

ALDINGA STRUCTURE PLAN

People and Place
Management

ENGAGEMENT REPORT

Final engagement report on the preliminary and
draft Aldinga Structure Plan

August 2019

Last updated October 2020



RenewalSA



Government
of South Australia

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

CONTENTS

Executive Summary.....	6
Community Feedback Summary	6
Buffers	6
Movement	7
Open Space	7
Land Use	8
Rail	8
Feedback Themes	8
Themes within scope	8
Themes outside scope	9
Background	11
The Project.....	11
Engagement.....	12
Structure Plan Engagement Objectives and Staging	12
Methodology	15
Purpose of the report.....	15
key engagement findings.....	16
Community Drop-in sessions.....	17
Key topics feedback.....	18
Buffers	20
Movement	20
Open Space	24
Land Use	27
Stormwater.....	29
Rail feedback	29
Other feedback	31
The key stakeholder group	33
City of Onkaparinga feedback	33
DPTI feedback	35
Conclusion & recommendations	36
Themes within scope	36
Themes outside scope	37
Engagement with Kaurua	37
Next steps	38

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Aldinga Structure Plan.....	38
Rezoning.....	38
Main South Road duplication	38
Railway Corridor.....	39
Appendices.....	40
Appendix 1 – Executive summary Preliminary Structure Plan Engagement Report	40
Appendix 2 – Engagement Invitation	46
Appendix 3 – Aldinga Draft Structure Plan display panels	47
Appendix 4 – Drop-in sessions feedback (Post-It notes & written submissions).....	47
Appendix 5 – Offline Version of Social Pinpoint	47
Appendix 6 – Offline Version of Social Pinpoint feedback.....	47
Appendix 7 – Email feedback	47
Appendix 8 – City of Onkaparinga’s feedback	48

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

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



DELIVERING AN INSPIRING
URBAN FUTURE

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

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)



DELIVERING AN INSPIRING
URBAN FUTURE

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

EXECUTIVE SUMMARY

Engagement on the Draft Aldinga Structure Plan took place in May-June 2019. It followed on from engagement on the Aldinga Preliminary Structure Plan in March-April 2019, which helped to develop the Draft Structure Plan (refer Appendix 1 – Executive Summary Aldinga Preliminary Structure Plan Engagement Report).

Draft Structure Plan engagement comprised:

- Council staff workshop
- Council elected members briefing
- Community drop-in sessions (two)
- Further community engagement over a 4-week period – online via Social Pinpoint, offline version of Social Pinpoint and emails

(Social Pinpoint is an interactive map-based online engagement tool to collect community feedback and ideas. It enables online discussion through posted comments.)

The engagement period (May 25 – June 21) attracted a total of 301 respondents across the four feedback methods, providing a total of more than 500 comments:

- Social Pinpoint – 46 engaged – 160 comments
- Community drop-in sessions – 250 participants – 360 Post-it notes and written submissions
- Offline version of Social Pinpoint – 1 respondent
- Email/written submissions – 4 respondents

Eleven of the 46 who engaged on Social Pinpoint made 5+ comments.

Community Feedback Summary

This report identifies key findings from the feedback – collated across the four feedback methods. The feedback is summarised below for each of the key themes used in Social Pinpoint – being: Buffers, Movement, Open Space, Land Use, and Rail. Movement and Open Space attracted the most feedback, followed by Land Use and Rail. 'Other' feedback, identified by the respondents, mainly comprised further feedback on Open Space and Land Use (together) and Movement.

Buffers

Most feedback on Buffers focused on South Road, with support for a 100m green buffer (to be acoustically effective) in preference to fencing or walls in keeping with the character of the area, and suggestions for landscaping and integrating shared foot/cycling paths.

The balance of feedback focused on buffers for the park-and-ride and rail extension/station with views that the rail and its buffer not result in closure of Port Road or loss of agricultural land.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Movement

As one of the two topics which attracted most feedback, Movement focus ranged from specific roads and intersections to shared/individual pathways, traffic impacts from and on the future school, and the future rail corridor.

Five key themes for Movement emerged on Social Pinpoint, echoed by the other forms of feedback:

- **Traffic and congestion** – one major topic of conversation expressed community concerns about anticipated impacts of the new school and residential development on Port, Quinliven and Bowering Hill Roads – both during and after construction – affecting traffic, pedestrians and cyclists. Congestion and pedestrian/cyclist safety were the key concerns.
- **Port Road** – Mixed views were expressed on the interface of Port Road with the railway, with strong opposition to the closing of Port Rd. The intersection of Port and How Roads drew much concern.
- **Intersections** – focus predominantly was on Aldinga Beach Rd intersections with existing roads and the proposed north/south collector road, expressing concerns and making suggestions for resolving the traffic issues – mainly to improve traffic flow and safety for all road users. The intersection of Main South Road and Port Road also drew comments expressing concerns about traffic congestion and the design of roundabouts.
- **Main South Road** – concerns about the duplication's impacts on local traffic congestion at entry and exit points and intersection safety issues being the main concerns. Access to/from and across South Rd was another major topic – with many conversations on intersections involving existing roads and the proposed collector roads. The alignment of Aldinga Road with Aldinga Beach Road was another key topic.
- **Pathways** – most feedback expressed the need for a network of both shared and separated paths for cyclists and pedestrians within the area linking to existing paths. Safety was raised as a key issue. Recommendation also was made to include provision for cyclists and pedestrians across South Road for east/west movement.

Open Space

Open Space gained the most community feedback, together with Movement. Three key themes emerged: community desire for retaining the whole of the triangle as open space/botanic park; uses of the triangle – predominantly with a green; natural, sustainable and educational focus; and some suggestions on local parks within the broader Draft Structure Plan area. The need more generally for green space was also expressed by respondents using other forms of feedback to Social Pinpoint. Suggestions were made, and supported by community, for separating the whole triangle from the rest of the development and for swapping the triangle with the Aldinga Sport Complex to provide space for community use.

- **Retaining the triangle** – feedback focused overwhelmingly on desire for retention of the whole of the triangle (bounded by Quinliven, Port and Bowering Hill roads) as open space/botanic park, followed by the wish for more open space and lower residential density elsewhere within the Draft Structure Plan area than that proposed, based on the semi-rural character of the area.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Suggestion was also made that open space needs within the residential be considered separate to the triangle.

- **Uses of the triangle** – many suggestions were made for community uses of open space, particularly within the triangle, (which also drew interest and support from other community members) with ideas ranging from natural vegetation to botanic gardens and community gardens – with a sustainable and community focus and the suggestion that it tie in with the future school curriculum. Other ideas included performing arts space and youth drop-in centre/community centre.
- **Local Parks** – some suggestions were made on the number, size and use of parks, linking parks in a linear trail and greening of pathways.

Land Use

Most conversations on Land Use on Social Pinpoint (echoed by other forms of feedback) focused on residential land use – under two key themes: lot size and density – with the balance of feedback related mainly to the Rail Corridor. From the two drop-in sessions community continued to suggest alternative locations for the school.

- **Residential land use** – lot size and density were the key topics of conversation – with suggestions to lower the dwelling yield across all residential areas including the triangle, as well as opposition to residential development on the triangle, with views supportive of it maintaining its current character.

Comments advocating lower dwelling yield to retain the semi-rural character of the area and to separate development of the triangle from the overall land area gained most interest and support from other community members.

The need for interesting, sensitive and sustainable urban design was also raised. From the drop-in sessions variety of residential design options was also a strong theme.

- **Rail extension** – some feedback was relevant to the rail extension, expressing the view that it was not wanted, and the view that the land could be used for residential development.

Rail

Social Pinpoint conversations on the rail corridor revealed widely differing community views on its location – with many making suggestions on its re-alignment, and equally varying views on the need for the proposed rail extension. Several comments expressed concern at the interface of the rail corridor with Port Road and at development proceeding ahead of the rail infrastructure.

Some feedback specifically related to the location of the rail station – also revealing differing community views, while parking space concerns (that provision would be insufficient) and recommendations were the core focus of feedback on the Park-and-ride.

Feedback Themes

The key recurring themes, therefore, from community feedback on the Aldinga Draft Structure Plan were:

Themes within scope

- Desire to retain the whole of the 'green triangle' as open space/botanic park
- Concern regarding traffic impact of the residential development on the existing road network

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- ▼ Concern regarding traffic flow and safety for all road users at road intersections – current and planned
- ▼ Desire for larger lot sizes and lower density for residential development with more green space
- ▼ Support for green link between How Road and Aldinga Sport Centre - network of both shared and separated paths for cyclists and pedestrians within the area linking to existing paths

Themes outside scope

- ▼ Mixed views about the need for the rail extension and alignment of the rail corridor
- ▼ Concern about the adequacy of parking provision at the Park-and-ride
- ▼ Support for Port Road to stay open and rail to pass under
- ▼ Concern regarding local traffic congestion and safety for all road users at entry and exit points to Main South Road, as well as access across Main South Road
- ▼ Concern regarding traffic impact of the new school on the existing road network (including access e.g. car parking/kiss and drop off)

The overall intention of this report is to highlight key points of interest, preferences and views from the feedback to assist in developing the Final Aldinga Structure Plan Report. Where possible, the engagement report also seeks to identify elements of the project that have greater or lesser support.

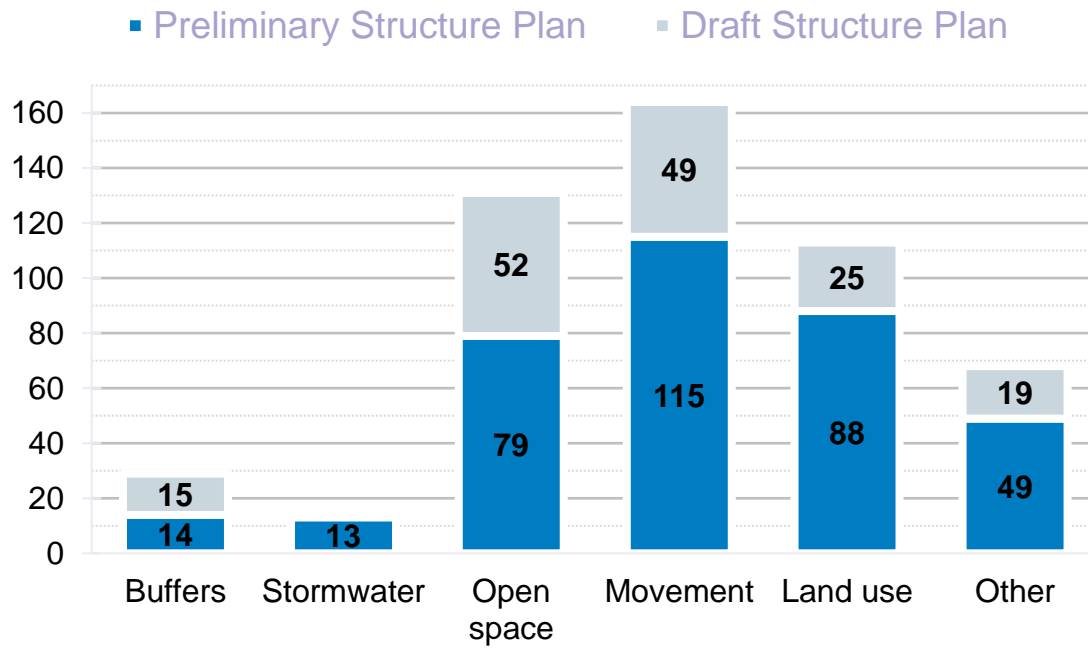
The Final Aldinga Structure Plan Report is expected to inform a rezoning to commence in late 2020 or early 2021.

Feedback which falls outside the scope of the Aldinga Structure Plan is being noted and provided to the relevant parties. This includes thoughts on:

- ▼ The South Road duplication, including proposed intersection upgrades
- ▼ Timing and delivery of the potential future rail extension
- ▼ Delivery of the school.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Table 1 Total comments through Social Pinpoint



ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

BACKGROUND

The Project

Renewal SA owns approximately 80 hectares of land at Aldinga, bounded by Main South Road to the east, Aldinga Beach Road to the south, How Road to the west, Quinliven Road and Port Rd to the north.

The land was historically used for agricultural purposes and owned by farmers from the early 1900's. It was purchased in 1989 as part of Metropolitan Adelaide's future land bank and is currently leased out by Renewal SA for dryland cropping.

The land is currently zoned 'Deferred Urban' and is located within the urban boundary defined in the 30 Year Plan for Greater Adelaide. Renewal SA is seeking for the land to be rezoned to allow for residential and other uses. This is intended to: increase housing opportunities; provide for local employment and business activity; enable better transport choices; and deliver accessible, integrated community infrastructure.

A Structure Plan and supporting investigations are required to support the case for a rezoning.

A portion of the land is the site for a new birth to Year 12 school, which is proposed to open at Aldinga for the 2022 school year, providing 1675 students from Adelaide's south with greater access to high quality schooling. The land is also the location of a rail corridor and planned 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, linking seamlessly with the existing Aldinga area and broader region.

In addition to this, the Structure Plan is expected to identify the desired future land uses, which will investigate road networks, open space, stormwater management, and a network for buses, cycling and pedestrians.

Up to 50 hectares are expected to be utilised for infrastructure including the rail corridor, rail station, Main South Road Duplication and the new school. The remaining land is expected to comprise urban development with the potential of around 1,000 new homes.

A Key Stakeholder Group comprising the City of Onkaparinga (Council), Department for Education (DE), Department for Planning, Transport and Infrastructure (DPTI) and Renewal SA is overseeing the Structure Plan process.

External consultant Fyfe was appointed by Renewal SA to prepare the Structure Plan and will be followed by process to rezone the land.



ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

The Structure Plan is being prepared in line with the principles of the new Community Engagement Charter developed for and overseen by the State Planning Commission.

Engagement

In early 2007 the Land Management Corporation (LMC) – predecessor to Renewal SA – surveyed some 4000 properties in the local area towards developing a draft Master Plan.

A total of 327 responses were received and analysed. The top 3 issue areas from the four suburbs: Aldinga, Aldinga Beach, Port Willunga and Sellicks Beach were: Infrastructure, Urban design, Land use views and vistas.

The draft Master Plan was held in abeyance pending DPTI investigations into the potential rail extension to Aldinga.

In the past 10 years since that survey, three **infrastructure issues** have been either addressed or already incorporated into the structure plan, being:

- ✦ Making the Southern Expressway two-way
- ✦ Rail network – extend to Aldinga area
- ✦ Public transport (access to)

The findings of the survey report have contributed to informing both the supporting investigations being conducted for the Structure Plan and informing the Engagement Strategy.

Renewal SA engaged – principally through meetings and on-going correspondence – several directly impacted stakeholders since mid-2015, including:

- ✦ Aldinga Bay Baptist Church
- ✦ Aldinga Sports Park (City of Onkaparinga)
- ✦ City of Onkaparinga
- ✦ DPTI
- ✦ Department for Education (former DECD)
- ✦ Galilee Catholic School

The Department for Education held an information session on the then proposed birth to Year 12 school site in September 2018 and DPTI engaged on the proposed Aldinga rail corridor in 2012 with directly impacted landowners.

Structure Plan Engagement Objectives and Staging

The overarching engagement approach encompasses the following objectives:

- ✦ Gaining stakeholder and community understanding of the broader context of the project and input to specific project outcomes
- ✦ Developing a better Structure Plan through engagement input to the key elements
- ✦ Ensuring an effective engagement process
- ✦ Identifying and managing issues and mitigating risk

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Engagement towards developing the Structure Plan is being carried out in 3 stages:

- Stage 1 - Preliminary Structure Plan options
- Stage 2 - Draft Structure Plan
- Stage 3 – Rezoning

Fyfe and Renewal SA held 4 briefings/workshops with different stakeholders on the Aldinga Preliminary Structure Plan options (Stage 1):

- City of Onkaparinga staff
- City of Onkaparinga Elected members
- The Key Stakeholder Group
- Community Organisations/groups

Community engagement on the Aldinga Preliminary Structure Plan options (Stage 1) was launched in March 2019 via interactive digital platform Social Pinpoint page (online tool), while also providing alternative avenues for community to provide feedback during the consultation period (until April 7 2019). Refer Executive Summary from Preliminary Structure Plan Engagement Report Appendix 1.

This Engagement Report is for Stage 2, gathering feedback on the Draft Structure Plan. It builds on the previous feedback provided in Stage 1 on the Aldinga Preliminary Structure Plan options.

Fyfe and Renewal SA held a workshop with City of Onkaparinga staff and a briefing for City of Onkaparinga Elected Members.

Community members were notified of the engagement opportunities for Stage 2 by various mechanisms:

- A media release provided to the local messenger announced the release of the Draft Structure plan open for community consultation with feedback closing on June 21 2019.
- An invitation post card was distributed to nearly 3,000 properties surrounding Aldinga / Pt Willunga area and also posted to some 550 non-resident property owners.
- Renewal SA Aldinga Project Website page.
- Subscribers who registered to be kept updated on project progress were informed by eDM.
- Some 30 community organisations/groups were also notified by email.

The post card (see Appendix 2) invited the local community to Community Drop-in Sessions (located within or near the Structure Plan Area) on May 25 (weekend session at Galilee Catholic School) or 28 May 2019 (weeknight option held at Aldinga Library) and encouraged the community to view the Aldinga Draft Structure Plan and share their feedback online through the interactive digital engagement platform Social Pinpoint between May 25 and June 21 2019.

The Renewal SA Aldinga Project website page included a link to Social Pinpoint.

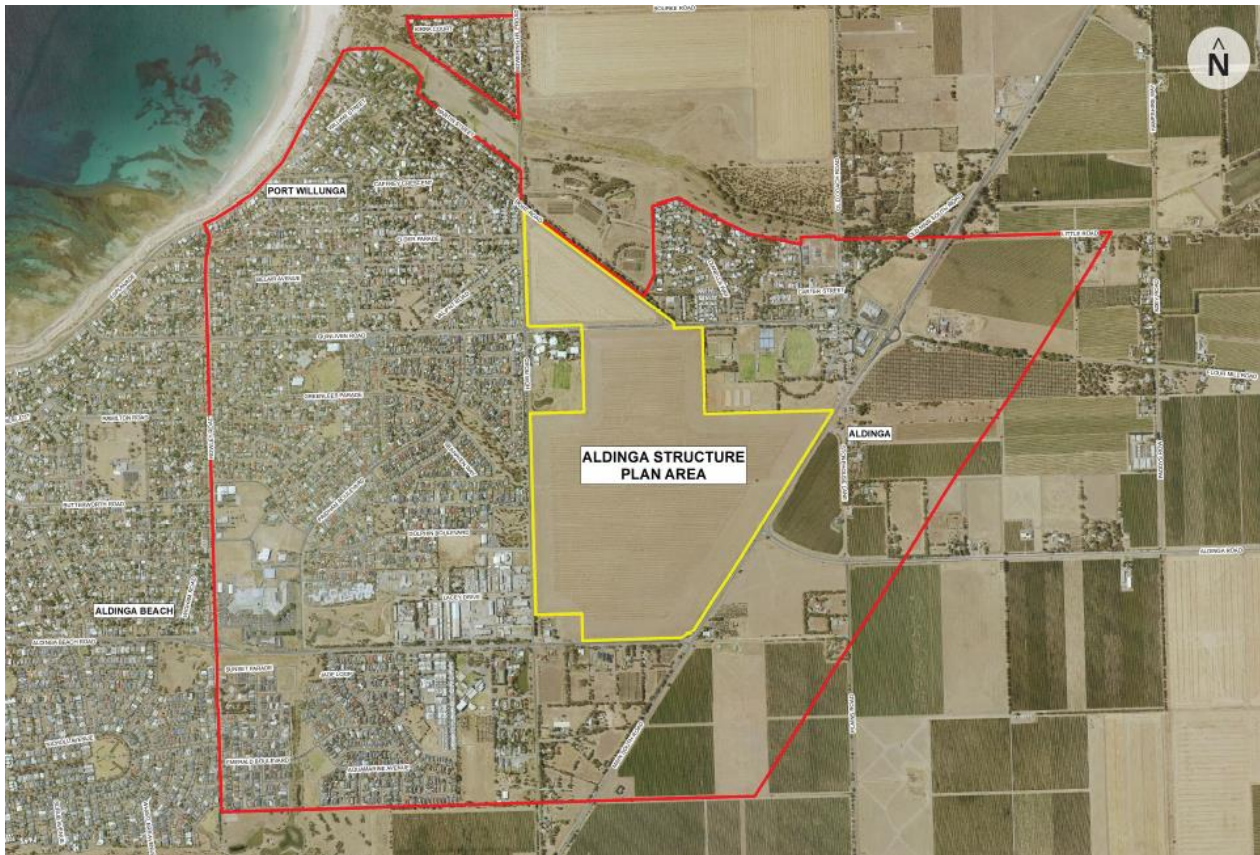
As offered in Stage 1 alternative options to Social Pinpoint to provide feedback included:

- an offline PDF version of Social Pinpoint (as a PDF in which to type responses),
- hard copies (available at Aldinga Library and Aldinga Community Centre), and

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- via email or written submissions.

Map 1 Aldinga Preliminary Structure Plan Social Pinpoint community engagement notification area (red)



ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

METHODOLOGY

In preparing this report the following steps have been undertaken:

- Collation of Community Drop-in Sessions feedback (Post-It notes)
- Collation of discussions posted on Social Pinpoint
- Collation of feedback from the offline version of Social Pinpoint
- Collation of feedback provided by email/written submissions
- Summary, cross referencing and comparative analysis of feedback across the four sources for each key topic
- Identification of key findings, including an indication of the extent of support or opposition for proposed changes within the Draft Structure Plan.

PURPOSE OF THE REPORT

The purpose of this report is to identify key findings from the feedback collected from the Community Drop-in Sessions, Social Pinpoint, offline version of Social Pinpoint and email/written submission.

Discussion on Social Pinpoint focussed on five themes (Land Use, Open Space, Buffers, Stormwater & Movement) and specific features. An 'other' category enabled people to nominate their own theme. The open ended approach for attracting feedback allowed a wide range of responses, so the report combines both quantitative and qualitative information.

The overall intention of this report is to highlight key points of interest, preferences and views from the feedback to assist in developing the Final Aldinga Structure Plan report. Where possible, the engagement report also seeks to identify elements of the project that have greater or lesser support.

Feedback which falls outside the scope of the Aldinga Structure Plan is being provided to the relevant parties. This includes thoughts on:

- The South Road duplication, including proposed intersection upgrades
- Timing and delivery of the potential future rail extension
- Delivery of the school.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

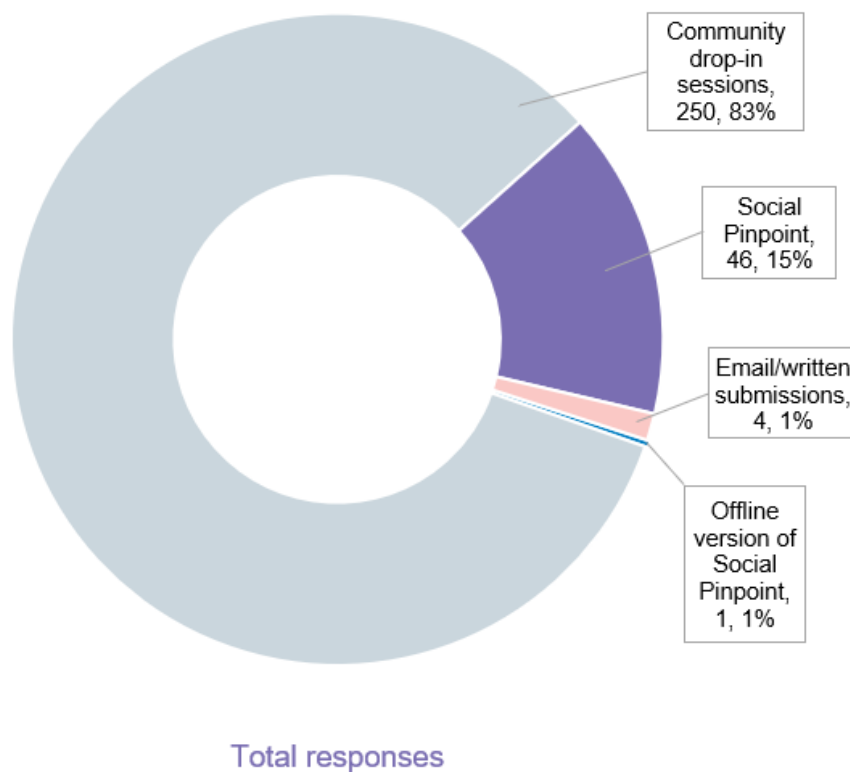
KEY ENGAGEMENT FINDINGS

The community engagement period attracted a total 301 respondents across the four feedback methods:

- Social Pinpoint – 46 respondents – 160 comments
- Community drop-in sessions – 250 participants – 360 Post-it notes and written submissions
- Offline version of Social Pinpoint – 1 respondent
- Email/written submissions – 4 respondents

Eleven of the 46 who engaged on Social Pinpoint made 5+ comments.

Chart 1 Total combined responses received



The key findings are summarized under four main headings:

- The Community Drop-in sessions
- Feedback to the specified key topics (Social Pinpoint 'pins' – buffers, movement, open space, land use, stormwater)

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- Rail feedback – potential rail extension, corridor, station and park-and-ride.
- Other feedback identified by the respondents.

Community Drop-in sessions

The two Community Drop-in sessions (Galilee Catholic School Hall & Aldinga Library) attracted some 250 participants in total, including local state member Leon Bignell (attending both sessions) and City of Onkaparinga South Coast Ward Cr. Simon McMahon. Some 140 participants identified themselves as living (or their household being) within the engagement area and some 40 identified themselves as residents/property owners living outside the engagement area, with high concentration of residents representing the Aldinga Arts Eco-Village and Port Willunga area.

Participants attending the session were:

- invited to view and provide feedback on the Aldinga Draft Structure Plan information on display, (see Appendices),
- encouraged to ask questions of the Renewal SA project team members available, including planning consultants Fyfe team members, and
- encouraged to provide comments in general about the project with Post-It notes on the key topic panels or the ideas and comments panel (see Appendices).

Participants were also encouraged to speak with the RSA Engagement team member demonstrating Social Pinpoint at the session, and were informed they could provide further feedback after the Drop-In sessions via Social Pinpoint until 21 June 2019.

Other available means of providing feedback (on request), included Offline version of Social Pinpoint (PDF), hard copies of the Offline version of Social Pinpoint available from the Aldinga Library and Aldinga Community Centre, and via email.

Conversations with the team members at the Drop-in sessions focused on:

- the retention, use and scale of the 'green triangle',
- housing density and design,
- current traffic congestion and the impact future development will have on existing road network, and
- rail line/corridor and school locations and impact.

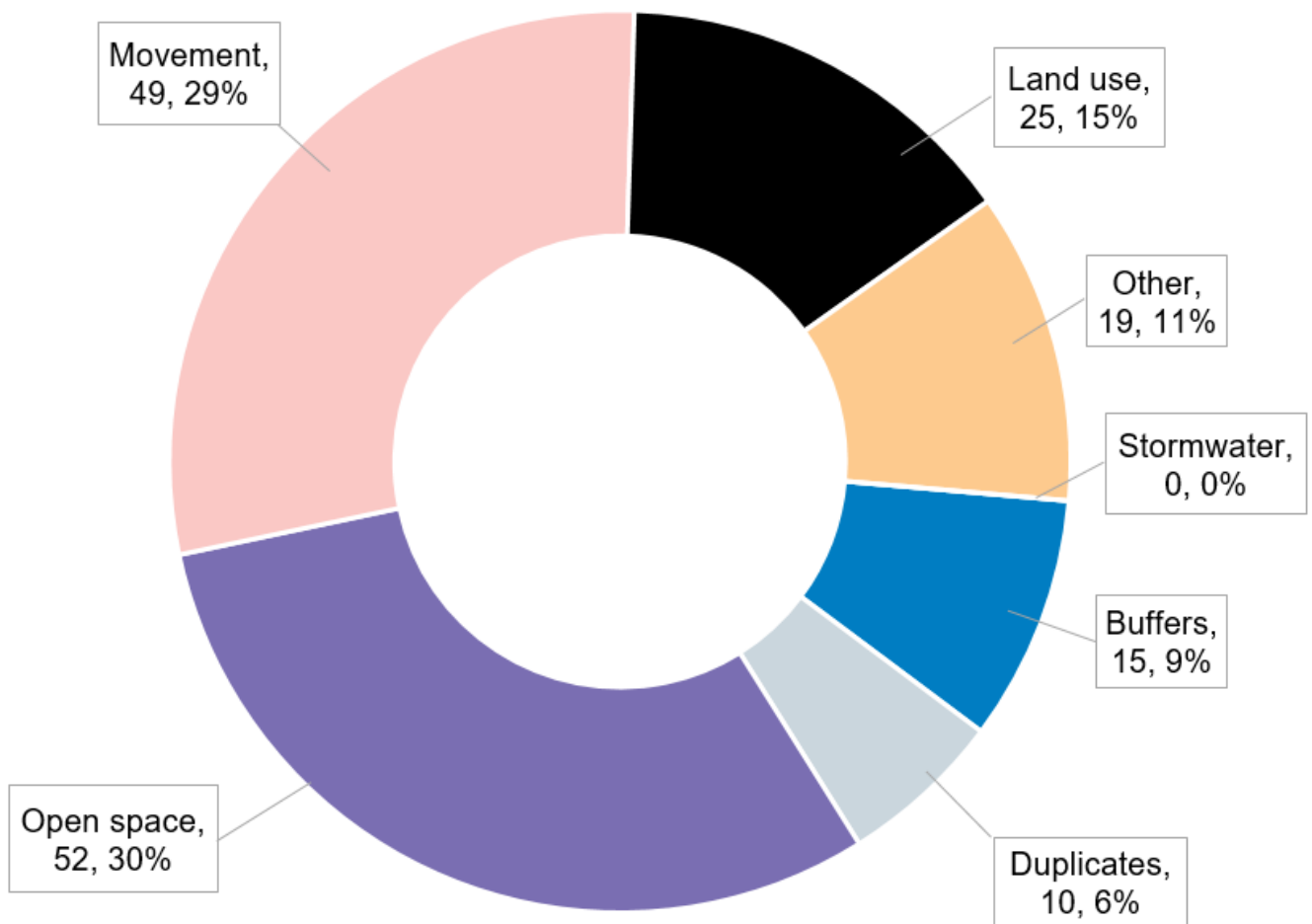
A total of 359 Post-It notes were received at the Drop-in sessions along with 3 written submissions (see appendices). Most comments focused on Land use, Open space and Movement and echoed the conversations with team members, noted in dot points above.



ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

'Other' feedback, identified by the respondents, mainly comprised further feedback on Open Space and Land Use (together) and Movement.

Chart 2 Total comments from Social Pinpoint – Draft Structure Plan



This trend was reflected in the offline and email feedback.

Below, feedback for each key topic is analysed and summarised in turn – from Social Pinpoint, followed by analysis from the offline and email feedback.

For the comments made on Social Pinpoint <https://renewalsa.mysocialpinpoint.com/aldinga-dsp#/> and for offline/email feedback and drop-in session comments see the separate Appendices document.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Buffers

Definition: 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 focused effects of noise, dust and odor and improve visual outlook.

9% of comments (15) on Social Pinpoint commented on Buffers. Twelve focused on South Road with support for a 100m green buffer (to be acoustically effective) in preference to fencing or walls in keeping with the character of the area, and suggestions for landscaping and integrating shared foot/cycling paths. The rest of comments focused on buffers for the park-and-ride and rail extension/station with views that the rail and its buffer not result in closure of Port Road or loss of agricultural land.

Comments on Social Pinpoint included:

- ▶ The buffer along Main South Road should be 100m to protect the interface with the character preservation district and the new suburb and the tourist route to Kangaroo Island. It should NOT incorporate any Stratco fencing
- ▶ An acoustic buffer of 20 m would have to be a solid wall. A 100 m wide vegetation buffer would be required for any acoustic benefit
- ▶ The buffer in the plan is for at least 20m. If resident buying here aren't ok with a little noise then buy further to How Rd.
- ▶ Please - no more walls - they are effective, but the impact for tourists and residents is ugly. Leave a good distance, make a mound, grow plenty of trees to provide habitat.
- ▶ Make sure any shared use paths are shaded and well back from the busy road. Plan for the future when schools and station will mean more cyclists and pedestrians IF there are pleasant and safe paths. otherwise more cars and more carparks (generating more heat in a hotter world)
- ▶ Just worried about the rail line buffer and whether this will impact on primary production land - our business grows vegetables as part of the ecovillage

Note that 2 of the comments on Social Pinpoint in regard to Buffers refer to the park-and-ride and 3 comments are relevant to the rail extension/station (and therefore have been noted under Rail, below).

Buffers – offline & email feedback

From the offline version of Social Pinpoint and emails received, the following comment on buffers was provided:

- ▶ Natural buffer is better – suit isolated community so far from town. Grow food – fruit trees for the community to eat. With food undergrowth to demonstrating food producing nature of area and provide food for everyone.

Movement

Definition: 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.

29% of comments on Social Pinpoint were on Movement (49) – making it and Open Space the topics which attracted most comments.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Movement focus ranged from specific roads and intersections, to shared/individual pathways, traffic impacts from and on the future school, and the future rail corridor. Five key themes emerged:

- **Traffic and congestion** – one major topic of conversation expressed community concerns about anticipated impacts of the new school and residential development on Port, Quinliven and Bowering Hill Roads – both during and after construction – affecting traffic, pedestrians and cyclists. Congestion and pedestrian/cyclist safety were the key concerns.
- **Port Road** – a major topic was its interface with the railway – which drew mixed views and strong opposition to the closing of Port Road.
- **Intersections** – focus predominantly was on Aldinga Beach Rd intersections with existing roads and the proposed north/south collector road, expressing concerns and making suggestions for resolving the traffic issues – mainly to improve traffic flow and safety for all road users. The intersection of Port and How Roads, and intersection of also drew much concern, as did the intersection of Port Road and Main South Road, with comments about traffic congestion and the design of roundabouts.
- **Main South Road** – concerns about the duplication's impacts on local traffic congestion and safety issues with intersections at entry and exit points were raised. Access to/from and across South Rd was another major topic – with many conversations on intersections involving existing roads and the proposed collector roads. The alignment of Aldinga Road with Aldinga Beach Road was another key topic.
- **Pathways** – many comments expressed views on the need for a network of both shared and separated paths for cyclists and pedestrians within the area linking to existing paths, with a recommendation also to include provision for cyclists and pedestrians across South Road for east/west movement.

Looking at each main Movement theme in turn from community conversations on Social Pinpoint, comments included:

Movement – traffic and congestion

Comments on traffic congestion focused mainly on the future school's impact on How/Quinliven/Bowering Hill/Port Roads.

- How Road already comes to a halt at start and end of each school day with dropoff/pickup. Often 2 additional flows of traffic are trying to squeeze around cars stopped waiting to turn into the school park because the dropoff point at the school is full. Currently there is 3 narrow lanes, and 4wd's have been seen to drive down the footpath to get around the stationary cars. Intersection of How/Quinliven/Bowering Hill will need major widening if Port Rd is closed for the train.
- How would the extra traffic diverted along Bowering Hill Rd be dealt with? There's already a lot of traffic that use Bowering Hill Rd - closing Port Rd will only increase the issue.
- The area around the intersection of Bowering Hill, Quinliven and How roads is shown as having road facing housing. This area is already a busy intersection. With the additional school & residential traffic and parking requirements this will be an extremely busy area. More houses and driveways in this area will make traffic/parking issues much worse unless considerable allowances

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

are made for alternative access (a side road) or parking. Or better yet, turn this area into green recreation area.

- Have concerns about traffic flow on Quinliven Road. I have read the Traffic Report which refers to recent upgrade of roundabout at South Road being adequate. However traffic does not flow well at peak times and increased school traffic from South Road and across the roundabout by the hotel seems very likely to cause serious congestion.
- ... surely it [the future school] could be moved a bit, eg southwards, to a more optimal position for overall traffic flow in the area? Otherwise we are going to have huge traffic problems along Quinliven and Port roads.
- The description of the future school says that initially vehicle access will be via Quinliven/Port Road. This road is already very busy in peak hours, with regular near miss accidents, nearby intersections crowded and pedestrians needing to cross. How does the plan accommodate the high level of extra traffic that will come with the new school within the next two years including the construction phase?
- ACCESS and movement of pedestrians following the natural flow of where people actually walk, rather than rigid, constructed straight lines!

Movement – Port Road

Comments on Port Road drew mixed views on its interface with the railway. They included:

- Speed along Port Road is currently mostly 80km, which makes it extremely dangerous/unpleasant for cyclists and pedestrians. Cycle tourism potential in the region is huge. Many locals and holidaymakers already walk along Port Rd to the beach. Creating more safe/pleasant routes with less or slower cars will add to the attractions of the area. Ideally let's have a train crossing for bikes and pedestrians only.
- Like the idea of the shared path being maintained across the rail line and closing the road. This will make it a very attractive option for walking or cycling between Aldinga Hub and the beach.
- I have a family with disabilities so walking or riding only down Port Rd isn't an option for us. Living just off Port Rd I would prefer it not to be closed and a boom gate used instead as I drive the road several times daily with all the running around I do as a full-time carer of 3 people. I'm imagining all the traffic being diverted onto Bowering Hill Rd instead is going to be awful for the Quinliven Rd intersection, especially being outside the school.
- Closing Port Rd will push traffic to divert off the main roads - Main South Road at the already dangerous intersection on the hill towards Maslin Beach & then cut through the back way via Tuit Rd and Bowering Hill Rd which are narrow and busy roads & traffic management is already a problem through there.

Movement – intersections

Many comments were made on Social Pinpoint expressing concerns about intersections and including some suggestions for resolving the traffic issues.

Conversations predominantly involved Aldinga Beach Road – with comments on its intersections with: the north/south collector road, How Rd, Bowering Hill Rd and Port Rd, and Main South Rd. The intersection of Main South Road and Port Road also drew comments. Comments included:

- Needs to be a roundabout here [intersection of Aldinga Beach Road and proposed north/south collector road] but there is already traffic problems with the Aldinga and Main South Rd

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

intersection, so 3 intersections within a 500m distance and increased traffic from the new houses to be built? good luck with that

- This road [intersection of Aldinga Beach and How Roads] is already experiencing massive issues with the disastrous Aldinga Beach Rd redevelopment 50kms with schools, houses and businesses all facing onto this road is a nightmare already, also a new petrol station opening soon, no where to overtake or pass and the volume of traffic is awful
- I imagine with everyone turning right off Port Rd onto Bowering Hill Rd, the Elder Pde intersection would also need to be looked at due to the increase in traffic.
- Already too many vehicle accidents at this corner [intersection of Main South Rd with Aldinga Beach Rd] with current volumes of traffic. This one requires careful planning to make it free flowing and prefer not to see traffic lights installed.
- Yes I agree, we need to make this free flowing... no traffic lights or roundabouts. It would be best with an over pass, or a slip lane.... its gets heavily congested, especially during peak times and weekends.... especially when needing to right turn from aldinga road to south rd
- Don't make the same mistakes as the roundabout at the corner of Port and South roads. Port Road has been made too narrow, if there are 4 or more vehicles waiting to enter the roundabout to turn right (head south), no cars can get past to enter the left turn feeder lane onto South Road.
- Also, each of these roundabouts should have a separate bypass lane on South road, so the whole line of traffic does not have to stop behind cars waiting to enter the roundabout to turn right, as happens now.

Movement – Main South Road

Several comments on Social Pinpoint raised concerns about impacts from the duplication of Main South Road – with local traffic congestion at entry and exit points and intersection safety issues being the main concerns. Comments included:

- Overall I am not opposed to the proposed plans. However with the development of 2 parcels of land further North along South Road any additional housing in Aldinga or further South places enormous demands on South Road which is already at breaking point. I often find traffic banked up more than a kilometer heading south approaching the roundabout at Aldinga along Main South road. It is only a matter of time until there is another fatal motor vehicle accident along Main South road.
- The issue around traffic congestion will not be solved through duplication of the road, as the traffic will eventually bank up at the Pedlar Creek bridge.
- Pedlar Creek bridge will be duplicated. Roundabouts and intersections will need to be duplicated as well.
- Great, but what happens when you get down to the end of the southern expressway onto South Rd or Fiveash Drive? There is no entry, exit into the city once you reach the end of these extensions it still remains a bottleneck? Too many houses being built on the outskirts of the city, do we really need this?

Movement – pathways

In commenting on the need for pedestrian and cyclist paths, safety was a key issue raised as well as access across major roads, including Main South Road. Comments included:

- Currently Main South Road acts as a barrier for cyclists and pedestrians, and reaching Willunga is difficult. It would be great if the plan could include a bicycle crossing across Main South Road

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- This proposed north south road and shared use path is sandwiched between the railway and the large school site. This seems like the perfect recipe for anti-social behaviour, at any time but especially during weekends and holidays when the school will be empty, and no houses for the greater part of the path. This will not be a safe or enjoyable path to walk to the train station and will therefore likely be under-utilised.
- Include a number of bicycle-only paths through the planning area, so that cyclists can easily and safely move to the schools, the sporting area and the shopping areas, possibly also connecting Lacey Drive in a safe manner, so that a safe corridor exists all the way to Aldinga Central Shopping Centre.
- Is a walking and cycling (shaded for extreme heat) planned for along the railway line for residents to get to the train station? E.g. those NE and NW of the station.
- Shared use paths directly alongside major roads are unpleasant to use. At the very least a significant planted buffer between the road and the path is necessary. I'd suggest at least a 5m buffer, this would create a sense of safety for pedestrians and cyclists especially children. It is also too far for motorists to throw bottles which leave broken glass. A shared path that people don't use is a waste of money, let's make them work.

Movement – offline & email feedback

From the offline version of Social Pinpoint and emails received, the following comments on Movement were provided – echoing concerns expressed on Social Pinpoint:

- Until there is a commitment to go ahead with the rail extension, it is likely that there will be a very much higher car traffic load in the area from both the school and additional residences.
- Why would you need to close Port Rd, an important entrance/exit point for large portion of population - and to the beginning of the esplanade.

Open Space

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

30% of comments (52) on Social Pinpoint commented on Open Space – making it and Movement the topics which attracted most comments. Three key themes emerged:

- **Retaining the triangle** – conversations focusing overwhelmingly on desire for retention of the whole of the triangle as open space/botanic park, followed by the wish for more open space and lower residential density elsewhere within the Draft Structure Plan area than that proposed, based on the semi-rural character of the area. These topics gained the most interest and support.

Suggestion was also made that open space needs within the residential be considered separate to the triangle.

- **Uses of the triangle** – many suggestions were made for community uses of open space, particularly within the triangle, which also drew interest and support – with ideas ranging from natural vegetation to botanic gardens and community gardens – with a sustainable and community focus and the suggestion that it tie in with the future school curriculum.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- **Local Parks** – some suggestions were made on the number, size and use of parks, linking parks in a linear trail and greening of pathways.

Looking at each main Open Space theme in turn from community conversations on Social Pinpoint, comments included:

Open Space – retaining the triangle

Comments on Social Pinpoint – predominantly focused on the triangle – included:

- Please consider the economic value of this unique cultural landscape and the fact that Port Willunga is an important tourism destination that provides direct and indirect employment and income to many. The preservation of the Pine Avenue within an open landscape is critical to that tourism economy. (26 up-votes)
- This small concession [being to retain the smaller triangle within the total triangle] to overwhelming community support for the whole green triangle to be maintained as open space [feedback to the Preliminary Aldinga Structure Plan] and then to suggest that the area could be used to offset a developers open space requirement is greedy. Have the green triangle as a separate development. (21 up-votes)
- The green triangle could be considered as a separate development. A change of land use could occur later when different options could be considered. (15 up-votes)
- Hands off this is beautiful open space the gateway to pt willy, the WHOLE of the green triangle should remain undeveloped. (13 up-votes)
- The green triangle needs to be preserved both east and west of the rail line, to protect the heritage trees and create the buffer of urban sprawl effecting existing property owners at Port Willunga and Aldinga. (11 up-votes)
- We really don't need or want housing in the green triangle, this is a major tourist destination, then it will look like any other tacky/tacky housing development, surely the government can make enough money from the other sub-developments they are building? (17 up-votes)
- There seems to be community interest to save the whole green triangle for open space. (7 up-votes)
- Agree that the green triangle should be considered separately to the rest of the development. All possibilities for recreational and educational land uses should be explored as well as their potential to supplement the offer at the high school. The high school curriculum could support the agricultural and tourism industries of the region, and the proposed productive and recreational park land area could support that. (13 up-votes)
- The green triangle needs to be preserved both east and west of the rail line, to protect the heritage trees and create the buffer of urban sprawl effecting existing property owners at Port Willunga and Aldinga. (11 up-votes)

Open Space – uses of the triangle

- I believe this triangle of precious land should become a Botanical Gardens showcasing water wise and indigenous planting with advice from Indigenous people re edible plants etc. This could become a valuable asset involving the community in the planning and planting and something we could feel proud to leave for future generations. (9 up-votes)
- A botanical park would be beautiful. We need more green spaces. The least it can do to balance that is to maintain this open space - some of which could be used for community gardening or leased for vegetable gardening. This is a food security issue! We need to have areas in the suburbs where we can grow food. Could be used for community garden, park or edible forest. So much

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

community building potential in this space [being suggested uses of the green triangle drawn from various respondents].

- The decision makers have a great opportunity here to create something unique - something that can be used by the local community and the schools across the road. Re-vegetate the site, increase the tourism value of the area and in turn increase the economic value of the area without destroying its character and creating further issues related to urban sprawl.

Open space – local parks

A couple of comments were made more generally in regard to local parks within the entire Draft Structure Plan area, while another focused on pathways:

- Consider reducing the number of local parks and combining them into a much bigger (central) park with better infrastructure, such as a big playground.
- A linear trail through the residential development would encourage people to walk or cycle to the park, and a bigger park with better facilities would give people a reason to go there.
- Tree lined pathways and streets PLEASE linking with existing pathways. Edible landscapes ..NATIVE vegetation !!!

Open Space – triangle terminology

As well as the above main Open Space themes on Social Pinpoint, clarification was sought on terminology – ‘the triangle’ and ‘northern triangle’. Renewal SA confirmed that the former refers to the whole triangle (bounded by Port, Quinliven and Bowering Hill Roads) and the latter to a small section (east of the railway corridor) and therefore community “desire to retain the ‘green triangle’ as open space” expressed in feedback to the Preliminary Aldinga Structure Plan referred to the whole triangle.

In addition, not all community members were familiar with the term ‘green triangle’ – sparking the following brief Social Pinpoint discussion:

- There is no such thing as a Green triangle here, A yuppy name given to stop development.
- The term green triangle is a historic term given to the entrance to the holiday destination of Port Willunga.
There has been a long held sentiment to preserve the area as open space. Green triangle means a highly valued area of open space.
- Have lived here for 45 years and have never heard the term Green Triangle. The priority should be the preservation of the Aleppo pines along Port road for their beauty, shade and very important food source for Yellow tailed Black Cockatoos.

Open Space – offline & email feedback

From the offline version of Social Pinpoint and emails received, fewer comments on Open Space were provided, with focus being more generally on the need for green space.

The following comments were provided:

- 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

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- Need to have trees throughout. We live an hour from town.

Land Use

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

25% of comments (25) on Social Pinpoint commented on Land Use, with the majority (16) focusing on residential land use, and the rest relating mainly to the Rail Corridor.

Residential land use conversations focused primarily on lot size and density – with suggestions to lower the dwelling yield across all residential areas including the triangle, as well as opposition to residential development on the triangle, with views supportive of it maintaining its current character.

Comments advocating lower dwelling yield to retain the semi-rural character of the area and to separate development of the triangle from the overall land area gained most interest and support from other community members. The need for interesting, sensitive and sustainable urban design was also raised.

Land use – residential

Comments included:

- Consider lowering the dwelling yield and increasing the open space allocation above the 12% to treat this as a semi-rural tourism area. (This gained 18 up-votes)
- Lowering the dwelling yield in this area is essential to maintain the semi-rural, historic nature of Aldinga township. Along with, retention of the open-space area on Port Road, west of the railway line to maintain the link between the historic towns of Aldinga and Port Willunga. (12 up-votes)
- Separate the development of the green triangle from the large parcel of land. (15 up-votes).
- Does Renewal SA support separating the development into 2 sections, maintaining the current land use for the green triangle and separating it from the development of the main section? This would leave future land use options open.(12 up-votes).
- Any housing proposed in the northern green triangle should have blocks sizes in character with historic Port Willunga, that is, over 600msq. This would allow for more trees and gardens and an integration of the new with old, visually lessening the impact. High density housing in this location will have a negative effect on value of the area and its tourism potential.
- Has there been consideration of extensive greening in all zones (residential and other) to help people through heatwaves (which are due to increase)? This area could be a star example of a cool green area as it's within the new boundaries of Green Adelaide (<https://www.environment.sa.gov.au/topics/green-adelaide>)" (15 up-votes)

Note reference under Open Space (above) to clarification sought on terminology – 'the triangle' and 'northern triangle'. Many comments were made under Open Space with relevance to land use, particularly in regard to the triangle.

Note that 4 of the comments on Social Pinpoint in regard to Land Use are relevant to the rail extension, expressing the view that it was not wanted, and the view that the land could be used for residential development (and therefore have been noted under Rail, below).

Land use - school

Two land use comments on Social Pinpoint referred specifically to the new school:

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- ▶ Don't like the idea of birth to 12 school. there are 2 primary schools in area already....develop these instead and have high school only..this is necessary. Retain views to hills like Galilee has done...beautiful views that should be greatly valued.
- ▶ Actually there are 3 schools in ALDINGA. Galilee, Aldinga primary and Southern Vales Christian

Land Use – offline & email feedback

From the offline version of Social Pinpoint and emails received, the following comments on Land Use were provided. Views were consistent with those expressed on Social Pinpoint.

Land use – residential

- ▶ 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
- ▶ No concrete jungle 45 kms from the city thanks.
- ▶ You cannot build a high rise (on potentially unstable land) – cracks. Lego building designed for city living – with no space (to) dry bathers towels or everyday washing – if not at/in the convenience city. It is the reason people put up with the STRESS of 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 hours 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 – triangle

- ▶ As noted from previous community consultations there is strong community support for maintaining the whole of the current green triangle as green open space. In the 30 Year Greater Adelaide Plan itself Target 5 looks at 'A green liveable city' and a target of INCREASING green cover by 20% by 2045. We are fortunate here that we can contribute to that target without having to remove any existing structures. [Many, diverse references worldwide, included demonstrating the benefits of green space].
- ▶ We will have another school of over one and half thousand young people as well as the children already attending Galilee and Aldinga Primary schools. Don't we owe it to those children to do as much as we can for their future?
- ▶ The current Renewal SA proposal estimates approximately 1,000 new dwellings. As yet, there is no commitment in relation to just when the rail extension might happen. It makes sense to hold off on at least some of that housing until such time as there is State Govt. commitment for better transport. Given public support for the Green triangle, a moratorium on any building there until such time as the rail extension happens, makes good planning sense.
- ▶ The McLaren Vale/Aldinga/Willunga area is a hub of wine based tourism which, in other districts has developed into Food and Wine tourism. Protection of the green triangle for possible space for innovative green ideas will enhance the future of the area economically as well as environmentally. There are many ways the space could be used and still fulfil its 'green' function. These include possibilities which could co-exist such as: A Food Forest, A revegetation site using seed from the Aldinga Scrub, given its importance as remnant vegetation of the Adelaide Coastal Plane, Open Space/sensory gardens for people with disabilities to enjoy, Allotments for food production for households without gardens.
- ▶ There are many ways the space could enhance Aldinga/Port Willunga instead of simply maximising dwelling numbers and continuing the trend toward 'dormitory' outer suburbs.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- This is not enough space. The tiny corners of top triangle obviously not fit for house blocks. Living on top of rail line unacceptable.
- Please, please keep our precious triangle green!. This whole community needs it.
- PLEASE LEAVE THE GREEN TRIANGLE ON PORT ROAD VACANT LAND!!!!!!

Land use – school

- Was a needs assessment done? For this school with aging population here unlikely to need school. This school is massive amount of this land use.
- THIS MUST NOT INCLUDE ANY BIOTECH INVESTMENT OR CURRICULUM due to the unproven nature of this technology (will not be accepted in this community). Steiner focus school. See Willunga 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 a no work down here and this whole project fails to service this satellite city. Stephanie Alexander kitchen only way to go for all kids but rural kids a must. Go Steiner stream and eco/steiner whole school design – is the future to educate children

Stormwater

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

No comments were made on Social Pinpoint under Stormwater. One comment was made under 'Other' (below).

From the offline version of Social Pinpoint and emails received, no comments were made specific to Stormwater.

Rail feedback

Conversations on Social Pinpoint commenting on the rail corridor, station and park-and-ride were made under Buffers, Movement, Land Use on Social Pinpoint and have been consolidated here. The comments focused mainly on the rail corridor, revealing widely differing perspectives.

Rail - corridor

Social Pinpoint conversations on the rail corridor revealed widely differing community views on its location – with many making suggestions on its re-alignment, and equally varying views on the need for the proposed rail extension. Several comments expressed concern at the interface of the rail corridor with Port Road. Other feedback means to Social Pinpoint included concern about the effects of electrification on the school environment and concern about potentially interfering with Aboriginal sites.

Comments from feedback on Social Pinpoint included:

- Doesn't all have to be green space, and can be reclaimed if the line ever gets extended.
- Would be more logical to place the railway underground, like done at Oaklands Park, to keep the other traffic free from train crossings?

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- ✦ Definitely do not agree with the road closure. If the train line does eventually go through I think traffic and pedestrian crossing should be allowed. Not fair to block off a beautiful historic road that is enjoyed by locals and tourists. A wonderful gateway into historic Port Willunga
- ✦ I definitely agree that Port Road should remain open. if the rail line can be put under Quinliven road, it can be put under Port road also. Should not close off a beautiful historic road that is enjoyed by locals and tourists. A wonderful gateway into historic Port Willunga
- ✦ The old Port Road into pt Willunga is ICONIC and of historical significance ..closing port road is not a good idea. the train should go over the port road on a bridge !! or be moved to a different location !
- ✦ This is the wrong place for a railway! It's too close the old survey area, eco village and two schools. It cuts through Port Rd Memorial Avenue and the green triangle everyone is hoping for. The rail station is so close to South Rd maybe the rail corridor could travel near there?
- ✦ If the railway corridor would be located further East as in figure 16 of the traffic assessment report, then it would avoid going over the Waste Water Treatment Plant further north in the Aldinga Arts Eco Village
- ✦ Why is rail even being considered when the state government is moving to privatise SA's rail networks. It is obvious people prefer and enjoy the reliability of road versus rail transport.
- ✦ As soon as the train extended to Seaford, it's use increased dramatically. Please bring the train to Aldinga quickly
- ✦ This should be the end of the train line south. There is no need to keep a railway corridor for further extension to Sellicks Beach.
It's a 2 minute bus trip from Sellicks to Aldinga and a waste of tax payers money. (7 up-votes)
- ✦ It makes no sense to continue the rail to Sellicks. People should catch a bus to the aldinga station (a 10min bus ride) and save millions and millions of tax payers money!
- ✦ A train link to Sellicks would mean many more people commuting direct to city by train rather than driving to Aldinga, and needing a huge car park there. This is what is happening at Seaford. Build a train line and people will use train instead of cars for commuting if they possibly can.

Rail – station

A few comments related specifically to the location of the rail station – revealing differing views. Comments included:

- ✦ Agree this is the best location for the station, North of realigned Aldinga Road. Will also allow easy access to Aldinga Hotel, Willunga markets and Aldinga Airport.
- ✦ Please leave rail station North in the green triangle. Away from the schools.

Rail – park-and-ride

Parking space concerns and recommendations were the core focus of comments on the Park- and-ride. Comments included:

- ✦ Will the Park-and-ride include safe (separate) bike path access and bicycle parking (to reduce stress on limited carparks)? Are there plans for this shared path to be shaded (eventually, i.e. when trees grow)?
- ✦ Take a look at what appears to be the majority size of the vehicles used in the South - many SUV's - before trying to cram too many small spaces into the parking lot. These big cars leave no space for opening doors and not collecting a neighbouring car.
- ✦ If the train line does go ahead please ensure there is multistorey/underground parking as the situation at Seaford is ridiculous

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- Agree that parking at Seaford is not well catered for - in numbers of spaces needed - way too small. Consider using some of the reserved open space to the south of the proposed station for parking.
- Please provide SUBSTANTIAL tree buffers around the open space/car park [Park and Ride] / stormwater in the south-west corner.

Other – offline & email feedback

From the offline version of Social Pinpoint and emails received, the following comments on Rail were provided:

- What are the effects of high powered electrification of rail? This is going right next to the school. Increase noise and high electricity exposure for kids.
- No Aboriginal sites interred with.
- Least noise possible but also not ugly aerial eyesore.
- Central station services community better.

Other feedback

18.5% of comments (19) received on Social Pinpoint provided feedback or comments on 'Other', with most relating to:

- **Open Space and Land Use** – expressing views about the triangle and ideas for uses of open space more generally, Suggestions for community use included: performing arts space, youth drop-in centre/community centre and community garden.
- **Movement** – with views about pathways/shared paths.

A couple of comments focused on Rail (the train line), one on Stormwater, and a couple on the engagement process and materials. One expressed the view that the area needed Kaurna cultural mapping and markers.

Comments included:

Open Space and Land Use:

- This section [the triangle] along Port Road also needs to be retained as a local park, in order to maintain the historic semi-rural nature of the area. A larger buffer is needed between the old town of Aldinga and the old survey area of Port Willunga. It is already intersected by the railway. Once small historic areas are broken up, they lose their character and appeal to tourists and locals alike, and the environmental balance. This is even more crucial when high density housing is planned nearby.
- The community overwhelmingly supported the retention of ALL the green triangle as open space, not only the northern triangle, as stated by Renewal SA.
- The community need the whole of the green triangle as well as the sports ground preserved. The sports ground is an asset to many people/ families in our community (10 up-likes)
- This section [the triangle] is way too close to the 'Old Survey' section of Port Willunga. There needs to be a much larger open space area left between the development & the current boundary of Port Willunga. The impact of a development of this size will destroy the character & history that will be lost forever. Let alone the environmental impact and how the beach, parking, traffic etc will cope over summer with this extra population.
- Council could swap this land [currently occupied by the Sports Complex] for the green triangle. It makes more sense for this area to be residential. (13 up-likes)

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- Support this idea - needs to be explored with Council as a matter of urgency. (10 up-likes)
- The community is in need of a performing arts space.
- With an increase in population we will be in desperate need of a youth drop-in centre.
- A community centre and community garden is needed to provide support for this new community.

Movement:

- Please extend pathway along the entire length of HOW road to allow safe access to Southern Vales Christian Schoolplease don't forget this school in future planning!
- Interested in a green walkway (tree shade) for residents and students walking to and from the new development/school, past the eco village, and to the old Aldinga township.(13 up-likes)
- The foot and bike path on the southern side of Quinliven and Port Road is completely exposed to the belting sun. With many 30-45 degree days now and 50 degree days in our future we need safe shaded walking routes, especially for the kids at 3pm (the hottest part of the day) going down to the shops and bakery!
- Agree we need shade trees on both sides of port rd from Aldinga village to Quinliven rd intersection. The heat coming off the road since it was bitumised has increased dramatically. Large shade trees will help cool the area and shade and therefore encourage walking and cycling.
- Completely agree - the current path is a perfect example of how NOT to encourage and support people to get out of their cars. Please can this path be moved back from the busy road and then a green buffer built, including shade trees.
- Another one in favour of a green shaded walkway. I would also suggest further buffering/distance from the road as it's already very unpleasant walking this section of the path - with the added traffic, it will be much more intense. In terms of safety there is only the small raised height of the gutter separating cars from pedestrians.

Rail:

- The train line should be moved to run along the north south corridor upgrade on south road. this train will be noisy and carve up the community. not everyone welcomes the train .
- ... lets put trains and children together and see what happens...

Engagement Process:

- Why was only part of Aldinga invited to these information sessions? Many people have never heard of these developments. I only found out about them from a friend. None of my neighbours on Whinnerah Ave know anything about it!! Do you think the development and increased traffic won't affect us? *[In responding, Renewal SA provided details of community notification – noted earlier in this report]*
- It would be good at the drop in session if the education dept, DPTI and Council were here to be able to give concise answers to the community's very repetitive questions the current infrastructure, sewerage and roads is not coping with the volume of traffic on the poorly designed Quinliven/port road onto south road as it is. I am very interested in the stormwater and sewerage as it is currently having to be pumped out weekly from the Aldinga beach rd sewerage works. It has not coped as is.
- The map you are using is approximately 5 years old. Many of the features and buildings have been changed, making for an incorrect assessment to your plans. *[In responding, Renewal SA advised that the satellite imagery used had an average age of 2.31 years, and that, in addition, an engineering survey was undertaken in early 2019 for the purposes of the Aldinga Structure Plan to correctly identify boundaries and other site features.]*

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Other:

- Area needs Kaurna cultural mapping and cultural markers *[with a website link included in the response]*

Other – offline & email feedback

From the offline version of Social Pinpoint and emails received, the following ‘Other’ feedback was provided:

- Not a lot of free thought space [for feedback] (provided in hard copy version of Social Pinpoint).
- Not a lot of time to give input – feels like token effort.
- No loud noise work B4 9am – quiet rural area – work not requiring noise B4 OK. No earth movements on days with high or easterly winds. Due to earth blowing onto existing residents.

THE KEY STAKEHOLDER GROUP

Feedback on the Draft Structure Plan was also sought from the key stakeholder group members. The City of Onkaparinga and DPTI provided written feedback to Renewal SA.

City of Onkaparinga feedback

Feedback from Council was provided in the broader context of Council’s Aldinga Framework Plan in a letter from the Mayor (refer Appendix: 8).

In summary, Council’s feedback, under five key themes identified by Council, was:

The Green Triangle

- Council maintains its position that the entire triangle (bound by Port, Quinliven and Bowering Hill roads) be excluded from the development and retained as open space with a rural character.
- Council holds the view that preservation of historic and rural character of this primary arrival route to Port Willunga is of greater significance and value to regional and state tourism than the residential yield potential of the land.

Open Space

- Despite localised distribution of small open spaces, council remains concerned that there is a shortfall of open space within the main development site of sufficient size to support district park functions.
- Request that an area of open space equivalent to the eastern triangle be invested back into the central and southern portion of the development to better serve community needs – based on Council’s view that:
 - The separation of the eastern triangle [smaller triangle within ‘the triangle’] from the broader development severely reduces its role and accessibility for the community
 - Availability and suitability of the Aldinga School and Aldinga Sports Park facilities for informal community recreation and leisure will likely be limited
 - Functionality of landscaped buffer areas containing shared paths as ‘open space’ for community is yet to be determined

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- ▶ Potential to leverage the high voltage electricity easement corridor to contribute to southern open space
- ▶ Potential to provide a central park area which leverages the proposed linear open space link between How Road and the new school / Aldinga Sports Park

Buffers and Interface

- ▶ Concern at insufficient interface measures – particularly where housing will adjoin the rail corridor, the high voltage power easement and schools – for passive surveillance and active frontages where houses overlook these public spaces and easement corridors.
- ▶ Importance of the interface of the development with the McLaren Vale Character Preservation District.
- ▶ Support for a design outcome for the Main South Road landscape/acoustic buffer which is sensitive to, and reinforces, the landscape character of the foothills.
- ▶ Concern that views of the Willunga escarpment are not restricted and access to the proposed shared path network are not limited by the South Road acoustic barrier – citing the development's sense of place and community safety.
- ▶ Reiteration of Council's position regarding the entire 'green triangle' in response to proposed landscaped buffer along Port Road.

Transport and stormwater

- ▶ General support for the planning directions in relation to transport and stormwater.

Achieving better design and character outcomes

- ▶ Council notes its reduced ability to influence subdivision design in the absence of a concept plan or enforceable design guidelines for development, making it difficult to achieve spatial and design outcomes for road networks, stormwater and open space which best meets community needs.
- ▶ In the absence of a spatial (concept) plan for inclusion in the Development Plan as part of the DPA, Council believes that further efforts are needed within the planning process to influence the subdivision design via or prior to the land sale process and thereby ensure that the desired planning outcomes brokered through the collaborative efforts of Renewal SA, Council and community will be delivered.
- ▶ Council suggests development of an encumbrance or enforceable subdivision design guidelines applicable to the development of the land – to embody spatial principles, integrate quality urban design principles and provide appropriate guidance to developers including: residential interface with adjoining land uses, views to and from the development, and public infrastructure such as open space, streets and landscape/acoustic barriers.

In addition, under separate correspondence, following support in a resolution by Council's Strategic Directions Committee at its meeting on 2 July 2019, Council requested that:

- ▶ The State review and narrow the width of the land currently being allowed for the rail corridor enabling increased development yield south of Quinliven Road offsetting the need for residential development within the 'green triangle' [this reference being the whole of the 'green triangle']
- ▶ The State consider options to maximise use of this [rail] corridor until it's required for the rail line development.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

DPTI feedback

Feedback from DPTI was provided in the broader context of for the South Road Duplication Project, and the rail corridor, station and park-and-ride elements within the Draft Aldinga Structure Plan.

DPTI advised that the feedback it provided on the Preliminary Aldinga Structure Plan was still relevant and sufficiently comprehensive to the Draft Aldinga Structure Plan and that it did not have further feedback to add at that point.

In summary, DPTI's feedback was:

- The location of the park n ride is accepted in principle – allowing car access with limited potential impacts upon existing urban form.
- The location of the railway station closer to the middle of the development is preferable – to significantly increase accessibility by the development. However, an understanding of the catchment areas including beyond the proposed development area would assist in identifying the most appropriate station location.
- The termination point of the proposed rail infrastructure is unknown.
- The rail corridor is currently defined at a high level only with no consideration of vertical alignment.
- The intersection of the proposed north-south internal road with Quinliven Road will therefore require careful consideration of relationship to future grade separation.
- All future crossings of the rail (road and pedestrian) will require grade separation. As further planning and design work for the rail line is currently unfunded, DPTI would support a more generalised presentation of the corridor and potential grade separated crossing locations.
- A reduction in access points along Main South Road would be of benefit in improving safety. A realignment of Aldinga Road to link to Aldinga Beach Road could therefore be a longer-term option, but this requires further investigation in conjunction with the planning for the duplication of Main South Road.
- Subject to further supporting analysis, left in/left out access arrangements on Main South Road are typically supported in principle. Additional right turn access is not supported due to safety risks, unless via a roundabout or grade separation. Note also the interaction between acceleration/deceleration lanes at nearby junctions, and the ability to accommodate the proposed new access as part of the proposed duplication of Main South Road, would need to be investigated to confirm the ability for such access to be provided.
- The Aldinga Road extension across the rail corridor would need to be grade separated and ensure that it does not impede local access to the station either from adjacent car parking or shared paths.
- Station accessibility will require future, detailed consideration relative to access through detention basin/car park areas.
- The station/park n ride areas will need to accommodate a bus/rail interchange function. The area will therefore need to be designed to allow for one way, circulating bus access/stops. High level concept planning should be undertaken for the station/park n ride/bus interchange area to identify land requirements and access needs.
- Consideration needs to be given to providing the most direct route (shortest, fastest, most convenient) for people walking from their homes/activity areas to the station location.
- The eastern property boundary is affected by a 30m requirement under the Metropolitan Adelaide Road Widening Plan.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

CONCLUSION & RECOMMENDATIONS

The large amount of feedback received during the engagement periods for the Aldinga Preliminary Structure Plan, and subsequently for the Aldinga Draft Structure Plan, demonstrates the strong community interest in the future development of the area.

The open-ended nature of the broad focus on five themes ensured that respondents could provide detailed, qualitative feedback and ideas, while the use of Social Pinpoint both enabled detailed feedback on specific locations identified by the respondent and on-line discussions and sharing of thoughts with other community members.

Community members responding to the Aldinga Draft Structure Plan predominantly used Social Pinpoint to do so - engaging in discussions and providing feedback.

Feedback again drew a wide breadth of comments and suggestions, with the key recurring themes also consistent with the earlier engagement the Aldinga Preliminary Structure Plan.

Themes within scope

The most commonly repeated themes – within the scope of the Structure Plan – were:

- Desire to retain the whole of the ‘green triangle’ as open space/botanic park
- Concern regarding traffic impact of the residential development on the existing road network
- Concern regarding traffic flow and safety for all road users at road intersections – current and planned
- Desire for larger lot sizes and lower density for residential development with more green space
- Support for green link between How Road and Aldinga Sports Centre - network of both shared and separated paths for cyclists and pedestrians within the area linking to existing paths

While Renewal SA was complimented on consideration of earlier feedback to the Preliminary Structure Plan and its reflection in some elements of the Draft Structure Plan, the first four themes noted above reflect community concerns which require careful consideration in the Final Aldinga Structure Plan Report feeding into a rezoning process.

The key concerns are:

- **Residential development on any part of the ‘green triangle’** – There was strong community opposition to any residential development in the triangle and strong community desire, supported by Council, to retain the whole triangle as open space/botanic park – with many ideas suggested for use of that space.
- **Impact of residential development, compounded by the new school, on the existing road network** – Congestion and pedestrian/cyclists safety were the key concerns on Port, Quinliven and Bowering Hill Roads – both during and after construction – affecting traffic, pedestrians and cyclists.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

- **Traffic flow and safety issues for all road users at road intersections, current and planned** – Focus predominantly was on Aldinga Beach Rd intersections with existing roads and the proposed north/south collector road, expressing concerns and making suggestions for resolving the traffic issues – mainly to improve traffic flow and safety for all road users. The intersection of Main South Road and Port Road also drew comments expressing concerns about traffic congestion and the design of roundabouts. The intersection of Port and How Roads also drew much concern, and the alignment of Aldinga Road with Aldinga Beach Road was another key focus point.
- **Concern about density and open space within the residential development** – The wish for more open space and lower residential density than that proposed, based on the semi-rural character of the area. Suggestion was also made that open space needs within the residential be considered separate to the triangle.

Themes outside scope

Community feedback outside the scope of the Structure Plan is being noted and provided to the relevant parties. It included concerns about the rail extension and associated park-and-ride facility, and the traffic impact of the new school. This included thoughts on:

- **Rail corridor** – mixed views about the need for the rail extension and alignment of the rail corridor, and support for Port Road to stay open and the rail to pass under the existing road
- **Park-and-ride** – concern about the adequacy of parking provision at the proposed Park-and-ride
- **The Main South Road duplication** – concern regarding local traffic congestion at entry and exit points and intersection safety issues. Access to/from and across South Rd by all road users was another major topic of community feedback.
- **New school** - concern regarding traffic impact of the new school on the existing road network (including access e.g. car parking/kiss and drop off zone).

While the Final Structure Plan can reflect some of the feedback, it is limited in terms of what it can reflect for topics which are outside the scope of the Structure Plan. That will need to be communicated clearly, together with the assurance that the feedback on those topics is being provided directly to the relevant parties for consideration in their future planning and engagement processes.

Engagement with Kurna

During engagement on the Draft Aldinga Structure Plan, members of the local Kurna community attended one of the drop-in sessions, from which ongoing discussions have been established.

A key outcome has been the engagement of Integrated Heritage Services (IHS) by Renewal SA to undertake an Aboriginal cultural heritage. IHS engaged Kurna Nations Cultural Heritage Association (KNCHA) traditional owner representatives to provide cultural knowledge, expertise and services. A survey was completed in two phases – firstly, an anthropological assessment that was followed by a surface archaeological survey several months later owing to site conditions.

The background research shows several archaeological sites, objects and remains have been previously recorded within the general region, which provide contextual archaeological information that demonstrates a culturally rich and diverse environment encompassing the general region, middle and southern Fleurieu Peninsula.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

The site anthropological assessment found no anthropological sites exist.

The archaeological survey found some isolated remnant artefacts in a heavily disturbed environment, with relevant areas of likely cultural sensitivity mapped and recorded.

Based on the results of the Aboriginal cultural heritage survey several recommendations have been made. Discussions with KNCHA will continue to ensure appropriate collaborative management of the site's heritage values.

Building understanding of the significance of the Aldinga site/region to the Kurna and key representative groups, as well as their priorities for the project, are key topics for ongoing discussions.

NEXT STEPS

Aldinga Structure Plan

The feedback received from both stages of engagement will assist Renewal SA to finalise the Aldinga Structure Plan.

Finalisation of the Aldinga Structure Plan is also taking into consideration development of the Main South Road duplication plan (expected by late 2020) – to ensure that the two plans are complementary. It therefore is anticipated that Renewal SA will be in a position to finalise the Structure Plan by late 2020.

Rezoning

It is anticipated that a process to rezone the land will commence in late 2020 or early 2021 and will include an opportunity to provide feedback.

Main South Road duplication

DPTI has publicly provided the following information regarding Main South Road duplication:

- ▶ The State Government funded duplication of Main South Road between Seaford and Sellicks Beach aims to improve road safety as well as improve traffic flow and increase capacity.
- ▶ The duplication will be delivered in two stages:
 - Stage 1: from Griffiths Drive in Seaford to Aldinga Beach Road (approximately 10 kilometres) – State Government investment of \$305 million
 - Stage 2: from Aldinga to Sellicks Beach (approximately 6 kilometres)
- ▶ A Planning Study for Stages 1 and 2 of the duplication started in mid-2019.
- ▶ The project has received significant input from the local community, key stakeholders and businesses, which is being used to help inform the development of a concept plan.
- ▶ A concept plan is expected to be released in late 2020.
- ▶ To find out more about the Main South Road duplication project or register for future updates community members can contact the project team using the following details:
- ▶ Phone: 1300 794 880
- ▶ Email: dpti.communityrelations@sa.gov.au
- ▶ Website: http://www.infrastructure.sa.gov.au/road_projects/main_south_road_duplication

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Railway Corridor

Consultation on the draft Structure Plan was undertaken on the basis that a 100 metre wide rail corridor to Aldinga Beach Road was a non-negotiable requirement to preserve the option for a further extension south.

However, there was significant interest and feedback received in relation to the rail corridor. In summary:

- The majority of respondents were in favour of the rail extension – with many wishing for it to be provided ahead of the residential development due to concerns about increased traffic congestion.
- Respondents totally against the rail extension were significantly in the minority.
- Many respondents were in favour of the rail passing under Port Road instead of being at grade and many queried the alignment
- The residents of the Aldinga Arts Ecovillage have particular concerns as the current alignment bisects their working farm and compromises their ability to plan for the long-term future of the land.
- There was also feedback from the community for better east-west linkages that is more difficult to achieve if separated by a rail corridor.
- The City of Onkaparinga requested that the State Government review and narrow the width of the rail corridor noting that the existing preserved corridor south of Seaford Station is approximately 60 metres wide.

DPTI has undertaken a review of a potential future rail extension.

The findings have identified that the rail corridor through to Aldinga Beach Road to facilitate a possible extension further south is not warranted due to foreseeable demand and the rail corridor could terminate north of Quinliven Road.

This would avoid the significant capital cost of providing grade separations of roads to the south and avoid the need to preserve (and maintain) an unused corridor which could sever the future community for many years.

A terminus north of Quinliven Road would be in close proximity to the proposed new urban development including the new school, and relatively central to the existing communities at Aldinga, Port Willunga and Aldinga Beach.

It also allows greater flexibility for the rail alignment to minimise the impacts upon the Aldinga Arts Ecovillage.

Accordingly, the Final Structure Plan will not include a rail corridor to the south of Quinliven Road.

Renewal SA will finalise the Structure Plan and proceed to seek a rezoning of the land to south of Quinliven Road.

The land north of Quinliven Road will be withdrawn from the Structure Plan and will remain in the Deferred Urban Zone.

This will allow for the land north of Quinliven Road to accommodate a rail station terminus in the longer term when sufficient demand exists to justify a rail extension.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

APPENDICES

Appendix 1 – Executive summary Preliminary Structure Plan Engagement Report

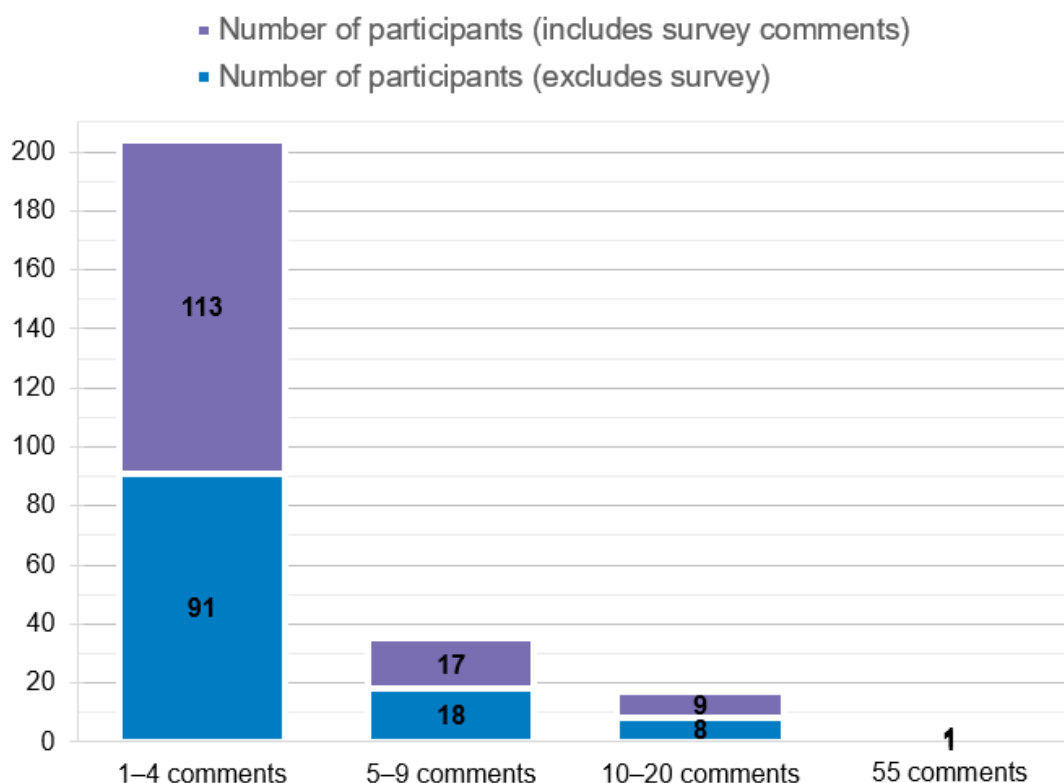
Engagement on the Aldinga Preliminary Structure Plan took place in March-April 2019, with the feedback helping to develop the Draft Structure Plan for further engagement.

Preliminary Structure Plan engagement comprised:

- ▼ Council staff workshop
- ▼ Council elected member briefing
- ▼ Community group briefing
- ▼ Community engagement – online via Social Pinpoint, offline version of Social Pinpoint and emails

Social Pinpoint is an interactive map-based online engagement tool to collect community feedback and ideas. It enables online discussion through posted comments. An optional survey was included, focusing on the two Preliminary Structure Plan options.

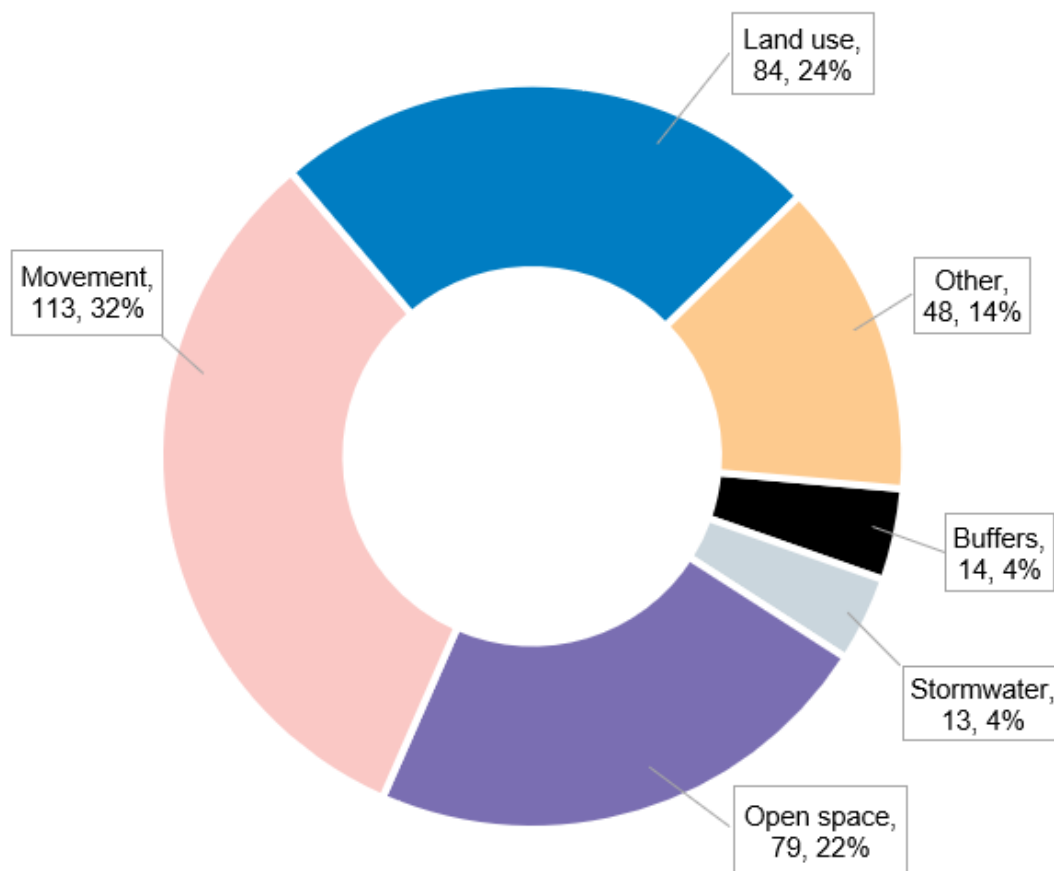
Table 2 Total comments per participant received through Social Pinpoint Preliminary Structure Plan



ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

The engagement period (March 12 – April 7) attracted a total of 162 respondents across the three feedback methods: 138 on Social Pinpoint, 8 via the offline version and 16 email respondents. Of the total, 3 respondents provided feedback by more than one means. A total of 362 comments were made on Social Pinpoint.

Chart 3 Total comments from Social Pinpoint



Community Feedback Summary

Feedback is summarised below for each of the key themes used in Social Pinpoint – being: station options, rail, land use, open space, stormwater, buffers and movement.

Station Options

The main difference between the two options was the location of the rail station. Community feedback was mixed on the location of the rail station – with a southern location (Option 2) gaining slight community preference through: proximity to and access from Aldinga Beach Road; proximity to shopping centre and commercial precinct; and less impact on ‘the Gateway to Port Willunga’.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

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 CFS; and proximity for Willunga residents, Eco-village and sports complex.

Many community members gave no preference, while a couple proposed a different location or two stations.

A centrally located rail station (Option 1) was preferred by the Department for Transport, Planning 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, noting: the stronger relationship this location has to key community destinations in Aldinga; its relationship with other movement infrastructure; and proximity to the existing and future residential population.

Rail

The proposed rail extension was a major area of community interest and feedback. Many respondents expressed concern about the rail corridor's impact on the 'Triangle', Port Rd and Aldinga township – linked to strong concern about preserving the open character of the 'Triangle' and the gateway to Port Willunga. Many people would like to see a grade separation of road and rail – with suggestions made for rail to go under or over Port Rd, while some cited closure/partial closure of Port Rd as an opportunity to repurpose the area for community use.

A couple made the suggestion of locating the train station within the triangle and others suggested the future rail corridor be incorporated with South Rd duplication. Someone else suggested that expenditure on rail should take priority over road infrastructure. The importance of planning further rail extension was also raised.

The need, and opportunity, to maintain the rail corridor, and use it as a temporary linear park with walking and cycling paths was also raised by several respondents.

Views on the park-and-ride were varied, with concerns about its size – both ensuring it is sufficient for need and its visual impact, with suggestions made on its position, configuration and access.

Land Use - Residential

Residential land use also attracted much community feedback – primarily on lot size and density, design and sustainability, as well as opposition to housing development, particularly on the 'Triangle'.

There were widely-differing views on lot sizes and density – including from two key local community groups – with some supporting higher density with more green communal spaces and others lower density in keeping with the semi-rural character of the area. Essentially, the Friends of Port Willunga supports Council's position regarding fewer houses, lower housing density and open space buffers at the interfaces with the Character Preservation District. Friends of Willunga Basin suggest that higher density housing than the surrounding suburbs will be appropriate.

The need for good design, sustainability and open space was also a recurring theme.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

The 'Triangle'

There was strong opposition to residential development in the '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, - citing "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."

Retaining the 'Triangle' to be open parkland for recreational purposes with the same kind of design and uses as the Adelaide Park Lands was suggested.

Land use – School

Community feedback was predominantly supportive of the new school (although some questioned the need) with focus being on design, inclusion of open space and walking/cycling links, parking and traffic considerations. Concerns with traffic impacts (including congestion and parking issues) and pedestrian safety drew the largest amount of feedback, while various suggestions were made about the location of the school's 'kiss and drop' zone and its recreational facilities for aesthetics and community benefit.

Open Space

Retention of the 'Triangle' as green space gained the most community feedback on open space – with many suggestions on how it could be used – as well as the pines and Port Rd as a gateway to the area.

Ideas for the proposed neighbourhood park and for other community spaces were suggested, with many people citing the need for more than one park. Some form of playground/nature play area/shaded play area was suggested by several respondents. The City of Onkaparinga also noted the need for a number of quality local parks to be spread throughout the residential area.

Integrating green space within the residential and connecting spaces was recommended, while others advocated retaining the entire area as open space.

The need for sustainability in open spaces and all streetscapes was also a strong theme – with recommendations made for planting trees to provide shade, and the use of soft, natural surfaces instead of large areas of concrete.

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.

Stormwater

While stormwater drew less feedback than other topics, feedback showed strong support by community for Council's approach for a 'chain of ponds' in preference to fewer large basins. There was also support for creating wetlands with trails for people to enjoy. Local stormwater issues were highlighted, as was the key role of Council in the future planning of any stormwater management.

Buffers

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

The need for an acoustic and visual buffer along Main South Rd and concerns about use of fencing was the key focus of community on buffers. Recommendations were made for design to be sympathetic to nature of the area, with use of greenery and setbacks and local native vegetation supporting nature of the area.

Other feedback on buffers related to interfaces in general (including the proposed residential development interfaces with major roads) the rail corridor, environmental considerations and the character of the area.

Feedback also proposed that there be open space buffers at the interface with the Character Preservation District and that the 'Triangle' be maintained as an open space buffer with no built form.

Movement

Movement was a major focus for community interest and feedback, with much of the feedback raising concerns about traffic congestion from the new school and residential development and impact on Port, Quinliven and Bowering Hill Rds.

The access point to the school and its impacts was a debated topic with divided opinion on the best access point – off Quinliven and/or the north-south connector – as well as suggestions for access of Aldinga Beach Road.

Access to/from and across South Rd was another major topic, together with alignment of Aldinga Rd with Aldinga Beach Road (which drew many and varying views) while the intersection of Port and How Rd drew much concern. The Main South Rd action group provided some concept plans for Main South Rd, reflecting its views and concerns, supported by many other respondents.

Widely varying views on the merits of roundabouts for traffic management were expressed, with local examples referenced, while road widening and consideration of parking was also raised.

The interface of Port Road with the rail was raised as well as concern by local businesses, based on past experience of roadworks, of the vulnerability of fledgling businesses to the impacts of roadworks and road closures.

Feedback on the collector roads was mainly supportive, with suggestions of including shared paths, and that the north-south collector be constructed at the same time as the school.

The need for a network of both shared and separated paths for cyclists and pedestrians within the area and linking to existing paths was identified together with a recommendation to include provision for cyclists and pedestrians across South Rd for east/west movement.

Conversations about movement also highlighted people's desire for infrastructure to be in place ahead of major residential development, based on concerns about congestion, safety and environmental impact.

Concerns about traffic impacts – safety, noise and congestion, and the need for good traffic management and design – also were raised.

Feedback Themes

The key recurring themes, therefore, from community feedback on the Aldinga Preliminary Structure Plan were:

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Themes within scope

- ▮ 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 Ecovillage 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)

The overall intention of this engagement report is to highlight key points of interest, preferences and views from the feedback. The Engagement Report will be provided to DPTI together with the Draft Development Plan Amendment Report, to assist in developing the Draft Aldinga Structure Plan for further broad consultation. Where possible, the report also seeks to identify elements of the project that have greater or lesser support.

Finally, feedback which falls outside the scope of the Aldinga Structure Plan is being noted and provided to the relevant parties. This includes thoughts on:

- ▮ The South Road duplication, including proposed intersection upgrades
- ▮ Timing and delivery of the potential future rail extension
- ▮ Delivery of the school.

Feedback which falls outside the scope of the Aldinga Structure Plan is being provided to the relevant parties. This includes thoughts on:

- ▮ The South Road duplication, including proposed intersection upgrades
- ▮ Timing and delivery of the potential future rail extension
- ▮ Delivery of the school.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Appendix 2 – Engagement Invitation

INVITATION

Renewal SA invites you to the Aldinga Draft Structure Plan Community Drop-in Sessions to:

- View the Aldinga Draft Structure Plan
- Meet and hear from Renewal SA and planning consultants Fyfe
- Provide feedback



Saturday 25 May
Galilee Catholic School Hall
10.00am – 1.00pm

Tuesday 28 May
Aldinga Library
5.00 pm – 7.00 pm



HAVE YOUR SAY

DELIVERING AN
INSPIRING
URBAN FUTURE

The draft structure plan builds on earlier engagement on a preliminary plan. It provides direction for the future land use of approximately 94 hectares to accommodate projected population growth.

View the plan and share your comments between 25 May and 21 June by visiting renewalsa.mysocialpinpoint.com/aldinga-dsp

Should you require further information, including information on alternative ways to provide feedback, please contact Renewal SA or visit renewalsa.sa.gov.au/aldinga

Contact us
P 8207 1300
E RenewalSA.Engagement@sa.gov.au

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Appendix 3 – Aldinga Draft Structure Plan display panels

This is a separate self-contained document

Appendix 4 – Drop-in sessions feedback (Post-It notes & written submissions)

This is a separate self-contained document

Appendix 5 – Offline Version of Social Pinpoint

This is a separate self-contained document

Appendix 6 – Offline Version of Social Pinpoint feedback

This is a separate self-contained document

Appendix 7 – Email feedback

This is a separate self-contained document

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

Appendix 8 – City of Onkaparinga's feedback

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT



From the office of the Mayor
City of Onkaparinga

10 July 2019

Richard Stranger
Director, Planning and Design
Renewal SA
GPO Box 698
ADELAIDE SA 5001

Email: Richard.Stranger@sa.gov.au

Dear Richard

Aldinga Draft Structure Plan

Thank you for the opportunity to provide feedback on the Aldinga Draft Structure Plan.

The City of Onkaparinga is appreciative of the level and nature of engagement undertaken by Renewal SA with elected members, staff and community throughout this planning process.

We are encouraged that the Draft Structure Plan reflects a number of the requests made by the City of Onkaparinga to Renewal SA within our submission on the Preliminary Structure Plan options, as they relate to open space, storm water management and landscape buffers.

We see these updates as positive steps towards achieving a development which potentially improves integration with Aldinga, which better responds to its unique character, and which delivers better places and connections for existing and future communities.

However, some elements raised previously have not been incorporated and/or addressed. These remain of significant concern to us and the community.

The Green Triangle

Whilst noting the allocation of open space to the eastern portion of the 'Green Triangle', and the additional landscape buffer to Bowering Hill Road, we retain our position that the entire triangle (bound by Port Road, Quinliven Road and Bowering Hill Road) be excluded from the development equation and retained as open space with a rural character.

In our view, the preservation of the historic and rural character of this primary arrival route to Port Willunga remains of greater significance and value to regional and state tourism than the residential yield potential of this land.

The Rail Corridor

The hundred metre width of the DPTI rail corridor has significant ramifications for planning and development outcomes in Aldinga. We note that by comparison, the existing preserved corridor in Seaford (directly south of the station cutting) measures only sixty metres.

We request that the State review and narrow the width of the rail corridor within the subject land at Aldinga. We note that this would provide a greater area of land for residential development south of Quinliven Road. It is our view that making this additional land available for residential development would reduce the impact of retaining the 'Green Triangle' as open space.



City of Onkaparinga
PO Box 1
Noarlunga Centre
South Australia 5168
www.onkaparingacity.com

Noarlunga office
Ramsay Place
Noarlunga Centre
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

Aberfoyle Park office
The Hub
Aberfoyle Park
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

Willunga office
St Peters Terrace
Willunga
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

Woodcroft office
175 Bains Road
Morphett Vale
Telephone (08) 8384 0666
Facsimile (08) 8382 8744

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

We also ask that the State consider options to maximise the use of the rail corridor in a manner compatible with the adjacent residential and education land uses, until such a time that the corridor is required for the rail line development.

Open Space

While recognising the efforts Renewal SA have made to demonstrate localised distribution of small open spaces within the Draft Structure Plan, we remain concerned that there is a shortfall of open space within the main development site of sufficient size to support district park functions.

The largest open space included within the Draft Structure Plan is the eastern portion of the Green Triangle (sized approximately 1ha). However, the separation of this land from the broader development severely reduces its role and accessibility for the community.

While the proposed Aldinga School and Aldinga Sports Park are both located adjacent to the main development area, the focus of open space within these facilities is, or will be, on organised sports. Given student use of school facilities during the daytime, and the projected growth (and needs) of community sport groups in the Aldinga region, the availability and suitability of these facilities for informal community recreation and leisure will likely be limited.

Likewise, although shared paths are indicated within the landscape buffers, the functionality of these buffer areas as 'open space' for community use is yet to be determined. Limitations to community use may include requirements for storm water management, as well as traffic noise, safety and access issues. Therefore it is likely that most of these buffer areas will not be suitable for classification as useable open space.

With this context in mind, we ask that an area of open space equivalent to the eastern triangle be invested back into the central and southern portion of the development, where it will best serve the needs of the future community.

We see potential to leverage the high voltage electricity easement corridor to contribute to a southern open space, as also identified in Renewal SA', Visual and Landscape Assessment report. Similarly, there is potential to provide a central park area which leverages the proposed linear open space link between How Road and the new school/ Aldinga Sports Park.

Buffers and interface

We retain the view that the Draft Structure Plan provides insufficient interface measures, with particular reference to instances where housing will adjoin the rail corridor, the high voltage power easement and schools. We seek improved provisions to ensure that passive surveillance and active frontages are achieved where houses overlook these public spaces and easement corridors within the development.

The interface of the development with the McLaren Vale Character Preservation District also remains of significant importance to us and the community.

With respect to Main South Road landscape/acoustic buffer, we support a design outcome which is sensitive to, and reinforces the landscape character of the foothills, as recommended within the Visual and Landscape Assessment (WAX & FYFE).

Whilst the establishment of a landscape character is our priority objective for this interface, we note that if the acoustic barrier of the proposed scale is continuous, it will restrict views from within the development to the Willunga escarpment, and limit access to the proposed shared path network.

The preservation of escarpment views is extremely important to the development's sense of place. Likewise, the provision of multiple points of access to the shared path network will strengthen its role and safety for community. As such, we ask that these additional desired outcomes (also identified in the Visual and Landscape Assessment), be given further consideration with respect to the design of the barrier as it relates to local and collector streets, key sightlines, and the open space and shared path network.

ALDINGA STRUCTURE PLAN ENGAGEMENT REPORT

3

Whilst a landscape buffer is proposed along Port Road, the character impact of the proposed residential development within the 'Green Triangle' and in particular fronting onto Port Road, also remains a key issue for us and the community, noting our position that the entire 'Green Triangle' be retained as open space.

Transport and storm water

We are generally supportive of the planning directions in relation to transport and storm water as reflected in the Draft Structure Plan.

Achieving better design and character outcomes

Large scale green field developments within the City of Onkaparinga have presented challenges for us in recent times. In the absence of a concept plan or enforceable design guidelines, our ability to influence subdivision design is reduced, making it difficult to achieve spatial and design outcomes for road networks, storm water and open space which best meet the needs of the community.

Regarding the next stages of planning for Aldinga, we understand that in line with proposed directions for state-wide planning reform it is highly unlikely that the final Structure Plan will be translated into a spatial (concept) plan for inclusion in the Development Plan as part of the DPA.

Therefore, whilst the Structure Plan will remain as advisory, it is not clear what enforceable mechanism will be in place to ensure that the desired planning outcomes brokered through the collaborative efforts of Renewal SA, City of Onkaparinga and community will be delivered.

As the future custodian of the streets and spaces within this development, and as the voice of our existing and future community in Aldinga, we believe that further efforts are necessary within this process to influence the subdivision design via or prior to the land sale process.

Specifically, we see value in the development of an encumbrance or enforceable subdivision design guidelines applicable to the development of the land to ensure:

- The subdivision design embodies the spatial principles established in the Structure Plan.
- That the subdivision design integrates quality urban design principles to best manage the development's potential density as it relates to Aldinga's existing character
- There is an appropriate level of guidance for developers regarding the desired design and character outcomes for the development, including residential interface with adjoining land uses, views to and from the development, and public infrastructure such as open space, streets and landscape/acoustic barriers.

We welcome the opportunity to further discuss the matters raised in this response to Renewal SA's Draft Structure Plan for Aldinga and to continue to work directly with Renewal SA and relevant state departments as planning for Aldinga progresses.

Should you have questions, please contact Jonathan Luke, Acting Team Leader Development Policy on 8384 0666 or mail@onkaparinga.sa.gov.au

Yours sincerely



Erin Thompson
Mayor



DELIVERING AN INSPIRING URBAN FUTURE