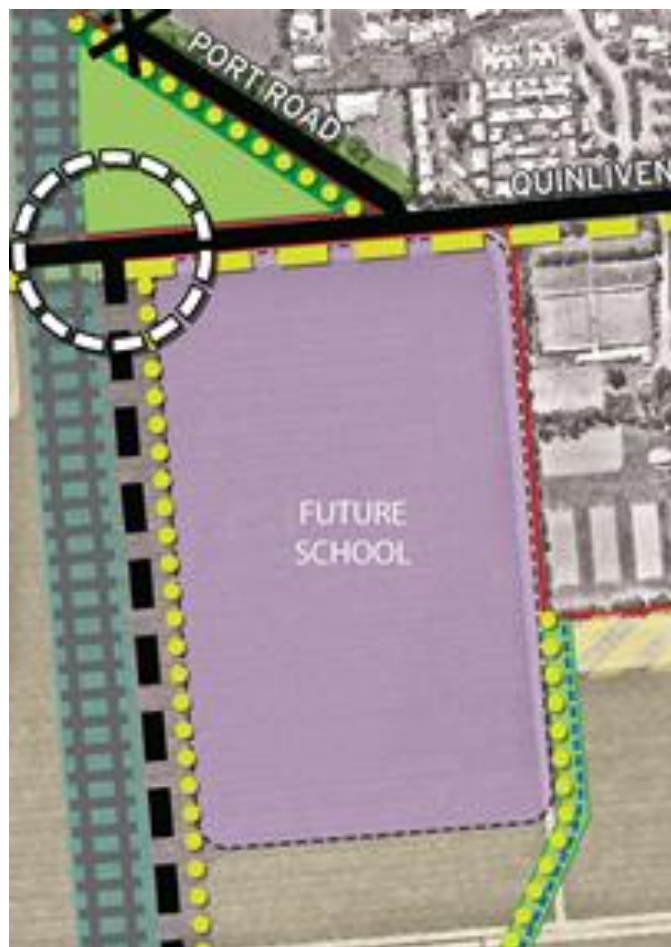
premier.sa.gov.au/news/adelaide-s-new-south-school-location-confirmed

A new school for the south:

www.education.sa.gov.au/sites-and-facilities/upgrades-and-new-schools/new-school-south

Aldinga Framework Plan available from:

www.onkaparingacity.com/onka/home/news_media/news_highlights/aldinga_framework_plan.jsp?sstat=1067043



Comments regarding land use:

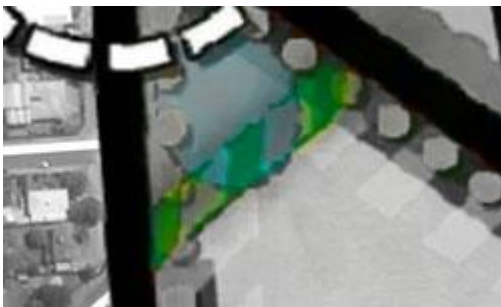
UTILITIES

Electrical easement

Northern transmission line

A high-voltage transmission line traverses the northern portion of the Aldinga Structure Plan Area from Port Road to Bowering Hill Road. The line is located within an approximately 20-metre wide easement.

A local park incorporating the existing transmission line easement and a stormwater basin is also proposed at the corner of Port Road and Bowering Hill Road.



Southern transmission line

A high-voltage transmission line traverses the southern portion of the Aldinga Structure Plan Area from Main South Road to the Aldinga substation.

The line is located within a 26-metre wide easement which is likely to be utilised as open space acting as an east-west pedestrian and cycling link.



Stormwater basin

Stormwater considers the amount and location of land needed to manage flooding and stormwater-related to the site.

Northern basin

On-site stormwater detention basins may be required to restrict the post-development flow rates to the pre-development conditions.

The northern part of the Structure Plan Area slopes towards Willunga Creek. A detention basin located near the intersection of Port Road and Bowering Hill Road may be required to detain stormwater.

The City of Onkaparinga's preferred approach is for a series of smaller basins integrated with the open space network rather than larger detention basins. It is anticipated that future developer of the land could undertake more detailed design to achieve this.

A local park incorporating the stormwater basin and existing transmission line easement is proposed at the corner of Port Road and Bowering Hill Road.

Southern Basin

On-site stormwater detention basins may be required to restrict the post-development flow rates to the pre-development conditions.

The southern part of the Structure Plan Area slopes towards the Aldinga Beach Road and How Road intersection. A detention basin located near this area may be required to detain stormwater.

A detention basin in this area would also act as a buffer to the industrial area to the west of How Road.

The City of Onkaparinga's preferred approach is for a series of smaller basins integrated with the open space network rather than larger detention basins. It is anticipated that future developer of the land could undertake more detailed design to achieve this.

Comments regarding utilities (stormwater):

RAIL

Potential rail extension

There is no funding committed for a rail extension and it may be many years before a rail line is constructed.

Potential rail corridor

North

The State Government has a policy to define and preserve a future train corridor from Seaford to Aldinga. The Department for Planning, Transport and Infrastructure have advised that a 100-metre-wide corridor is needed. There is no funding committed for a rail extension and it may be many years before a rail line is constructed. In the interim period, the rail corridor is likely to be retained in Government ownership.

South

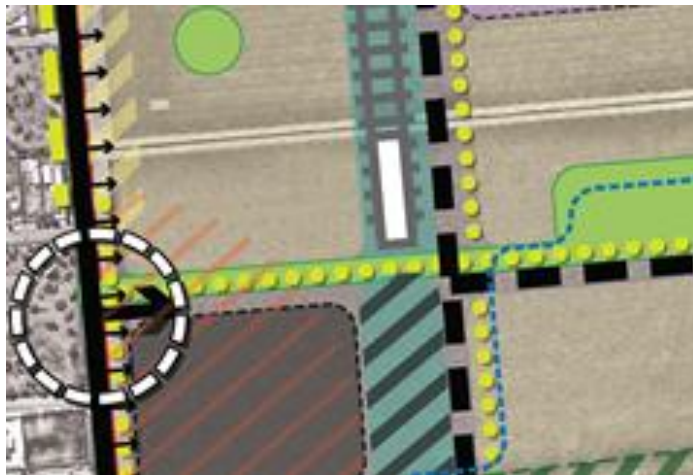
The rail corridor to the south of the proposed station will need to be retained for a potential future rail extension.

Temporary open space

Open space use is proposed while the land is not required for rail purposes.

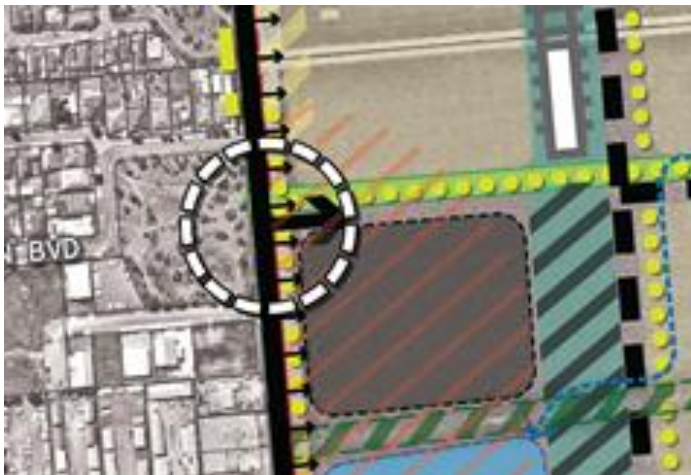
Potential station

The Draft Structure Plan proposes a central train station to optimise the accessibility to the existing and future school, the Aldinga Sports Park and the Aldinga Village and allow for east-west connectivity. The future rail station would include a bus interchange.



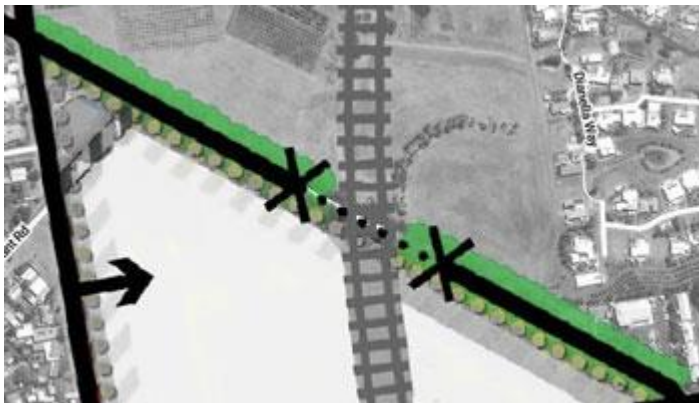
Potential park-and-ride

A park-and-ride facility is proposed in the location shown and is expected to accommodate around 600–1,000 parking spaces.



Potential road closure

Should the Seaford rail line be extended to Aldinga, there may be a need to close a section of Port Road.



Further reading:

Traffic Assessment (DRAFT) available from: https://renewalsa.sa.gov.au/wp-content/uploads/2019/05/Aldinga_Structure_Plan_Traffic_Assessment_2019.05_DRAFT.pdf

Integrated Transport and Land Use Plan: maps.sa.gov.au/ITLUP/

30-Year Plan for Greater Adelaide available from: <https://livingadelaide.sa.gov.au/>

Comments regarding rail (movement):

YOUR DETAILS

1. Please select all of the options below that apply to you:

- ☐ I live in the area
- ☐ I work in the area
- ☐ I own a property or business in the area
- ☐ I am a member of a local community group or club

2. Name / Organisation:

3. Would you like to receive email updates about the Aldinga Structure Plan?

- ☐ Yes, please.
- ☐ No, thanks.

4. Email:

5. Residential postcode:

6. Any further comments

A P P E N D I C E S

Appendix 6

Offline Version of Social Pinpoint feedback

ALDINGA DRAFT STRUCTURE PLAN - OFFLINE FEEDBACK

Background

About

Renewal SA currently owns approximately 94 hectares of land at Aldinga. The land was purchased in 1989 as part of metropolitan Adelaide's future land bank and is currently leased for cropping.

Renewal SA is seeking to rezone the land in line with the directions of the *30-Year Plan for Greater Adelaide* to accommodate a range of urban uses. Mostly located within a Deferred Urban Zone, the land includes the site for a future birth-to-year-12 school and is also the location of the railway corridor and terminus for a future rail extension from Seaford. The plan provides direction for the future land use to accommodate projected population growth.



Aerial of Aldinga Structure Plan Site, overlooking the sea.

What is a structure plan?

A structure plan is the next level of planning detail beneath the overarching *30-Year Plan for Greater Adelaide*. It provides direction on desired land uses and infrastructure to support future development. It is intended to inform a Development Plan Amendment (DPA) – that allows for land to be re-zoned.



More information on minister-initiated amendments to development plans is available at:

<http://www.sa.gov.au/topics/planning-and-property/development-plans/amendments-to-development-plans/minister-initiated-amendments-to-development-plans>

What are the non-negotiables?

There are a number of aspects that are non-negotiable, these are:

- ✦ The structure plan area
- ✦ 100m rail corridor (fixed alignment and width)
- ✦ Retention of high voltage transmission line (26m width)
- ✦ 14 ha future school site (fixed location and size)
- ✦ Main South Road duplication (30m road widening – until the Department for Transport, Planning and Infrastructure (DPTI) complete planning/design)

Engagement process

The draft structure plan builds on earlier engagement on a preliminary structure plan. This engagement process is summarised below:

1. Preliminary Structure Plan (March-April 2019)
 - ✦ Council staff workshop
 - ✦ Council elected member briefing
 - ✦ Community group workshop
 - ✦ Community engagement via Social Pinpoint
2. Draft Structure Plan (May-July 2019)
 - ✦ Council staff workshop
 - ✦ Council elected member briefing
 - ✦ Community drop-in sessions (25 May 2019 and 28 May 2019)
 - ✦ Community engagement via Social Pinpoint (25 May 2019 – 21 June 2019)
 - ✦ Final Structure Plan Report and Engagement Report
3. Development Plan Amendment (second half 2019)
 - ✦ Draft Development Plan Amendment Report
 - ✦ Briefing/Workshop with Council staff and Elected Members
 - ✦ DPA consultation process
 - ✦ DPA gazetted

Investigations

The development of the Aldinga Structure Plan is supported by a large number of investigations and assessments. Copies of these investigations are available from: <https://renewalsa.sa.gov.au/projects/aldinga-structure-plan/>

Community feedback from the Preliminary Structure Plan

The following list summarises the main themes from the feedback received regarding the preliminary structure plan:

- ✦ Desire to retain the 'green triangle' as open space
- ✦ Mixed views in respect to rail station location
- ✦ Concern regarding traffic impact of future development on the existing road network
- ✦ Mixed views in respect to residential development
- ✦ Support for green link between How Road and Aldinga Sports Complex/Village
- ✦ Support for 'chain of ponds' to manage stormwater rather than large detention basin
- ✦ Concern regarding treatment of Main South Road interface.

Some of the feedback received was outside of the scope of the Structure Plan and included:

- ✦ Desire for future development to demonstrate and achieve a higher level of sustainability, with the Eco Village frequently mentioned as an example
- ✦ Support for realignment of Aldinga Road and Aldinga Beach Road
- ✦ Support for shared use of school facilities
- ✦ Support for Port Road to stay open and rail to pass under
- ✦ Concern regarding design of school (including access e.g. car parking, kiss-and-drop-off, location of recreational or sporting facilities).

An Engagement Report will be prepared summarising the feedback received on the Preliminary and Draft Structure Plan. The feedback received on the Preliminary Structure Plan via Social Pinpoint is also able to be viewed online at: renewalsa.mysocialpinpoint.com/aldinga-psp

How is the Draft Structure Plan different to the Preliminary Structure Plan?

A number of changes have been made since the Preliminary Structure Plan these changes are reflected in the Draft Structure Plan and are summarised below.

Rail station location (Option 1 vs Option 2)

The primary difference between the Preliminary Structure Plan Option 1 and Option 2 was the location of the proposed rail station.

Community feedback was mixed on the location of the rail station. A southern location (Option 2) gained slight community preference through:

- ✦ Proximity to and access from Aldinga Beach Road
- ✦ Proximity to shopping centre and commercial precinct
- ✦ Less impact on 'the Gateway to Port Willunga'.

Main reasons for community support for a centrally located station (Option 1) were:

- ✦ Proximity to schools
- ✦ Reduced pressure on Aldinga Beach Road traffic and the CFS
- ✦ Proximity for Willunga residents, Eco Village and sports complex.

A centrally located rail station was preferred by DPTI which advised that this location would significantly increase accessibility to the future development.

The City of Onkaparinga also supported a central rail station location, noting:

- ✦ The stronger relationship this location has to key community destinations in Aldinga
- ✦ its relationship with other movement infrastructure
- ✦ proximity to the existing and future residential population.

Change: Based on this feedback, the Draft Structure Plan proposes a centrally location rail station.


Northern triangle

A high number of responses from the community sought to maintain the open character of the northern triangle, to reinforce the gateway between Port Willunga and the Aldinga township and retain the semi-rural character of the area.

This was supported by the City of Onkaparinga, acknowledging "The importance to community of maintain an 'open/landscape' character within the 'triangle' land parcel (north of Quinliven Road) is identified clearly in our Aldinga Framework Plan."

Change: In response to this feedback, the Draft Structure Plan shows the northern and eastern portions of the northern triangle as open space and also includes a landscape buffer along Bowering Hill Road.

NORTHERN TRIANGLE

-  Subject land
-  Arterial road
-  Collector / distributor road
-  Proposed collector
-  Proposed vehicular access point
-  Potential road closure
-  Landscape / acoustic buffer
-  Linear corridor / open space
-  Existing shared path
-  Proposed shared path
-  Potential future rail line
-  Temporary open space
-  Proposed intersection upgrade
-  Stormwater basin and local park
-  Residential
-  Dwellings to front road / park
-  School (existing)
-  School (future)



Green link and integration of stormwater management into the open space network

There was support from the community and the City of Onkaparinga for a green link between How Road to the Aldinga Sports Complex/Village and for stormwater to be integrated with the open space network rather than be provided for in a singular large detention basin.

Change: In response to this feedback, the Draft Structure Plan includes a linear park with a shared use path connecting from a location adjacent to Ocean Acres Reserve (How Road) to the Aldinga Sports Complex.

This linear park could also accommodate stormwater detention subject to more detailed investigations by the future developer of the land.

Dispersed local open space

The City of Onkaparinga has noted the need for a number of quality local parks to be spread throughout the residential area.

Change: *In response to this feedback, the Draft Structure Plan now shows the indicative location of these local parks.*

Commercial use of site on Aldinga Beach Road

The Preliminary Structure plan did not address the potential use of land on Aldinga Beach Road between the rail corridor and the fire station.

Change: *The Draft Structure Plan now identifies this land for commercial use.*

More information

You can read more information and/ subscribe to receive updates regarding the Aldinga Structure Plan at:
<http://renewalsa.sa.gov.au/projects/aldinga-structure-plan/>

The City of Onkaparinga has also prepared the Aldinga Framework Plan to assist Council and the community to provide input into the Aldinga Structure Plan.

More information is available from:

- 30-Year Plan for Greater Adelaide: <http://livingadelaide.sa.gov.au/>
- City of Onkaparinga's Aldinga Framework Plan:
http://www.onkaparingacity.com/onka/home/news_media/news_highlights/aldinga_framework_plan.jsp?sstat=1067043

Instructions on how to provide feedback

Feedback on the Draft Structure Plan is primarily being sought online via Social Pinpoint. The content outlined in this document is intended to mirror the content available through our online platform and is provided as an offline alternative means of capturing your feedback.

Before you start please ensure that you have read the background information above, as this will help you to better understand the planning process. On the next page you will see the Draft Structure Plan, while specific information about each element is outlined in detail in the subsequent pages.

Space has been provided through this document for you to share your thoughts. Please note, you are not required to provide feedback on all elements of the Draft Structure Plan and may choose to limit your feedback to areas of interest or expertise.

Please return your completed document to Renewal SA's engagement team via:

Email: RenewalSA.Engagement@sa.gov.au or;

Return mail: GPO Box 698, Adelaide SA 5001

Feedback on the Aldinga Draft Structure Plan closes on Friday 21 June 2019.

DRAFT STRUCTURE PLAN

- Subject land
- Arterial road
- Collector / distributor road
- Proposed collector
- Proposed vehicular access point
- Proposed road widening
- X Potential road closure
- Landscape / acoustic buffer
- Linear corridor / open space
- Electricity easement
- Acoustic / air quality impact area
- Existing shared path
- Proposed shared path
- Potential future rail line/station
- Rail corridor
- Temporary open space
- Proposed intersection upgrade
- Stormwater basin
- Stormwater network / flow
- Residential
- Dwellings to front road / park
- School (existing)
- School (future)
- Commercial
- Park n' Ride / bus interchange



B U F F E R S

Buffers apply to where an interface is needed between different land uses such as main road and housing. Buffers can include landscaped areas and acoustic walls to minimise effects of noise, dust and odour and improve visual outlook.

Landscape / acoustic buffer

Aldinga Beach Road

An acoustic buffer will be required to minimise the noise impacts from the road on the future dwellings.

Main South Road

A buffer of at least 20 metres will be required to minimise the noise impacts and provide a landscaped interface along Main South Road. The design of the buffer will be matter for the future developer of the land and the City of Onkaparinga. The buffer will include a shared use path.

Further reading:

Environmental Noise Assessment available from: http://renewalsa.sa.gov.au/wp-content/uploads/2019/02/Aldinga-DPA_Preliminary-Structure-Plan_Environmental-Noise_February-2019.pdf



Landscape / acoustic buffer

Acoustic/air quality buffer

An area located within the evaluation distance of EPA-licensed activities. Any sensitive uses within this area (e.g. residential development) may require noise attenuation.

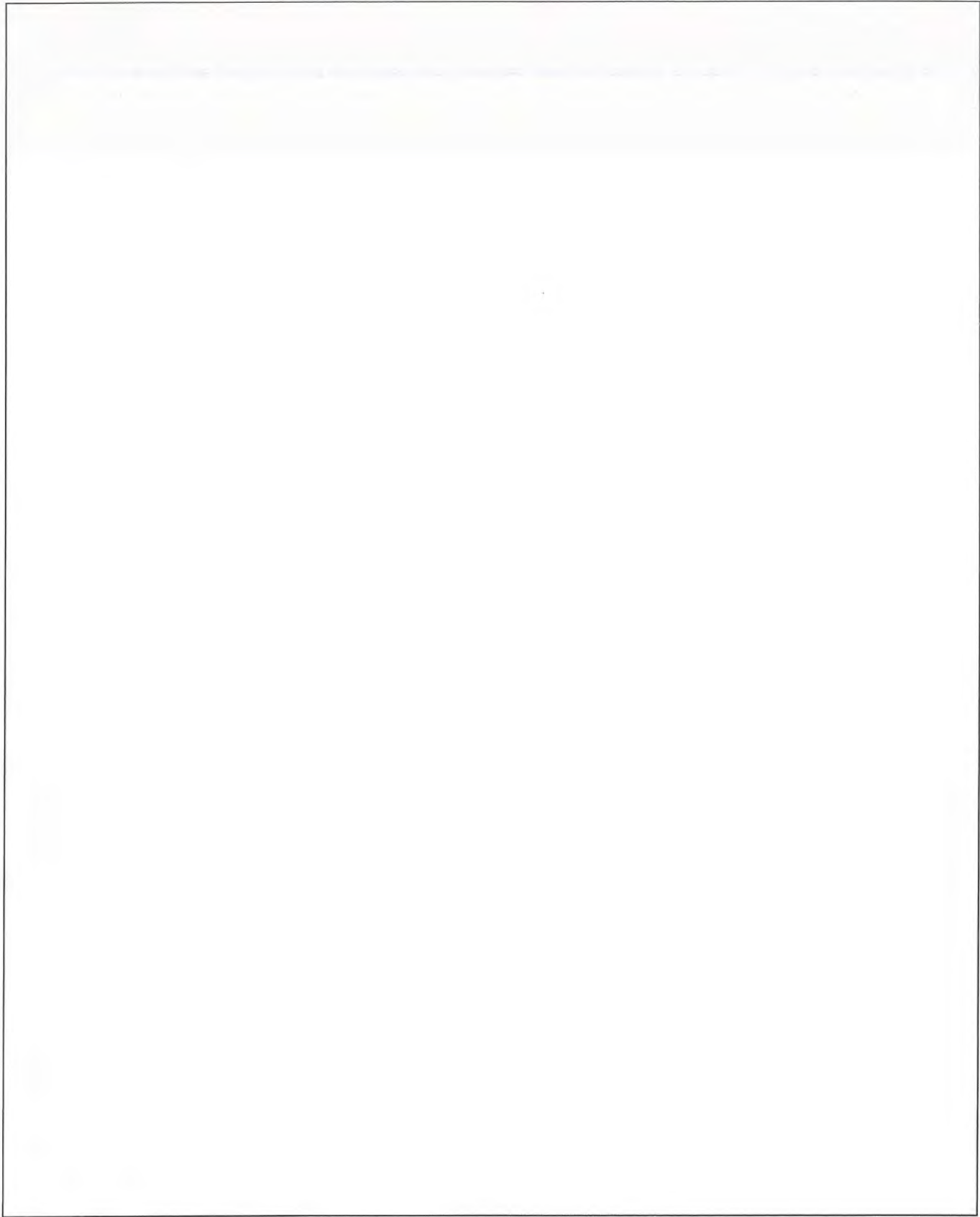
It is proposed that this area be primarily used for stormwater detention and the future park-and-ride facility.



Acoustic / air quality impact area

Comments regarding buffers:

Natural buffer is better - suit isolated community so far from town
 - grow food. - Fruit Trees
 for the Com4 to eat - with
 - Good under growth, to demonstrate
 - Good producing nature of area.
 - & provide food everyone.



MOVEMENT

Movement relates to how vehicles, cyclists and pedestrians move through and within the area. It considers connections and shared path links.

Shared use paths

A network of shared use paths are proposed to facilitate walking and cycling along the following:

- ▼ North-south collector road
- ▼ East-west collector road
- ▼ Linear corridor
- ▼ Port Road
- ▼ Bowering Hill Road
- ▼ How Road
- ▼ Main South Road
- ▼ Aldinga Beach Road.

- ■ ■ Existing shared path
- ● ● Proposed shared path

Proposed intersection upgrades

Upgrades to the following intersections are proposed:

- ▼ Bowering Hill and Port Roads
- ▼ Quinliven and How Roads
- ▼ Quinliven Road and north-south collector road
- ▼ How Road and shared use path
- ▼ Main South and Aldinga Roads and east-west collector road
- ▼ Main South and Aldinga Beach Roads
- ▼ How and Aldinga Beach Roads
- ▼ Aldinga Beach Road and north-south collector road



Proposed intersection / upgrade

Bowering Hill Road

Proposed intersection upgrade with Port Road

An upgrade of the **Bowering Hill Road and Port Road** intersection may be required to accommodate increased traffic movements.

Residential interface

It is proposed that dwellings front Bowering Hill Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Shared use path and landscape buffer

A landscape buffer with a shared use path along Bowering Hill Road is proposed to connect to the existing shared use path on Quinliven Road.

Aldinga Beach Road

Proposed intersection upgrades

Aldinga Beach Road and Main South Road

An upgrade to the Aldinga Beach Road and Main South Road intersection may be required to address existing conflict issues and accommodate increased traffic movements.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication project.

Aldinga Beach Road and How Road

An upgrade of the How Road and Aldinga Beach Road intersection may be required to accommodate increased traffic movements.

Aldinga Beach Road and north-south collector road

A new intersection with a north-south collector road is proposed to accommodate increased traffic movements.

Road widening

Aldinga Beach Road may need to be widened to enhance traffic movement.

Shared use path

A shared use path is proposed to connect to the existing shared use path located to the west of How Road.

Landscape / acoustic buffer

An acoustic buffer will be required to minimise the noise impacts from the road on the future dwellings.

How Road

Proposed intersection upgrades

How Road and Quinliven Road

An upgrade of the Quinliven Road and How Road intersection may be required to accommodate increased traffic movements.

How Road and Aldinga Beach Road

An upgrade of the How Road and Aldinga Beach Road intersection may be required to accommodate increased traffic movements.

Proposed vehicular access points

Access to the future residential area is proposed from a location adjacent Ocean Acres Reserve and south of the Galilee Catholic School.

Road widening

How Road may need to be widened to enhance traffic movement.

Shared use path

A new shared use path is proposed to connect to the existing shared use path network along How Road.

Residential interface

It is proposed that dwellings front How Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Main South Road

Main South Road duplication

The State Government has committed to the duplication of Main South Road in the 2018-19 State Budget. The duplication will be delivered in 2 stages, with Stage 1 from south of Griffiths Drive in Seaford to Aldinga (approximately 10 kilometres) and Stage 2, from Aldinga to Sellicks Beach (approximately 6 kilometres).

It is anticipated that a planning study will be completed by mid-2019 after which the Department of Planning, Transport and Infrastructure will commence procurement of the major contract for the construction of Stage 1 of the project with construction expected to commence in late 2019.

The planning study is expected to provide recommended treatments for the corridor and major intersections with consideration of the road function, safety, topography and accessibility to adjacent properties.

Any feedback on the duplication of Main South Road is outside the scope of the Aldinga Structure Plan and should be directed to the Department for Planning, Transport and Infrastructure.

Further reading:

Main South Road Duplication: https://dpti.sa.gov.au/infrastructure/road_projects/main_south_road_duplication

Road widening

It is likely that some land will be required to facilitate the duplication of Main South Road. At this stage, the scope of the duplication works have not been finalised and any potential future land requirements are unknown.

Proposed intersection upgrades

Main South Road and Aldinga Road

An upgraded intersection is proposed at the junction of Aldinga Road and Main South Road.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication.

Main South and Aldinga Beach Road

An upgrade to the Aldinga Beach Road and Main South Road intersection may be required to address existing conflict issues and accommodate increased traffic movements.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication project.

Landscape / acoustic buffer and shared use path

A buffer of at least 20 metres will be required to minimise the noise impacts and the provide a landscaped interface along Main South Road. The design of the buffer will be matter for the future developer of the land and the City of Onkaparinga. The buffer will include a shared use path.

Further reading

Environmental Noise Assessment: https://renewalsa.sa.gov.au/wp-content/uploads/2019/02/Aldinga-DPA_Preliminary-Structure-Plan_Environmental-Noise_February-2019.pdf

why 30m. - if the road is not that big in the end The clearing of - Bush etc is not acceptable

Port Road

No change is proposed to the function of Port Road for motor vehicles in the short term.

Shared use path

A shared use path is proposed along Port Road to improve pedestrian and cycling links to the future school, Aldinga Sports Park and Aldinga township.

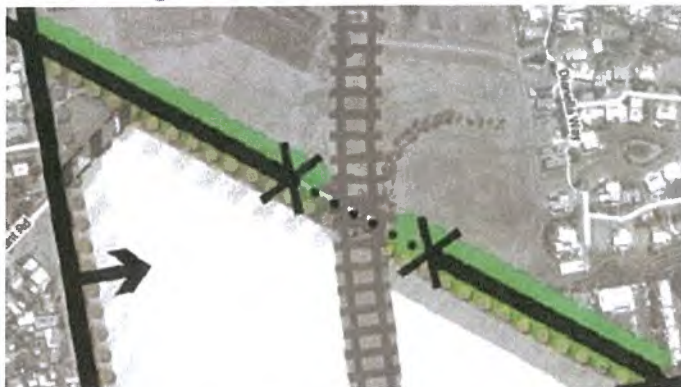
Residential interface

It is proposed that dwellings to front Port Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Landscape / acoustic buffer

The existing 20-metre landscape buffer either side of Port Road will be retained.

Local heritage-listed avenue of trees



The local heritage listed avenue of pine trees are located within the road reserve and will not be impacted by future urban development.

Potential road closure

Should the Seaford rail line be extended to Aldinga there may be a need to close a section of Port Road.

Quinliven Road

Proposed new intersection with north-south collector road

A new intersection is proposed to connect Quinliven Road to a north-south collector road to accommodate increased traffic movements.

Road widening

Quinliven Road may need to be widened to enhance traffic movement.

Shared use path

The existing shared use path along Quinliven Road is proposed to connect to a new shared use path at the intersection of a new north south collector road.

Residential interface

It is proposed that dwellings front Quinliven Road to allow for natural surveillance and avoid the impact of continuous 'back fences'.

North-south collector road

A north-south collector road is proposed to facilitate traffic movement and connections to the new school and future rail station and Park & Ride/bus interchange.

Shared use path

A new shared use path is proposed along the north-south collector road.

Proposed new intersections

North-south collector and Quinliven Road

A new intersection is proposed to connect to Quinliven Road to accommodate increased traffic movements.

North-south collector and Aldinga Beach Road

A new intersection is proposed to connect to Aldinga Beach Road to accommodate increased traffic movements.

East-west collector road

An east-west collector road is proposed to facilitate traffic movement and connections to the new school and future rail station and park-and-ride/bus interchange. The east-west collector terminates at the junction with the north-south collector road to avoid a vehicular crossing of the proposed rail corridor.

Shared use path

A new shared use path is proposed along the east-west collector road, connecting Main South Road to How Road.

Proposed intersection upgrades with Main South Road and Aldinga Road

An upgraded intersection is proposed at the junction of Aldinga Road and Main South Road to connect to the east-west collector road.

The configuration of the intersection will be considered further through a planning study to undertaken as part of the Main South Road duplication.

Further reading:

Please see the Traffic Assessment (DRAFT) for more information, including proposed road cross sections and forecast volumes of traffic: https://renewalsa.sa.gov.au/wp-content/uploads/2019/05/Aldinga_Structure_Plan_Traffic_Assessment_2019.05_DRAFT.pdf

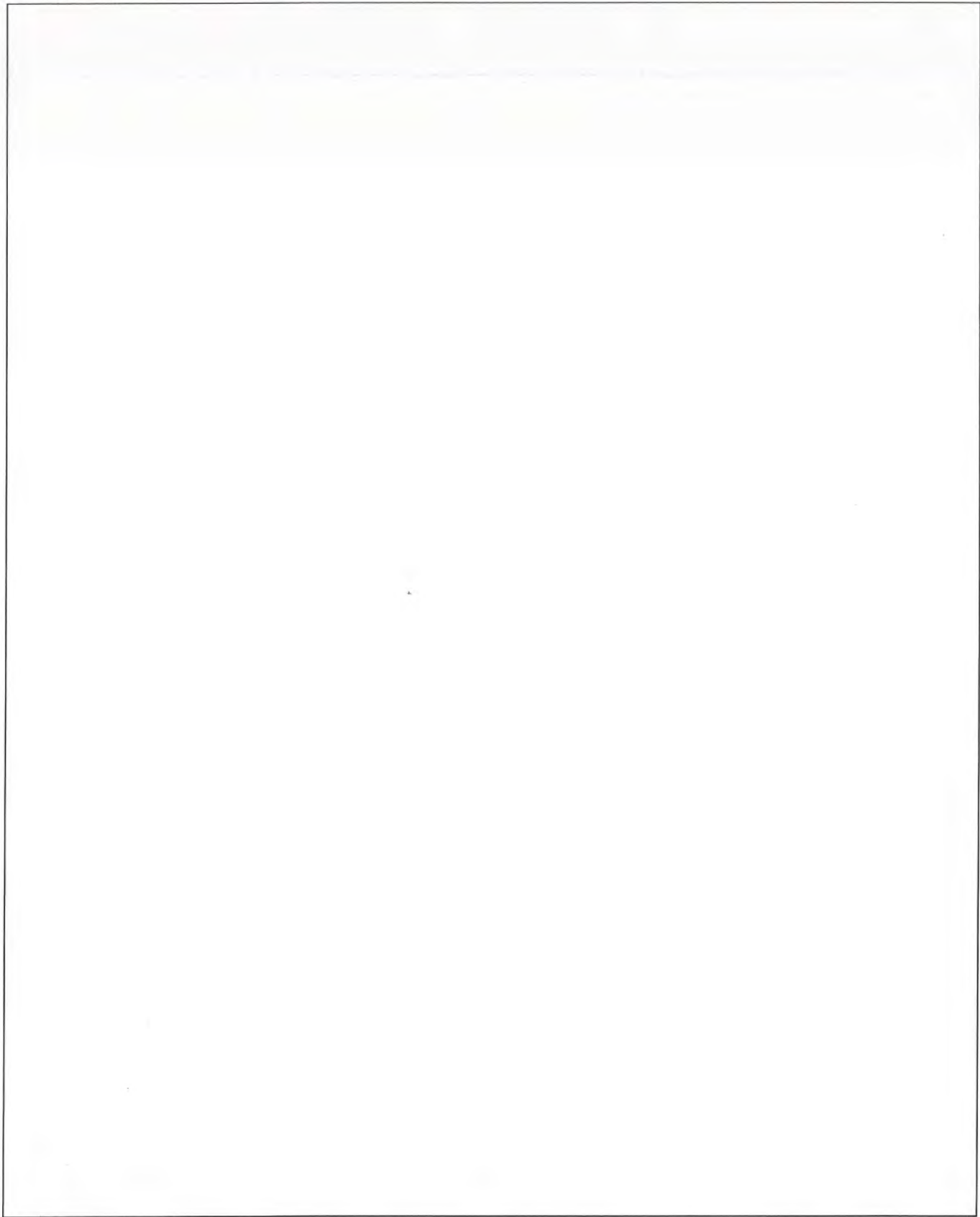
TREES on both sides of Port Road.

Comments regarding movement:

why would you need to close Port Road an important entrance / exit point for large portion of population - E to the beginning of the esplanade.

* IN Road works 2 entrance at to → makes a lot extra driving just to leave suburb → for months on end.

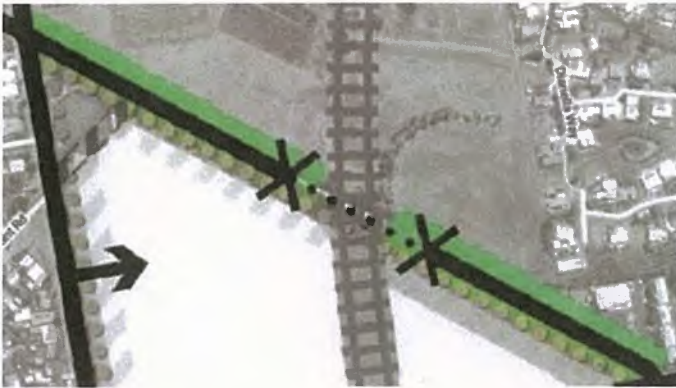
if reduce exits ↑ people → then bus



OPEN SPACE

Open space covers the indicative locations for neighbourhood parks and other public spaces, and their intended uses for nearby residents.

Local heritage-listed avenue of trees



The local heritage-listed avenue of pine trees are located within the road reserve and will not be impacted by future urban development.

Local park (triangle north)

A local park incorporating a detention basin and the existing transmission line easement is proposed at the corner of Port Road and Bowering Hill Road.



Reserve (triangle east)

A high number of responses from the community sought to maintain the open character of the northern triangle to reinforce the gateway between Port Willunga and the Aldinga township and retain the semi-rural character of the area. In response to this feedback, the eastern portion of the northern triangle is now proposed for use as open space.



This is not enough space. ✓

→ Community GARDEN!

≠ The tiny corner of top obviously not fit for horse blocks.
- living on top rail line
UNACCEPTABLE

Linear corridor / open space

There was support from the community and the City of Onkaparinga for a green link between How Road to the Aldinga Sports Complex/Village and for stormwater to be integrated with the open space network, rather than be provided for in a singular large detention basin.

In response to this feedback, the Draft Structure Plan includes a linear park with a shared use path connecting from a location adjacent to Ocean Acres Reserve (How Road) to the Aldinga Sports Complex.

This link provides the opportunity for a series of smaller basins integrated with the open space network rather than larger detention basins. It is anticipated that future developer of the land could undertake more detailed design to achieve this.



Local parks

 Linear corridor / open space

Up to four local parks are proposed to service the residential areas south of Quinliven Road:

- West
- East
- South
- Far South

Fail to consider
30 YEARS

people to work in

- Build Community Garden

NO WORK IN ALDINGA

why boost population NO work PLANS

Comments regarding open space:

Need to have trees throughout.

- we live an hour from town

- You cannot build a high rise
(can potentially unstable land) - cracks.

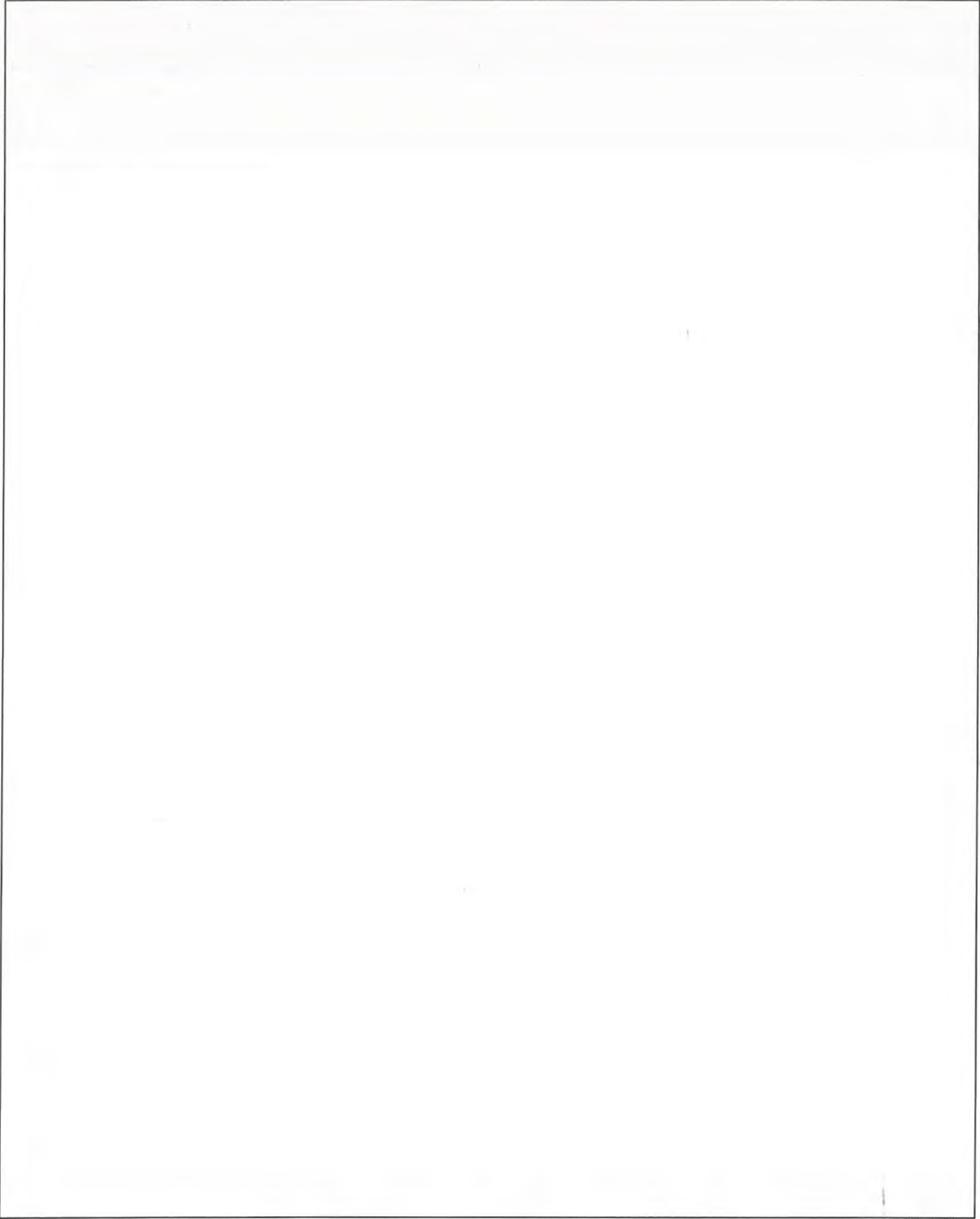
Large building designed for city living -
with no space dry bathers, towels
or everyday washing - if not at/in
the convenient city. i.e. the reason

people put up with the STRESS
at high density living is ~~no~~ driving, petrol
required. With this city designed project

- People need to have a car, spend most time
in car 2 hrs to work to come back to

an ugly shoe box. with neighbour peering in

MUST BE in keeping with single
houses in area.



LAND USE


Land use maps where housing, retail, commercial, industrial and community uses of land could be located.


Commercial site

 Commercial

The land on Aldinga Beach Road between the rail corridor and the fire station is proposed for commercial use.

Proposed residential land use

 Residential

 Dwellings to front road / park

The Draft Structure Plan indicates approximately 38.6 hectares of land would be available for residential use — this excludes roads and open space.

It is expected that there will be demand for housing lots in the range of 300–600sqm as well as smaller housing to meet affordability requirements and accommodate retirement living.

- Assuming an average lot size of 300sqm, the land would yield approximately 1,283 dwellings (33 dwellings per hectare).
- Assuming an average lot size of 600sqm, the land would yield 641 dwellings (16 dwellings per hectare).

Renewal SA has used an estimate of 1,000 dwellings to inform the investigations for the Draft Structure Plan.

Residential interface

- It is proposed that dwellings front **Port, Bowering Hill and Quinliven Roads** to allow for natural surveillance and avoid the impact of continuous 'back fences'.
- It is proposed that dwellings front **Aldinga Sports Park** to allow for natural surveillance and avoid the impact of continuous 'back fences'.
- It is proposed that dwellings front **How Road** to allow for natural surveillance and avoid the impact of continuous 'back fences'.

Landscape / acoustic buffer

Main South Road

A buffer of at least 20 metres will be required to minimise the noise impacts and provide a landscaped interface along Main South Road. The design of the buffer will be matter for the future developer of the land and the City of Onkaparinga. The buffer will include a shared use path.

Aldinga Beach Road

An acoustic buffer will be required to minimise the noise impacts from the road on the future dwellings.

Further Reading

Aldinga Structure Plan and housing analysis available from: <http://renewalsa.sa.gov.au/wp-content/uploads/2019/02/aldinga-structure-planhousing-analysis.pdf>

Environmental Noise Assessment available from: http://renewalsa.sa.gov.au/wp-content/uploads/2019/02/Aldinga-DPA_Preliminary-Structure-Plan_Environmental-Noise_February-2019.pdf

Future school site

A new birth to Year 12 public school will be constructed on around 14 hectares of land along Quinliven and Port Road ready for the start of the 2022 school year.

The new school will accommodate up to 1675 students, which includes 100 special school students and a 75 place children's centre. The future school site is directly adjacent the Aldinga Sports Complex which may help facilitate shared use of facilities.

The Preliminary Structure Plan indicates how the site may be linked to a shared use path network to enable safe pedestrian and cycling access. Vehicle access is expected to initially be provided via Quinliven Road/Port Road with potential access via a new north south collector road.

The internal design of the school is not a matter for the Structure Plan and will be determined through a public/private partnership (PPP) process.

Further reading:

Adelaide's new south school location confirmed:

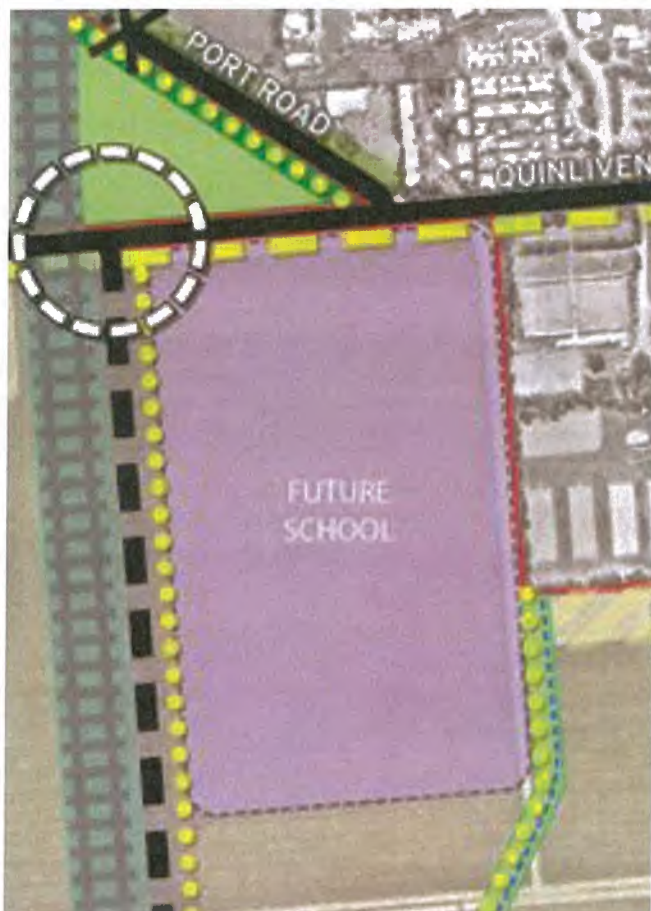
premier.sa.gov.au/news/adelaide-s-new-south-school-location-confirmed

A new school for the south:

www.education.sa.gov.au/sites-and-facilities/upgrades-and-new-schools/new-school-south

Aldinga Framework Plan available from:

www.onkaparingacity.com/onka/home/news_media/news_highlights/aldinga_framework_plan.jsp?sstat=1067043



→ WAS A NEEDS ASSESSMENT done?

Comments regarding land use

This ^{for this school - with Aging population here unlikely to need} is a massive amount of this school.

land use. THIS MUST NOT INCLUDE ANY BIOTECH INVESTMENT OR curriculum - due to the improper nature of this technology. (will not be accepted in this community)

STEVE
Rocks
School
See
Williams
Waldorf
"TRINITY"
in the
city
A Future plan for 30 years MUST include permaculture, taught to children to be able to feed themselves in a low carbon use future. This is needed for Food Security down here - being isolated.

Also there is NO work down here & THIS WHOLE PROJECT FAILS to service this satellite city.

Stephane Alexandre / Catherine - ONLY way to go - for all kids but rural kids a must.

- NO concrete jungle 45 km from city tracks
- Go steiner stream & eco/steiner whole school design - is the future to educate children IN THE COUNTRY.

NO TECH IDEAS school must NOT fall for tech fads school moving away from computer & IT fixes. → NO IT trails in our area - let others make them

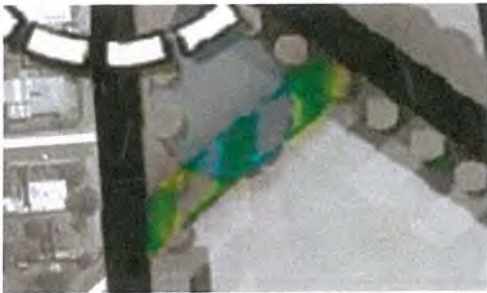
UTILITIES

Electrical easement

Northern transmission line

A high-voltage transmission line traverses the northern portion of the Aldinga Structure Plan Area from Port Road to Bowering Hill Road. The line is located within an approximately 20-metre wide easement.

A local park incorporating the existing transmission line easement and a stormwater basin is also proposed at the corner of Port Road and Bowering Hill Road.



Southern transmission line

A high-voltage transmission line traverses the southern portion of the Aldinga Structure Plan Area from Main South Road to the Aldinga substation.

The line is located within a 26-metre wide easement which is likely to be utilised as open space acting as an east-west pedestrian and cycling link.



Stormwater basin

Stormwater considers the amount and location of land needed to manage flooding and stormwater-related to the site.

Northern basin

On-site stormwater detention basins may be required to restrict the post-development flow rates to the pre-development conditions.

The northern part of the Structure Plan Area slopes towards Willunga Creek. A detention basin located near the intersection of Port Road and Bowering Hill Road may be required to detain stormwater.

The City of Onkaparinga's preferred approach is for a series of smaller basins integrated with the open space network rather than larger detention basins. It is anticipated that future developer of the land could undertake more detailed design to achieve this.

A local park incorporating the stormwater basin and existing transmission line easement is proposed at the corner of Port Road and Bowering Hill Road.

Southern Basin

On-site stormwater detention basins may be required to restrict the post-development flow rates to the pre-development conditions.

The southern part of the Structure Plan Area slopes towards the Aldinga Beach Road and How Road intersection. A detention basin located near this area may be required to detain stormwater.

A detention basin in this area would also act as a buffer to the industrial area to the west of How Road.

The City of Onkaparinga's preferred approach is for a series of smaller basins integrated with the open space network rather than larger detention basins. It is anticipated that future developer of the land could undertake more detailed design to achieve this.

Comments regarding utilities (stormwater):

RAIL

Potential rail extension

There is no funding committed for a rail extension and it may be many years before a rail line is constructed.

Potential rail corridor

North

The State Government has a policy to define and preserve a future train corridor from Seaford to Aldinga. The Department for Planning, Transport and Infrastructure have advised that a 100-metre-wide corridor is needed. There is no funding committed for a rail extension and it may be many years before a rail line is constructed. In the interim period, the rail corridor is likely to be retained in Government ownership.

South

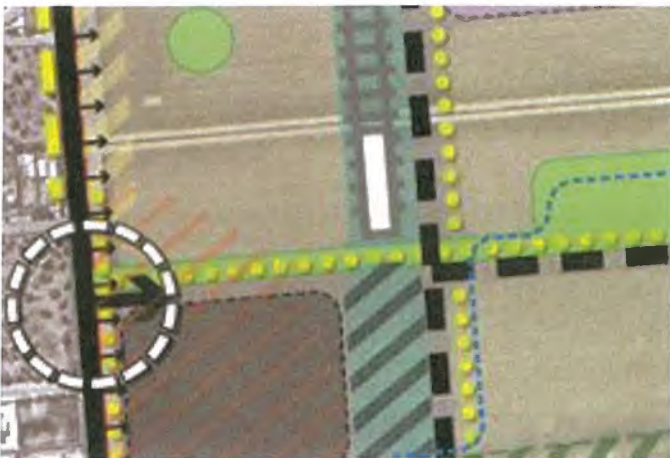
The rail corridor to the south of the proposed station will need to be retained for a potential future rail extension.

Temporary open space

Open space use is proposed while the land is not required for rail purposes.

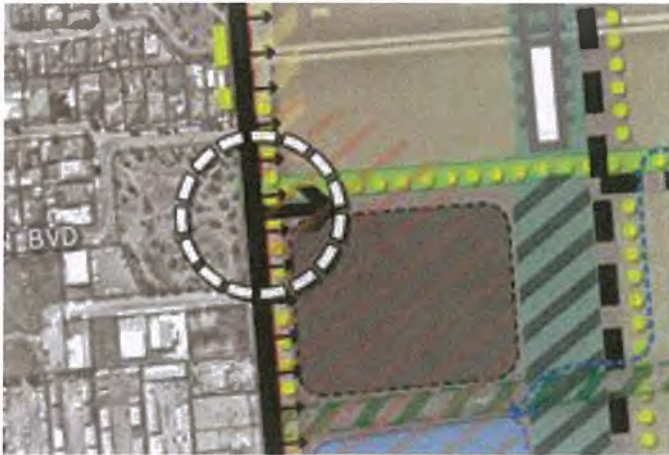
Potential station

The Draft Structure Plan proposes a central train station to optimise the accessibility to the existing and future school, the Aldinga Sports Park and the Aldinga Village and allow for east-west connectivity. The future rail station would include a bus interchange.



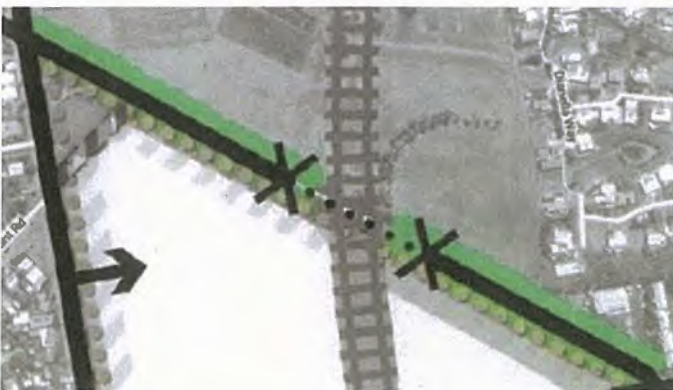
Potential park-and-ride

A park-and-ride facility is proposed in the location shown and is expected to accommodate around 600–1,000 parking spaces.



Potential road closure

Should the Seaford rail line be extended to Aldinga, there may be a need to close a section of Port Road.



Further reading:

Traffic Assessment (DRAFT) available from: https://renewalsa.sa.gov.au/wp-content/uploads/2019/05/Aldinga_Structure_Plan_Traffic_Assessment_2019.05_DRAFT.pdf

Integrated Transport and Land Use Plan: maps.sa.gov.au/ITLUP/

30-Year Plan for Greater Adelaide available from: <https://livingadelaide.sa.gov.au/>



RenewalSA



Government
of South Australia

Comments regarding rail (movement):

- ✓
- what are the effects of high powered electricities of rail ??
This is going right next to the school
- ~~the~~ noise & high electricity exposure for kids.
- NO Aboriginal sites interfered with.
- least noise possible
- but also not ugly ^{AIRLEN} eyescows.
- central station sense community better.

YOUR DETAILS

1. Please select all of the options below that apply to you:

- ☒ I live in the area
- ☐ I work in the area
- ☐ I own a property or business in the area
- ☐ I am a member of a local community group or club

2. Name

3. Would you like to receive email updates about the Aldinga Structure Plan?

- ☒ Yes, please.
- ☐ No, thanks.

4. Email:

5. Residential postcode:

6. Any further comments

- not a lot of free thought space.
 - not a lot of time to give input - feels like
 taken effort.
 * NO ^{NOISE} WORK B4 9am - quiet n/a Aus
^{LOAD} - work not requiring noise B4 ok.
 * NO earth movements on days
 high wind or EASTERLIES. Due to
 (EAST) wind
 EARTH & dust Blowing onto existing
 residents..

A P P E N D I C E S

Appendix 7

Email feedback

Email 1 - Received: 12 May 2019

To Whom it Concerns.

Unfortunately we will be away for both meetings being held in Aldinga and consequently we have strong views in protecting what is left of our beautiful Aldinga that is not already covered in high density housing.

As ratepayers for some 50 years and Friends of Port Willunga we are horrified at the lack of planning and greed of the Government in cramming in high density housing and totally ruining the area in the Fleurieu.

The lack of green space is evident in Seaford and surrounding areas and we are extremely concerned the same scenario will be occurring in lovely Aldinga.

I know many residents feel the same way and hope you have gained a sense of dismay at the insensitive way these areas are being ruined FOREVER!

PLEASE LEAVE THE GREEN TRIANGLE ON PORT ROAD VACANT LAND!!!!!!

Name, Address & contact details withheld

Email 2 – received 29/5/2019

I believe that the triangle at Aldinga should be kept as a green space, with NO HOUSING on it. There is already far too many ugly, unsustainable in terms of energy efficiency housing developments down here.

It would be wonderful if the triangle could become a botanical garden showcasing water-wise plantings and semi-arid vegetation that we are going to have to utilise for our gardens with climate change.

This could a wonderful way to involve the community in the planning and the planting.

Please, please keep our precious triangle green! This whole community needs it.

Name, Address & contact details withheld

Email 3 – received 30/5/2019

Dear Aldinga Draft Structure Plan Persons.

Please allow me to apologise for not being able to personally attend the recent meetings held in Aldinga on May 25 and again on May 28 2019. An unexpected event came up. As a senior and a non driver I have either to rely on others or very poor public transport to be able to move in and out of Aldinga. Therefore not being able to attend either of these meetings I am unaware of what was said.

This I should like to say for myself and others like myself who are I consider treated in a rather second class way by not having either the money (despite some subsidised taxis etc., which are restricted in the number of uses per week and also, have to be booked well ahead), rely on others, or be bumped, shaken, and jolted by slow busses to the nearest rail line. It is important to me that I be as independent as I possibly can for as long as I can.

The reason I am saying this is I do not know if the lack of both interest by parties wanting to sell this vision to us in getting us a train we both urgently need and deserve to Aldinga and beyond, otherwise it is the usual PUT THE CART BEFORE THE HORSE SITUATION that so often prevails that in the anxiety to sell off this land for as much money as developers/ governments can make for housing and whatever, all very nice but how are these future inhabitants going to be able to move about, I have in mind persons such as myself, senior and not able to drive (there are at least two retirement villages close to the Aldinga Beach Shopping Centre now.) No one there is becoming any younger therefore stands to reason, will not always be able to drive a private car, and the thirty minute bus trip to Seaford Rail is cruel. There are senior school students both needful of jobs or ongoing study/university access now. Or do we have to have the crowding and ongoing pollution and expense of more and more cars on the road not to mention parking when they get where they are going. Perhaps I worry too much, perhaps there is going to be a large, modern hospital that can do more than put on a “band aid” and ship you off to Flinders Medical Centre at midnight where you are ramped outside? Perhaps a new university to serve the far south so no one has to travel far as they are tortured by the rough trip by busses with such poor suspension entirely unsuited to the awful roads for the almost half hour trip to Seaford Rail?

Please pardon me if this Rail Service for our down south of Seaford is under serious consideration, before this “Structure “ plan comes off the drawing board. Since coming to live in the flat land area of Aldinga after downsising from our previous home about half a dozen years ago, I have been shocked when I had to visit my husband in Flinders Medical Centre after he had a few admissions to there over the last few years, the trip by public transport to visit him, and the best I could do as the number of subsidised trips is restricted, takes close to two hours to arrive at F.M.C and the same to return. I am aware the connecting line to FMC and the university will mean a quicker and much more comfortable trip in the future whenever it comes into being. Presently if you have to rely on public transport it is a thirty minute bus trip to Seaford Rail, five/six minute rail trip to Noarlunga and unless you telephone beforehand, the bus to FMC pulls out just as the train pulls in to Noarlunga leaving about another thirty minute wait for the next bus. Let us get it right for once and not allow not any development take place until things are done in the proper order, why are we less worthy than the people of Seaford?

Thanking you.
Yours faithfully.

Name, Address & contact details withheld

Email 4 – received 21/06/2019

Please find attached a copy of the Aldinga Draft Structure Plan with my comments. I have made comments primarily in the section on open space and movement so many sections are blank.

I may not have completed the section asking for my details so here they are:

Name, Address & contact details withheld

I live in the area and am keen to contribute to the continuing discussion on the future of the area.

Thank you,
regards,

Note: PDF file to be saved separately in Objective

A P P E N D I C E S

Appendix 8

City of Onkaparinga's feedback
(contained in original report)



DELIVERING AN INSPIRING URBAN FUTURE