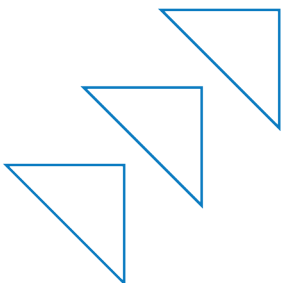


MAJOR PROJECTS & PIPELINE

1 March 2023

APPENDICES

Forestville Locale Community Engagement



FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

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FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES



Appendix 1

**Engagement Invitation to community informing of commencement of
Forestville engagement process**

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES



INVITATION HAVE YOUR SAY

Renewal SA is committed to ensuring that key stakeholders, and the local community are engaged as part of the planning process for the development at 10 Anzac Highway, Forestville.

The former Le Cornu site at Forestville will be transformed into a dynamic mixed use, retail and residential community. It will incorporate a Market Square with specialist retailers and eateries, education, landscaped recreation spaces and South Australia's first rooftop urban farm.

Renewal SA invites you to share your views in person at our Locale Forestville Community Drop-in session where you can:

- View and provide feedback on the draft Master plan for Forestville development
- Meet and hear from Project partners Renewal SA, PEET, Commercial Retail Group and Buildtec
- View and learn how you can also provide your feedback online anytime from November 19 – December 11, 2022.



Following on from the Community Engagement in August 2021, a draft master plan has been developed for the site.

You are invited to share your feedback at the Community Drop-in Session on:

- ▼ **Saturday 19 November from 9.30am to 2.30pm**

At the Brick Dairy Pavilion (Gilles at the Grounds),
Wayville Showgrounds, Leader Street, Wayville
Free car parking available

Your feedback will help guide the finalisation of the draft Master Plan for the Forestville Development.

PLEASE NOTE

Bookings to attend the Community Drop-in session are essential and can be made by visiting <https://events.humanitix.com/Forestville-locale-community-engagement>

ALTERNATIVELY

you can provide your feedback online between 19 November – 11 December 2022 by visiting:

<https://renewalsa.mysocialpinpoint.com/forestville-locale>



Should you require further information, including alternative ways to provide feedback, or to be kept informed on the progress of the planning for the redevelopment of the Forestville site please visit <https://renewalsa.sa.gov.au/projects/forestville/>

For other engagement enquiries including assistance with making a booking, please phone 8207 1300 or email RenewalSA.Engagement@sa.gov.au

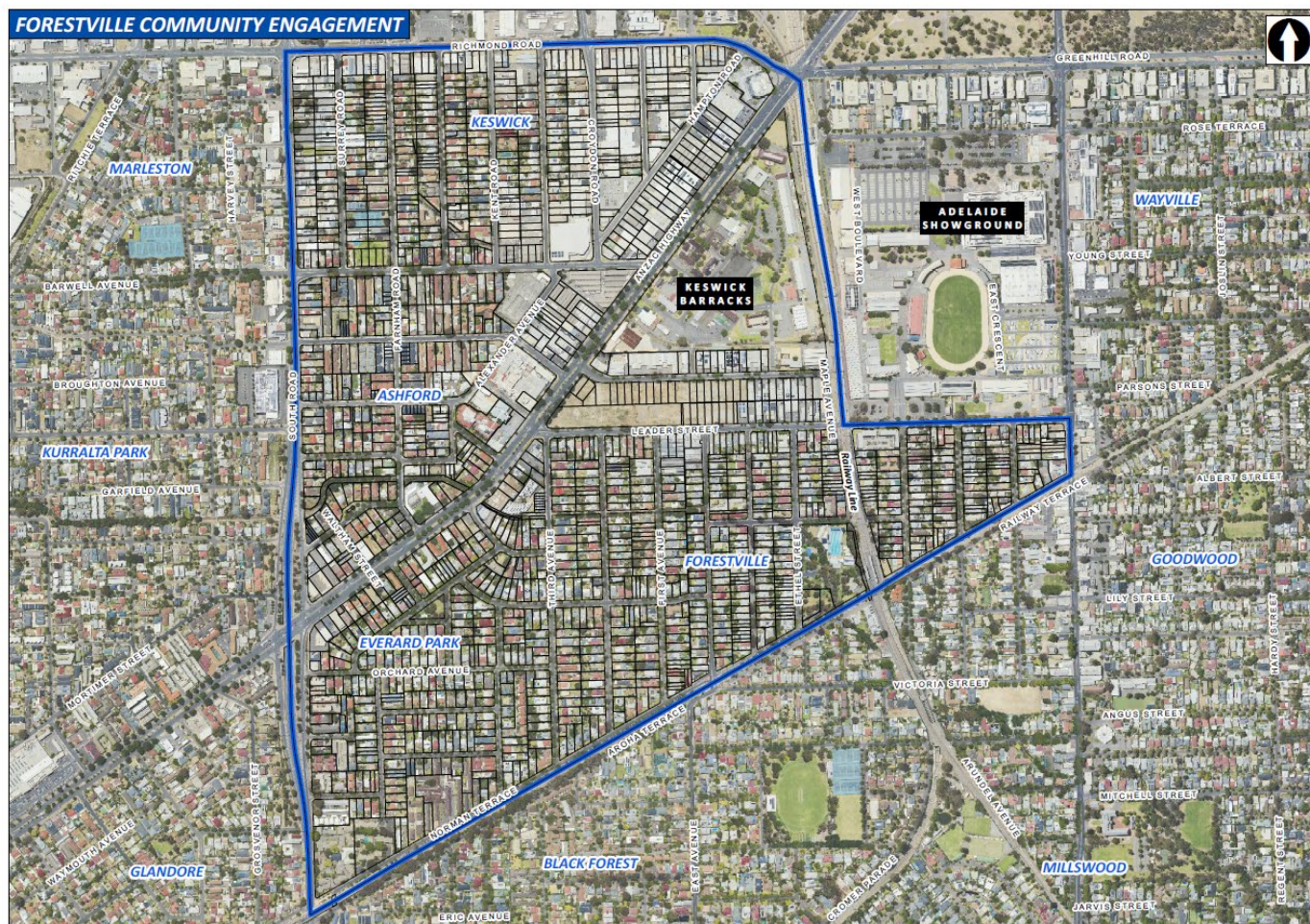


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Appendix 2

Engagement Area – map showing letterbox drop area for community invitation



FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES



Appendix 3

Link to Social Pinpoint

[Link to Social Pinpoint Platform \(Forestville Locale site\)](#)

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES



Appendix 4

How to use Social Pinpoint

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

SOCIAL PINPOINT

INTRODUCING SOCIAL PINPOINT

Renewal SA is using Social Pinpoint, a widely used and successful online engagement tool, to collect community feedback on the draft Master Plan for the Forestville development.

Social Pinpoint has been used for public engagement successfully by many councils and government agencies (including Renewal SA) in Australia and globally.

Social Pinpoint features include interactive maps, discussion walks, survey and informative pages.

Following on from the online Forestville community engagement in August 2021, a draft Master Plan has been developed for the site.

Our team is here today to demonstrate how easy it is to use Social Pinpoint, and we've provided instructions online too.



The Locale Master Plan is represented on Social Pinpoint by a 'map'

HOW DO I USE SOCIAL PINPOINT?

Social Pinpoint allows you to access information and provide feedback quickly and conveniently – using a computer (desktop/laptop) or a mobile device.

Start by reading the information provided on the home page, access more information on the draft Master Plan on the map's sidebar menu (left), to learn more about the project and how you can provide your feedback.

The 'map' presents the draft Master Plan where you can access more detailed information by selecting your area of interest from the legend, or by clicking on the specific area of interest on the map. Project information, images and mini-survey questions will appear for your feedback.

You can visit

<https://renewalsa.mysocialpinpoint.com/forestville-locale> as many times as you wish between November 19 and December 11, 2022.

Please contact Renewal SA should you require further information, including information on alternative ways to provide feedback by visiting renewalsa.engagement@sa.gov.au

DELIVERING AN INSPIRING
URBAN FUTURE

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES



Appendix 5

Community Drop-in session feedback and Social Pinpoint comments

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

Community Drop-in Session Feedback

Thanks, we'd like to know your reason for this response (your level of support for education)

1. Great idea! Will watch with interest.
2. Creating a truly integrated and connected community is fantastic
3. Fabulous idea! Money making development needs to support community!
4. What a great idea!!
5. Support different communities living and working in the local area.
6. Really like the idea of this school- innovation, inspiration and involvement YAY!!
7. Keep and retain connections with Kaurua peoples

Thanks, we'd like to know your reason for this response (your level of support for the Market Square)

1. What about underground carpark?
2. The retail and Market Square is the best part of the plan. Not the residential though
3. Very concerned about exit points, cars exiting onto Leader, already diabolical traffic, trucks, b-doubles, u turns every minute on Anzac end
4. Great Concept! Biggest issues are traffic and parking at Maple Ave & Leader St
5. An open public space with lively cafés/bars/shops will be a fantastic heart of the community. Pedestrian, child and dog friendly, please!
6. Parking for shoppers and people eating out etc. essential - not to use ground space, underground
7. Exciting! Can't wait will elevate Forestville!! Only concern is the traffic on Leah St
8. It will be the heart and soul of the project and create an overall destination for both residents and visitors
9. Love it - great for our Ashbrook community
10. There are no shops in Everard Park, so a close-by supermarket will be great!
11. Need open space for kids and fresh air
12. Remove cars from the Market Square
13. Provides much needed amenities to locals and brings in others. Will add vibrancy
14. Pedestrian access and support for clean transport options will help pedestrian feel welcome and encourage spending for longer
15. Any market / supermarket should be integrated with the public space. Not just a supermarket you drive to and from!
16. Traffic management along back street pedestrian crossings reduced speeds
17. Open bar and pub
18. Area needs a soul and a space for community. Renders and plans suit the area. Walkability and spaces for people are so important
19. We live on Second Ave big concerns around traffic! Already have issues on our street!
20. Please seriously consider parking
21. Shade Trees!
22. Can this be pedestrian only or do cars need to use to park and shop? + ✓✓✓
23. Looks great! Concern car parking as is already an issue!
24. Looks great. Just hoping there is not going to be this many cars on this level! Please make active transport options easier
25. Area badly needs retail and restaurants/cafes
26. Traffic control and car parking is already an issue. PLEASE DO NOT ADD TO IT
27. Parking restrictions are already too much. Please take away permit areas to allow public to access this new area.
28. Green space is an issue. I do question the 30%? Is that on roof tops?
29. Collaborate/engage with public artists to allow for art installation

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

30. I strongly support the concept of mixed use but would like to see a more interesting design for the 'Locale store interior' - allow for public art, buskers etc
31. Parking so the narrow side streets aren't jammed
32. Would love a café vibe that incorporates indoor/outdoor eating
33. Supported access for disability and limited mobility desirable
34. Very excited to have SA Foodland like Pasadena
35. Love the idea of Foodland like Pasadena! Like that there is no exit on to Leader St!
36. Consider car park entry/exit to reduce collisions as both Frewville/Pasadena have tight awkward car parks
37. In terms of the practicalities of living in such a location, a post office would be very useful
38. Medical Centre for GPs?
39. Too many businesses effecting the already existing businesses and too high density!
40. Please no generic gyms that promote unhealthy dieting
41. Create spaces for street theatre
42. Concern cars speeding up to lights at Leader/Anzac, constant U turns, (eastbound-westbound) exit points, cars slowing down for entrances and extra traffic flow
43. Love the overall inclusive concept, green living shared areas, varied age group living
44. Please include adequate green transport infrastructure; EV charging, flexicar car share & cyke facilities pods

Anything else? (Suggested features for the Open Space areas)

1. Kaurna history of the land •+ ✓
2. Will the local first nations community be consulted on the plants and landscaping?
3. Include a waterplay feature
4. Plantings to create habitat for native insects, butterflies, birds and also to take into account cooling in summer and light/sun in winter ie good environmental design
5. Local native plants
6. No BBQ as it will never get taken care of. Provide a space bring your own. •+ ✓
7. Central Park needs to be larger. Consider putting residential parking underground to increase space for pedestrian and trees on the ground.
8. Increase publicly accessible green/open space (eg from 30% to 40%)
9. Residential development: All parking needs to be underground.
10. 15% of this is Street trees/Rooftop heard? - wildlife corridors-- smaller multiple green space
11. The open space needs to be larger. The Central Park area (4) will be over-shadowed by the apartment blocks.
12. Flower Bed
13. Please ensure enough car parks!
14. Enough car parks for tenants & visitors!
15. Please make sure walking and cycling visitors have adequate access. More TREES
16. Wonderful ideas! But need safe streets for Maple Ave & Leader Street
17. MORE PARKING Please
18. There is very little open space in Everard Pk, where we live. We would welcome more kick-about areas for our grandchildren to play in. We feel very strongly about this for our family and many others in our area
19. This design needs more open space. -integrated wetland and interwoven bike path
20. Publicly accessible open space is critical
21. You have too much high density housing!
22. 30% is misleading because it includes space between building and urban farm that aren't really open space. Central Park should act as a barrier between shop and residential (therefore remove residential currently adjacent to Central Park)
23. 1. It is not enough open space for children in particular. Perhaps, as there is so much public transport here, less space for car parking is needed. This could be used to create more open space. 2. Buildings too high

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

Thanks, we'd like to know your reason for this response (your level of support for the Central Park, off Leader St)

1. Need to increase green space - housing too dense (concrete jungle)
2. Too small for number of people. Need separate green areas for sitting/playing ballgames
3. 4-8 storey surrounding park - no sun in winter. Too small needs a playground
4. Saying 10,000m2 is available as 'open space' is misleading. Only 15% of this is a public, useable space ie 'Central Park'. This park needs to be larger!
5. Central Park is too small! Needs to be a usable space, at least 2,500m2, with greater frontage to Leader St providing a better connection between retail and residential precincts. Also, ensure that overshadowing of it is minimised.
6. Central Park bigger please
7. Is there any way this green space can be larger?
8. How big will this actually be? 3,000 sqm? 1,500 sqm? 1,100 sqm? Or less? Should be a minimum of 1,500
9. Make this at least 1,500 sqm and residents' access to community food gardens
10. There is not enough public green space
11. Combatting climate change and giving residents space to meet and play
12. Needs to be bigger!
13. Would be nice if it was bigger
14. This is tiny! Need a big oval
15. Good idea but 1500m2 is too small. Should be 3 times the size
16. Central Park needs to be bigger
17. Far too little space for new residents and existing
18. More green space on the ground level. It is very built up. You need a park
19. Green open space is otherwise hard to find in the area, it will be great for everyone's wellbeing
20. There should be more green space at ground level
21. Not big enough (should be double at least). Should cover the width of the land. Wading pool (like Tusmore Park)
22. Needs to be much larger for proportion of people - much more green space needed including park/playground
23. Important to have open space for apartment dwellers and local community
24. 1,500m too small. Too small for soccer/ball games etc. Keep for sitting, strolling, other parks in the area are bigger and suited to ball games
25. Require more green space too high density
26. Central Park needs to be bigger - higher density apartments = more land for green space

Please let us know your feedback on the residential precinct

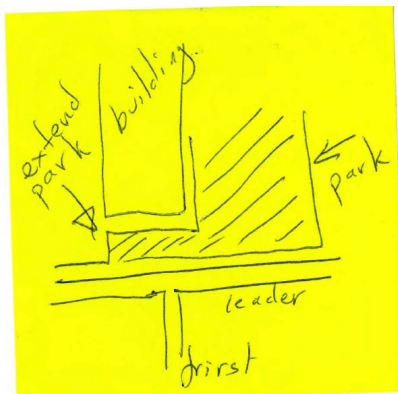
1. Traffic management concerns! Noise
2. Very concerned re: on-street parking/traffic management increasing on Leader St→ its impact on safety of kids/residents riding to school/work etc. Parking is already an issue for Forestville residents!
3. Concerns for vehicle traffic on Leader especially in the mornings when people are travelling to work/school
4. Traffic massive issue feeding out to Leader St. All/most should feed into Maple/North
5. Traffic logistics need more work - creative solutions
6. You need a really good traffic study. The Kaufland study was a joke. With the increase in vehicular and pedestrian traffic, local residents wont be able to use Leader St!
7. Parking, Parking, Parking!! 200 residential properties with 25 street car parks. People will use their carpark for a garage/shed not car parking

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

8. Garage will be full of possessions as units too small = parking on street
9. Restrict Building height. Traffic will be an issue - multi vehicle households = on street parking. Small units = parking in street.
10. Make car parks the proper size for modern cars. Make on-street parking very limited
11. MORE PARKING PLEASE
12. No parking spaces should be allowed for the units!! There are 3 public transport options here - make people use them. (in the current housing market all the units will still sell!!)
13. More off street car parking. We already cannot park outside our address in nearby streets!
14. Are there going to be enough carparks? Every apartment will own 2 cars
15. Absolutely MUST have 2 car parks per unit of 2-3 bedroom
16. Please limit number of parking spaces to 1 per unit. Make optional! So not all residents need to buy one. Put underground
17. All parking must be underground
18. on-street parking' →terrible. Remove some units and create more open space.
19. Parking for the development, hospital, bread factory is insufficient
20. Parking needs more attention. Most families have 2 cars. Where will all the current parkers park?
21. 305 dwellings on a site with mixed residential/commercial is a very high population density →traffic/quality of life. Reduce to 150-200 houses/apartments
22. Interested to understand why 'short stay' is included? Not keen on idea of investors and Air BnB type accommodation alongside residential
23. Very concerned about overlooking/shadowing for existing residences on Leader St, especially the short term accommodation building!
24. Impact on school zoning?
25. What is the impact on school capacity & hospitals? Has any planning been done?
26. Design needs to allow sun to reach the bottom
27. What of Architectural design?
 - Passive solar
 - interesting forms
 - sustainable design
28. Look up the work of architect Peter Barber. Non-monolithic apartments & town house communities
29. I think the dwellings should be visually appealing and not crammed in like sardines
30. 30. Architecture needs to be interesting and varied
31. 100% green infrastructure
 - high quality building + 7 stars
 - double glazing
 - solar panels
 - EV charging stations for residents & visitors
 - grey water capture
 - no gas connections
 - efficient electric homes
32. Love the embedded network with solar and batteries across precinct
33. Solar panels on roof surfaces. Collection of H2O for gardens and grey water usage.
34. Multiple EV fast charging stations. Car share pods for residents and visitors. FLEXICAR PODS
35. No more than 4 storeys high please
36. This picture (*on display panel*) shows low residential at First Ave but other plans show 6-8 storey?
37. 6-8 storey at First Avenue is TOO much
38. Limit building height to 3-4 storeys! Don't want the street in shade!
39. 5 storey Maximum height
40. 6-8 storeys too high for buildings adjacent to Leader St! Should be restricted to maximum 4 storeys!
41. 5 storeys max. 8 storeys is too high
42. 8 storeys too high. No more than 4 please
43. Too high % zoning for 6-8 stories, need to reduce to keep area available to natural light

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

44. Tall buildings create a lot of shadows and block natural light.
45. No 8 storey development in complex. 8 storey WAY TOO HIGH
46. 8 storeys is not allowed - & neither should it be! 6 storeys is more than enough
47. Building Heights!!! 8 storey too high on Leader!!!
48. 6 to 8 storeys height is far too high. Keep to a maximum of 5 to 6 storeys
49. 6 storey max anywhere
50. Consider increasing heights in northern section of residential precinct to increase yield and allow increased public open space (ie larger Central Park)
51. DON'T LIMIT BUILDING HEIGHT! We need more high density living close to city - like Bowden and Prospect!
52. Would be nice if had a Bowden feel to it
53. Retractable bollards so this is more pedestrian friendly. So that only residents can use these roads
54. Poor (nil) pedestrian connection from residential & retail precincts. The Bowden Village retail/park/housing precinct should be the model.
55. Traffic into centre from Leader out onto Maple.
 - pedestrian crossings
 - across Leader
56. We have the opportunity to create a beautiful walkable community without relying on cars. People and walking should be prioritised.
57. Fewer apartments!
58. I don't like the large apartment blocks. There should be more subdivision of land and townhouses
59. Will there be a criteria for who qualifies for affordable housing?
60. Community garden
61. Less concrete more plants!/green areas
62. Vertical gardens please and more canopy



Please let us know your feedback on movement - vehicle, cycle and pedestrian

1. All roads within this need to be restricted/slowed/minimised 10km/h max, with textured surfaces and curves to slow cars
2. Anything across Anzac Highway for pedestrian will risk further traffic chaos for commuters and will increase hospital visitors parking in Forestville (already an issue) if they have easier access to Ashford
3. Current cycle infrastructure is weak → separated off street bike lanes would support pedestrians & cyclist safety
4. Near railway line already very busy on Market day and peak hour (Nairne Tce/Leader St). Need noise and intersection improvements
5. Maple Ave has had problems for years that council has not addressed. Not going to be good with extra cars coming and going
6. Safe pedestrian crossings off Leader St are critical to connect the development to Forestville to south and to public transport/swimming centre etc.

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

7. Make provision for cycling
8. Noise and traffic management. Already busy without increased housing
9. Perhaps look at potential problems of traffic turning right on to Anzac Hwy from Leader & Maple at peak traffic time
10. Leader & Leah Streets are really busy. How can this be managed?
11. Would support much more cycling infrastructure and connection to transport. Remove car access where possible. Slow Maple Ave to 30 km/h maximum
12. Like the promotion of walking/cycling routes and connection to existing
13. How will traffic be controlled @ 4 (Loading access) to stop delivery vehicles travelling onto Leader/Leah. Kaufland had a barrier to stop access
14. Leader St Bridge? Or Train tunnel?
15. All Locales priorities for pedestrian with cars treated as guests. Improved wayfinding, paths and amenities for PT
16. Roads across from Maple to Leader need to be rethought. You are creating a rat run that will impact the community
17. Serious concerns about main entrance at Leader and Second Ave. Local residents unable to exit currently during peak hour
18. Leader St already too busy. This just makes it worse
19. Extend intersection upgrades down to Nairne Tce area already gets very busy (esp. on Sun). Hundreds of new residents will only make it worse...
20. Thanks for planning for cycle lanes. They will be used
21. Check out the council plans to extend Wilberforce Walk - pedestrian & cyclists will connect via Second, First & Charles St, if they are heading to the Turtur, pool, reserve, tram stop etc.
22. Intersection at Third Ave; Leader; & Anzac Hwy does not work now (impossible to get from Third to Anzac Hwy in peak hour, needs a re-design)
23. Road/car access next to only park on the site is not ideal
24. Footpath on northside of Leader St is too narrow for this development. Need to take some land from the development site to provide a generous and functional and 'green' boulevard, suitable for Leader St to be an attractive, multi-functional movement corridor.
25. Nairne Tce/Leader St/Maple Ave intersection needs upgrade and noise mitigation. Already busy
26. Level crossing to goods trains means bottlenecks at peak hour. Leader St not able to cope with increased traffic
27. Off-street separated cycle way on Leader St. Currently 'dooring' is rife and its unsafe with current traffic levels.
28. Shower facilities for people who cycle to work. (Towels too!)
29. Pedestrian crossings Leah St – south. For child pedestrian safety

Please let us know your feedback on movement – access and public car parking

1. Need for more on street and off street residential parking as nearby streets will be used
2. Options for purchasing without carparks. Not everyone has or wants cars.
3. Enough parking for tenants AND guests!
4. Driving towards city on Anzac Hwy, then turning on to Maple, there is a very small slip lane on Anzac (Hwy), that should be enlarged.
5. Right turn restrictions onto First and Second Ave from Leader St. Residential turn right only for people living in that street.
6. Any entry/exit points off Leader St will add to congestion already existing on Leader St. It risks access to residents who live on Leader St. Residents on First, Second & Third Avenues will be at risk of increased through-traffic and parking →risking safety of kids riding/scootering and other residents who ride/walk etc
7. What is projected traffic increase? Peak hour on Leader to Anzac & rail crossing already at capacity
8. Need to control entry/exit to site. Lights? Stop rat-run traffic

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

9. On street carparking and movement in and out of parks is very dangerous for cyclists → an off street cycle lane is needed to keep cyclists safe
10. Interested to see what is planned for Maple Ave, Anzac Hwy junction
11. One way roads in 5 (Residential precinct)
 - Retractable bollards
 - Underground all parking
 - Make parking space purchase optional
 - Only 1 space per house/unit
12. Bike parking including for cargo bikes
13. Make sure this is future proofed to plan to pedestrianise the space in 5 (residential precinct). More green space there too!
14. Maple Street traffic will merge onto Leader St by the railway line
15. Look to restrict R) turn Leader to First/Second Ave @ certain times of day (peak) but allow residents
16. More parking underground and create the space while you can → Dig a bigger hole and engineer it
17. With the Leader St exit there will be increased traffic along Leader. Restrict R) turn down First/Second Ave
18. Rat Run created Anzac to Maple to Leader to Leah +
19. Egress from Leader North bound issue. Have 2 right turn from Leader St to Anzac
20. PARKING!!! South of Everard on 1st, 2nd & 3rd Ave
21. Leader St - footpath needs to be wider and ensure bike path is safe and smooth. As above also for Maple Ave
22. Indented bus stop for 2 buses on H/Way so unrestricted traffic flow while bus stopped
23. Leader St traffic increase!!
24. The current layout of streets is already inadequate (note number of vehicles using Leah St as a shortcut). Additional traffic will render the situation unbearable
25. Parking issues – clearance and on-street parking opposite access and egress points Maple Ave. Impact to businesses on Maple

Please let us know your feedback on movement - public transport

1. PT (Public transport) access is minimal - train is not walkable. So it's only buses that get caught in traffic... W90 is already full
2. Work with state government to increase frequency of public transport and incentive [for] customers/visitors to use it. Eg Free on the weekend
3. Trains delay Leader St often. Overpass?
4. = Yes (**added to comment above**)
5. Secure bike locking at train stations to encourage use of public transport.
6. Work with councils to provide a community bus to access the retail precinct
7. Improved access to train station and improved bus stops and discussion about frequency of transit with transit agencies
8. Huge delays & noise issues with freight trains at Leader St/Nairne Tce
9. = Traffic/flow issues (**added to comment above**)
10. In my opinion it delivers quite good access to tram, train and bus. The key issue will be safety after dark
11. In reality unless you work in the city, you have to drive, and people will drive to the tram stops too. Trams are already crowded.
12. Open up bike path on west side of track from cnr of Maple Ave. to train station (showgrounds)

Please let us know if there is anything you wish to comment on that hasn't been addressed.

13. Leah St and Leader St are already overloaded with traffic at peak hours. Entrance and exit to the site should be limited to Maple Ave & Anzac Highway to prevent this from being worse
14. Maple Exits only!! Please - Already issues on Leader - please observe

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

15. Very concerned about increased traffic on Leader. Entry/exit points compounding issues turning right out of development. Traffic already diabolical
16. Traffic management and Rat running across the site from Anzac/Maple Leader/Leah
17. What is the Kaurua name? Will it be prominent or visible
18. How are you engaging with the local elders and community?
19. Architecture has not been addressed - Quality buildings with Interesting and sustainable design!
20. Buildings height limits need to be 4 or less (not up to 8)
21. The apartment block's monstrous and there should be more townhouses instead and too high rise
22. Max. height should be 4 stories not 8!
23. Few stories/less height. Fewer apartments ↑ green space. Traffic management. Noise mitigation. Primary and public school issues for ↑ people
24. Height restrictions on buildings 4 story max +√
25. Community garden for apartments
26. I like the high density housing and the green space
27. It's just another dressed up shopping centre
28. Long overdue development for the area. There is now an opportunity to 'get this right' and be a leader in how inner city living should be now and into the future
29. Incorporation of environmentally sensitive design and solar, water collection for recycling on gardens etc.
30. Suggestion: turn entire site into open parkland
31. Community garden or plot of land with each apartment
32. Restrict height for entire site to 5 storey
33. Social housing - would love to see some kind of 'tiny home' industry here where folks can learn to build and live and teach others this concept
34. Social housing provision essential
35. Supportive of higher height if designed well and plenty of green space
36. Security and safety?
37. Plan to include community battery
38. How unchangeable are these plans? Urban school fails can additional residential units be constructed?

What did you think of today's Drop-in session?

39. Thanks for listening - appreciate you can't please all!
40. It depends on the extent to which comments are considered
41. Well organised good PR
42. Excited that this development is occurring. Let's make it best practise
43. Excellent session very welcoming and informative thank you
44. Very friendly & helpful - thank you
45. Very helpful session. But needs a follow-up after the next changes are made continuing feedback is needed when discussing such projects
46. It was very informative and answered all of my questions

FORESTVILLE LOCALE COMMUNITY ENGAGEMENT REPORT APPENDICES

Social Pinpoint Comments

Thanks, we'd like to know your reason for this response (your level of support for education)

1. The education aspect is great. 1. But there is a sustainability question of a private enterprise running the program. Why not use TAFE for the lot. It already has wide support structures in place plus ongoing govt backing. Given the failure of many private enterprises in the VET system over the last 10 years, I wonder where we will be in 20 years with this private group. 2. What is the relationship between this YOUth Inc and the Urban Farm ...who will be managing that and working on it?
2. I support this use, but I am concerned about the number of different uses all being packed onto this site. Could the short stay accommodation be removed, some of the apartments, and have more open space. The idea for the school is a very good one in partnership with the supermarket.
3. There was previously a furniture retail business on this site which did not generate much traffic and had no negative impact on adjacent residential uses. There are too many different uses being proposed on the site. 300 dwellings, a hotel, a supermarket, other retail uses and also a school is an extreme intensification of use, and too much activity on the site. It will generate too much traffic in adjacent streets. If the school is to generate 500 new jobs where are all these people to park? I do not believe that those attending the school will be public transit users. Much more direct access to Wayville Station would need to be established to make train transit attractive; the tram stop is too far away. Access to the subject land should be from Maple Street only, to limit the impact of traffic on residential streets in Forestville adjacent the site. Will there be deliveries to the school out of business hours? Will these require the use of any heavy vehicles? Rubbish trucks? If so, they must enter and exit the site from Maple Avenue. Will the farm itself generate noise and dust which will impact on adjacent residential uses?
4. Clever
5. Providing education opportunities not only helps the young people it targets but draws people to the area during the day which will help shops thrive and help support services for locals
6. Good unique initiative
7. Not at this site, feels like this is a tick all the boxes PC move
8. This question is ambiguous - does it refer to Urban Inc's intended program in Forestville, or to education per se? I would like to know more about how students are identified for the program (ie voluntary or part of a social reform program similar to past Landcare 'work for the dole' programs) & what links exist with TAFE (do students come away with TAFE course accreditation, or is this a pre-vocational training program for direct employment in the Forestville development?)
9. This appeals to my sense of social justice and a flexible environment for non-conventional public education
10. It will provide a diversity of use in the area and bring people to the site to activate it throughout the day/year. Education doesn't just have to be in the city!

Thanks, we'd like to know your reason for this response (your level of support for the Market Square)

1. This appears to be my only opportunity to comment on the "mixed use" part of this development. I am therefore commenting not only on the market square. I am unsure why you are apparently limiting comment to the market square. I do not support the part of the proposed development labelled as "mixed-use" in its current form. I am concerned that the proposal is an extreme overdevelopment of the site, which previously housed only a single retail use with limited trading hours (Le Cornu's). I am concerned that the extreme intensification of use on this site will generate traffic and parking and possibly noise problems for residential uses in nearby Forestville streets. It is disappointing that the proposal does not discuss its impact on existing nearby residential uses. It

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refers to adjacent residential streets as access routes without acknowledging the impact this development will have on those living in these streets. I am particularly concerned that a hotel (50 short stay apartments to cater for tourism) is included in a development which already includes 300 dwellings, a supermarket, a number of other commercial and retail uses and a farm/school. Will the restaurants be open till late to cater for those staying at the hotel? A "bustling environment of cafes, restaurants and eateries" suggests that the development will generate significant traffic problems which will not be limited to usual business hours. To protect the amenity of Forestville residents in adjacent streets, delivery vehicles and garbage trucks and customers should be able to access and exit the site from Maple Avenue only. Will the entertainment in the market square cause any noise problems for existing residential uses? I am concerned that the proposal does not seek to protect the amenity of residential uses in adjacent Forestville streets from impacts of the development. The proposal plans suggest that access will be possible through all adjacent residential streets. There is not even an attempt to try to funnel traffic to Leah Street which is the collector road connecting Leader Street to adjacent suburbs. Additionally, any building facing Leader Street's existing single storey residential development which exceeds 2 storeys will be too tall for this interface and it is alarming to see that the hotel building may be 8 storeys in height, which is too tall for this site and would result in overlooking and overshadowing these residences.

2. There are too many different uses included here. If the shops close at a regular time, where are the people staying in the short stay apartments going to eat? It will be quite dead in the evening. I support the supermarket, as long as loading and rubbish collection does not impact on surrounding residential streets. There are too many residences and insufficient open space for the locality. Most of the site will be covered in concrete, and there is a concern about drainage given the propensity for flooding in the area: the flood works should be completed before this goes ahead. I am also concerned about contamination on the site from the former car factory.
3. To add to my previous comments (above), I think that too much is being crammed on here. I strongly support the school and supermarket, together with other businesses. But there are too many residences, insufficient open space, and the short stay accommodation is excessive and far too tall for Leader St.
4. Excellent 21st Century mix of purposes
5. Having a strong retail core provides services and amenity for locals
6. Having a strong retail core to the area will allow locals to shop without having to drive somewhere else and support cafes and restaurants which will improve amenity.
7. Great community space and will bring vibrancy to area.
8. Great community space
9. Not enough info on how the development will integrate with the broader area.
10. Great that it will be a local company not Woolies or Coles. Not sure where the car parking will be from the info above, and concerned re impact on traffic as Leader and Leah Streets are already jam packed in the morning and afternoon rush hours
11. I like the idea of outdoor dining and entertainment under trees and greenery.
12. Hopefully this will create a more community feel and remove what could otherwise become a residential ghetto, similar to that a Bowden/Brompton, where there is limited inbuilt commercial and community structuring. However, I would hold my breath on this eventuality, as clearly with over 300 residential sites the emphasis is still on rows & rows of housing.
13. Pedestrian scale. No cars on surface
14. Why? The city is just there. We DONT need more retail. We NEED community.
15. Great design similar to many European cities. A place for many people to exist and mingle.
16. As a resident of Ashford, I would greatly benefit from the vibrancy brought by varied, mixed use development, including cafes and a supermarket.
17. I hope there will be interesting cafes for local people to visit.
18. There do not appear to be enough car parks for staff and customers. It can't be assumed that some people will always ride bikes to work, the weather is often not suitable, some people live too far away, and others are physically unable to ride.

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19. Love the idea of a mixed-use hub of activity in the inner west. It will bring life and activity to the area, as well as more quality options for food and accommodation.

Anything else? (Suggested features for the Open Space areas)

1. There has been a large lake on this site over winter and a lot of ducks and other birds have been using it. Some water for these birds in this very reduced green space would be nice.
2. Consideration should be given to developing a ground level green/nature corridor across the site which could be extended into the Army barracks when redevelopment of that site occurs.
3. Park not big enough. Should be at least double the size.
4. Clarification on the size of the Central Park. Bare minimum should be 1,500sqm
5. A much larger space that is at ground level and accessible to the wider community... not stuck on top of a building where large trees will not thrive that is closed off in the evening.
6. Off lead dog park as we do not have one in Unley Council area
7. It would be nice to have space for people to meet and gather, but really key to have as much greenery as possible
8. Would love to see some water feature for kids play and wildlife
9. Flip the location of the park to the face Maple Ave. That way the apartments can have a North and East aspect over the park - better for open space and passive solar design
10. There is not enough open green space at street level. Unley council has one of the lowest percentages of green open space in the metropolitan area. This is a fantastic opportunity to add more, rather than increasing the heat bank effect with more buildings..
11. I am concerned that the open space will be overshadowed by the apartment blocks which will probably be 8 stories high. This will mean plants and trees will not thrive and it will not be a pleasant welcoming place for people to gather.
12. The renders look great and I hope they become a reality!
13. Sounds of water

Thanks, we'd like to know your reason for this response (your level of support for the Central Park, off Leader St)

1. It's a basic human right to have access to green space and connect with nature
2. I strongly support public open green space being included as part of this development. However, the public open green space in the proposal is much too small. The proposal is an extreme overdevelopment of the site. There needs to be public open green space of sufficient size to be useful and which counteracts the intensity of the development. Most buildings in this development are multi-storey. Is this tiny space all that can be set aside for the sanity of workers and residents?
3. The proposed size of the central park is far too small, about 1/4 the size of a soccer field, which is completely inadequate. It is located in the middle of residential buildings and will not feel welcoming to the public. The areas counted within the open space areas seem to include strip gardens for residents, which is hardly open space. There needs to be a decent sized park which is clearly accessible to the public.
4. Unley Council has a very low percentage of open space. Every effort should be made to increase the size of "Central Park"
5. Too small - needs to be bigger
6. I'm a newly elected Councillor to the Goodwood Ward of Unley Council. Throughout campaigning it was clear that many people in the community want green space in the form of a public park or reserve. It is also imperative that every opportunity to provide green space and trees is taken when it comes to new developments. Adelaide has less trees and green spaces than big cities like Sydney & London and we are losing over 70,000 trees per annum in greater Adelaide according to Conservation SA reports. Development must be holistic and play its part in combating and reversing this trend by preserving trees

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& green space or including the creation of it in development plans. Often with state government projects land that is used for development purposes is on existing public green spaces as it doesn't "cost anything" (actually the climate & biodiversity cost is huge as is the cost to the community), for example, the plan to build the new WCH on the City Parklands. Therefore, this project development which has many green initiatives, must play a big role in sustainable development & ensure there is a significant number of native trees & vegetation planted, as well as open green space for the community. This development should set the example for all new developments. It is also important to recognise that the City of Unley has the least amount of publicly owned green space in the form of parks & reserves, & with the Julia Farr development and other potential projects we could lose a significant number of trees and green space on private land which will affect the long-term liveability of this inner city precinct. Ensuring a large green footprint as part of this development is crucial.

7. More green space, just nature not activities/structure, less housing too
8. 30% GREEN SPACE AT GROUND LEVEL - The green space should all be at ground level and be for the benefit of both the local community and Locale residents as well as visitors. 30% of green open space should be a ground level to enable tree planting and all hour access. It should counteract the 70% coverage of the land by buildings, paving etc.. Any other greening measures such as urban farm/roof top gardens and green walls should be seen as a part of the construction design that contributes to the buildings and to the green credentialing of the project, not the green space. The urban garden seems to be limited to commercial interests and to the private education facility. Will the community be locked out after hours. Will the local community be able to have access to growing produce of their own in the garden, if not then it is not a green space but commercial space. Will it use pesticides.... Will the green verges near the house be wide enough for substantial trees?
9. Bringing more people into the area will put more pressure on our already limited existing public space in the local area. This is an opportunity to give back to the local community. - The proposed park area is very limited in size for the development that is to occur and does little to counteract the carbon footprint of the building and the hundreds of people living and passing through. You are creating a heat island that needs to have as much accessible greenspace as possible to counteract the problems that are being caused by the building heights, solid inert materials, the cars and service vehicles, the paving, machinery and equipment etc. We are in a climate emergency. - By eliminating the straight access road beside the park, the park could then be made bigger by extending it to the buildings on three sides. A much more pleasant and cooling environment ...maybe less need for air-conditioning! According to recent UN and other reports greenspace is better for mental health and for those living in isolating apartments it is essential for well-being. - The access road across the site from Maple to Leader, adjacent to the park, is a hazard for users and residents. Why can't the road be diverted through the Townhouses, with appropriate traffic management devices, making this resident access only. This will eliminate the rat run that has been created from Anzac Hwy, onto Maple, to the main access straight road across the site onto Leader. It will increase safety for residents and park users, ie. Reduce passing traffic, pollution and create a more pleasant environment. (Those living locally know that this rat run was happening across the Le Cornu site in order to avoid the Anzac/Leader St lights) - It will also eliminate one source of tension between the 120-year-old residential community and the Locale development, as the traffic near the point where the road comes out on Leader is already highly congested at the Leader St/ Leah St corner at both am and pm peak. If you make it easy for people to avoid Anzac/Leader corner you are contributing to and exacerbating the problem, even if there is a roundabout or other traffic management placed at the Leader /Leah corner. (Add the bakery development into this and we will see gridlock more often than we do now.)
10. Trees and open green space are critically important for human mental health as well as enhancing biodiversity to retain species
11. I am glad there will be green space
12. Really important to help with improving the local environment and reducing the urban heat island effect. Also for having a space for people to gather.
13. Lots of large shade trees (not just a big open lawn please!) to increase canopy and mitigate urban heat island effect

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14. There is very little green open space in the suburbs adjacent to 10 Anzac Hwy. We need as much as can be reasonably provided please!
15. Great that this space exists
16. Leader Street lacks a green open space and it would be a fantastic benefit to the community
17. It is OK, but not big enough
18. It's not being designed by someone who has to live in the area ongoing but someone who it meeting minimum quotas for green space, environment friendly etc.
19. Good sized green space while still allowing for mixed use development.
20. There is not enough green space for public use in the Unley Council area, so what we have is important. People living in apartments need easy access to recreational green space for their physical and mental health. People with pets living in the apartments need somewhere to exercise their pets. Many people have pets as part of their family. What provision have the developers made for pets during the planning process?
21. More public green space in the area is very welcome. Unley does not have a lot of parks!
22. Scope to make the space seem as 'natural' as possible.

Please let us know your feedback on the residential precinct

1. These should be energy-efficient, double/triple glazed residences using environmentally-sound construction materials and where quality environmental infrastructure is implemented. Greywater recycling, water tanks, solar panels, passive heating and cooling principles should all be included in the design. In addition, no gas connections and access to fast charging stations for residents to encourage EV uptake. Residents should have close access to electric car share pods (Flexicar) to minimise reliance on household car use. Recycling and food waste management systems should be built into the infrastructure. At least a 1500 sq metre park should be implemented for residents and visitors, with fruit trees and community gardens.
2. I have concerns that the impact of the residential development on the amenity of existing Forestville residents has not been considered in this information. There is already significant pressure on on-street parking in this area because of Ashford Hospital staff taking up all available parking. There is consequently no available on-street parking on Leader Street during business hours. Additionally, there is no consideration of the impact of the traffic that will be generated by these residential developments. My assumption is that this traffic will run through the adjacent residential streets in Forestville and significantly impact on the amenity of existing residential uses. Leah Street is the collector road that runs into Leader Street. There is no suggestion that it is being treated as a collector road by those designing the new site. There does not appear to be any attempt to direct traffic down Leah Street, rather than First, Second and Third Avenues. The proposed development has too many new dwellings not to impact significantly on neighbouring residential uses. The number of dwellings needs to be reduced significantly. It is disappointing that the impact on adjacent residential uses has not been addressed as part of the proposal. Access to and from the new dwellings should be from Maple Avenue only. Providing access to Leader Street will cause considerable traffic to run through adjacent residential streets in Forestville. I do not think it is realistic to consider this development to be transit oriented to the extent that residents will not be heavily car dependant. If use of Wayville Station is to be encouraged, more direct access via Maple Street will have to be made possible. Walking via Leader Street is too long a distance. It will be too far to walk to the tram and Anzac Highway buses travelling into the city in peak hour are frequently too full to pick up passengers here. There is not enough public open green space on the site for this number of dwellings. I note that one of the residential apartment buildings facing Leader Street may be 8 storeys tall. This is too tall and will overshadow Leader Street. Buildings heights should be stepped backed so that Leader Street remains in pedestrian scale. The most easterly of the residential buildings will be surrounded on 3 sides by commercial/industrial uses which are very loud due to machinery and trucks coming and going and this will impact significantly on the amenity of this residential use. Large and loud trucks frequently park for extended periods outside Goodman Fielder with their engines running and this will also impact on the amenity of residents facing

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this industrial use. There was a large lake on the subject land all winter. Once this site is built on, what will happen to this flood water? It seems imperative that the Brownhill Creek flood works are completed in Forestville prior to any building commencing on the subject land. There was previously only a single commercial use on the subject land (Le Cornu's). 300 dwellings plus a supermarket plus a hotel plus a school plus other retail uses is an extreme overdevelopment of the site. Please rethink this intensity or work out a way to minimize the traffic impact on adjacent existing residential uses.

3. One of the residential blocks is adjacent to some very noisy businesses on Leader and Maple Ave and will not provide good amenity for its residents. Overall, there are too many residences crammed into the site. More open space exclusively for use of residents could be provided, but not at the expense of open space accessible to the public. I am concerned that the central park will not be truly accessible to the public given its location in the middle of the residences. Parking for each residence must be adequate and of an appropriate size to accommodate large cars, which will otherwise be left on the street. The height of the short stay apartments on Leader St is excessive and will not blend into the surrounding area. Walking times to the tram and train are underestimated. This could be rectified by providing access to Wayville train station via the north east corner of the development. Buses on Anzac Hwy going into the city are generally full at peak hour. Additional services will need to be provided. I support at least 15% affordable housing.
4. Generally happy with the residential mix. Would be happy for additional high-density apartments if required to provide additional green space or public squares.
5. I am concerned that the residential development has been lumped together at the back of the development with little green space between the individual developments. If these are 5 storey (as indicated in the plan) the overall effect will be of high density housing 'towers'. Suggest number of storeys are lowered and there is more green space in the form of small parks, rather than a few green rectangles between dwellings
6. With a lot of high-density developments integrated waste & water management is often left out of the conversation, and renewable energy seems to be lacking here too. Will residents have green waste & recycling collection from the outset? Will residents have the ability to water the plants on their balconies without needing to use their kitchen taps? Will there be rainwater harvesting on site? Will solar power and batteries be integrated?
7. Would be good to have clarity on what 'affordable housing' really means - not just slightly less expensive than the market price. Look to projects like Nightingale and really integrate housing for disadvantaged groups maybe?
8. Please consider the strong afternoon sun that hits on the west and north west of this block. This development is a blank slate to develop energy efficient and eco-friendly homes. I love the idea of medium and high density living, but it needs to be well designed. Energy efficiency, quality building materials and planting are all crucial. So far I see very blocky lay out of "grey boxes", no imagination shown with the access or consideration of solar orientation. Peter Barber (British architect renowned for community building) provides great ideas for pedestrian streets and high-density housing that melds with the surrounding architecture. Eco developments like Christies walk in Adelaide are also higher density but with great liveability due to interesting design, shared spaces and plantings. At this stage the plan does not show any information on the design of the buildings beyond artist impression.
9. Hopefully the designs of the apartment buildings and the terrace houses will be unique and of fine quality, as too many cheap looking/ugly apartment buildings are going up on Anzac HWY at present. I think there should be less housing at the site though, and more green space. New apartments are a dime a dozen in the city now, do we really need so much high density living?
10. I am concerned re traffic given Leah and Leader Streets are already struggling with traffic volumes
11. It is high density living and as a resident, I am very worried about the impact that amount of cars will have on local traffic and parking. Even though entry and exit points will not be along Leader Street and Maple Terrace, a lot of those cars will turn onto the street during peak hour traffic to get through and will add a large amount of congestion. Leader Street is a one way each way street, it gets backed up constantly with train crossings, lights at either end and is sometimes very hard to get through in the mornings already. I also worry about parking, even though there is onsite parking for visitors will it be free or will visitors choose to park on the small side streets outside residential houses, taking up their

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parking spaces? I can already not find a car park some days out the front of my house as many people park along the street to walk to the train or tram station and a lot of additional people will exacerbate this problem. I think it is too high density and would like to see less focus on high density and more low to medium density with more parks and green space. I also hope all of the existing old growth trees along Leader and Maple Street will not be removed during the building process.

12. It would be ideal if the affordable housing was public housing. We are really needing to increase the amount of quality public housing in this area.
13. Hoping to see a genuine focus on sustainability and future-proofing in the residential designs. Natural or recycled materials where possible, solar passive design principles, optimal insulation, shared solar for the apartments, EV charging stations, heat pumps, NO GAS.
14. Can the public park be L-shaped, so that there is one less building directly fronting/abutting Leeder Street?
15. To maintain the "village" feel the developers mention, the height of these buildings is crucial. They should be four (or at most five) storeys high and of varying designs and setbacks. (Anything like the four storey apartment buildings on Leader Street, just east of the railway line, would make the site an eyesore, not an asset.)
16. It may be discussed elsewhere, but a big priority for this housing should be it's environmental rating and impact. By having a second car park, more cars will be added. Restricting this to one car park and increasing public transport would be a better outcome. There is already a huge amount of parking on Leader St from the bread factory on the corner of Leah St. I'd also be interest to see how sales are managed - it would be a shame if this became housing that investors took then onsold for a profit. Is there a focus on more than 15% low income housing? Perhaps selling back to the corporation rather than encouraging investors to force more people out of housing.
17. Consideration should be made to remove residential from Anzac Highway. In the current draft, it may be more applicable to swap the Mixed Use and Residential. I live on Port Road, the traffic noise is reduced majorly by stepping back a few meters from the main road.
18. No more apartments. Didn't you learn anything from Bowden and what a cluttered mess that place is now? At least if you are going to build residential build townhouses, oh that's right you cant because then you will only be able to fit 75 residential places instead of being able to brag about having 350. You are building ghettos.
19. Excellent. This is a perfect location in Adelaide for denser living. Forestville is the best served location for public transport in the Adelaide Metro Area. There is however too much parking being mandated for each dwelling. People should be able to have the option to live a car free lifestyle in this type of neighbourhood.
20. Fantastic. This is such an important location for higher density development in Adelaide. A location as accessible and well served by public transport is the perfect spot for higher density living.
21. There are not enough carparks!
22. There do not appear to be enough carparks for the apartments, I was told there were 1.3 parks per apartment. I don't know anyone who owns .3 of a car! Most apartments will have 2 cars because 2 incomes will be needed to cover the rent/ mortgage. Not everyone can catch public transport or ride a bike to work. We already have a lot of flats near us and many people park their cars on the street causing traffic and access issues. Is there enough parking for visitors?
23. Needs to have more affordable housing. In addition, the developers and council should consider reducing parking minimums given the proximity of the site to public transport, walking and cycling routes. The savings could then be passed to future residents (or the developers!).
24. Please make each exterior different and attractive, with natural materials, like artist's impression. Taller buildings further away from Market Place.

Please let us know your feedback on movement around the site - vehicle, cycle and pedestrian

1. Connectivity to the Marino Rocks shared use path would be the route of choice for cyclists from the site, rather than the 60kmh environment of Anzac Hwy. Leader St has elements of calming infrastructure but

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is subject to high traffic volumes due its signalled crossings. Maple Ave has the potential to be a calmer route for cyclists but presents a number of challenges with large numbers of both parked vehicles and wide driveways servicing commercial sites, I note that Maple is currently designated as a 40kmh zone but needs further calming infrastructure to be seen as a safe route. The Leader St/ANZAC Hwy intersection will need upgrading, the lengthy wait to cross ANZAC Hwy is problematic.

2. I am unsure whether this is asking me about movement within the site, or around the outside of the site. I have responded to the latter under the next heading. Regarding movement within the site, my only comment is that vehicles should enter and exit the site on Maple Avenue, and not Leader Street. This is to protect the amenity of residents on adjacent residential streets, which will be impacted upon if traffic uses these streets to access the site via Leader Street. It seems to me that the overdevelopment of the site has resulted in delivery vehicles entering the site from Maple but then exiting it via Leader Street. The site needs to be redesigned to allow them to manoeuvre within the site and exit via Maple Avenue. It is important that rubbish trucks and any delivery vehicles accessing the site overnight in particular do not use Leader Street.
3. The map shows cycle and pedestrian access along First, Second and Third Ave, but these streets can be dangerous for bikes and pedestrians because of speeding cars. There is no bike lane on any of these streets. I would be happy for these streets to be upgraded for better cycling and pedestrian safety, but this would require some traffic calming. There is no complete footpath along Second Avenue, making it dangerous at the creek for pedestrians. The LATM for Forestville that was undertaken some years ago needs to be implemented, as there is already excessive vehicle movement at certain times of day along all of these streets. The nature of the 'intersection improvements' is unspecified and could mean anything. They need to discourage vehicles from using First, Second, and Third Ave - the collector road is Leah St. The west end of Leader St often gets blocked by traffic waiting for trains to pass, especially when there is more than one train. This could make exiting the shops on this side difficult. The current pedestrian crossing for Anzac Hwy is very exposed and lacks shade, and it seems to me that people avoid it and cross at the much more dangerous location away from the lights slightly to the north-east directly across from Ashford. Pedestrians could be encouraged to use the lights if shady trees were provided on both sides of the road.
4. Having to cross Leader St to cross Anzac Highway limits connection across the road to the Hospital, Retirement home etc. Working with landowners on the other side of Anzac Hwy to develop a pedestrian bridge or similar would dramatically improve connectivity and the ability to draw hospital visitors and workers across the road to the piazza and shops. This will be increasingly important as the South Rd project nears completion and increases traffic on Anzac Hwy.
5. I am happy with the plan as proposed.
6. The flow of traffic is going to be horrendous along Leader Street. Are you looking at adding 4 sets of lights along leader street or are these just crossings spread out along the sight? Local cars are going to struggle to make it their homes on existing side streets and we will constantly be stopped by pedestrians along Locale, trains mid way through Leader Street and lights at either end. This will be an absolute minefield to navigate. It feels like existing residents are being punished to allow Locale residents better access and is not fair at all.
7. The writeup says that the site will prioritise people over vehicles. Why then are there footpaths alongside streets? Make streets shared spaces, where drivers must slow to 20kmh or less to accommodate the people. Or better yet, allow no vehicles on the site. Access to car parking from Anzac Hwy and Leader St only.
8. It would be better if the streets around 5 (near the green space) were all one way, or local only (using retractable bollards, and design features for 5-10 km speeds max). Anything that allows through traffic will make the green space less enjoyable and safe. Please consider removing cars from the High Street.
9. Adding 305 cars to the area will have significant negative impacts. More needs to be done to encourage/enable people to use active transport and public transport. The whole system comprising East Ave, Leah St, Leader St, Victoria St, is already too busy, and carries a lot of non-local traffic. This should be fixed at the same time.

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10. Hello I am a long term resident on Leader St at the Anzac HW end. My main concerns are: *TRAFFIC increases on Leader St; *ENTRY and EXIT POINTS of the new development (affecting existing heavy traffic flow); and an issue at our end of Leader St where there is a continuous stream of *CARS DOING U TURNS which is a hazard already, let alone with the advent of LOCALE. (Which sounds like a worthy proposal for the site). TRAFFIC is already diabolical on Leader St with the most heavy of vehicles and traffic flow even on a Sunday. Recently there was a Supercross event at the Showgrounds and the next day on a Sunday we had B-double trucks every 10 minutes back and forth all day from 6am until 5pm trucking what was presumably dirt from the Showgrounds. Will this kind of extremely heavy traffic still continue when there is 300+ extra dwellings on Leader St and a market, supermarket etc adding to the congestion? Ideally all EXIT POINTS should be from Maple Ave, Not Leader St, and I am especially concerned about the entry/ exit point at Leader/ Second Ave for the following reasons: A neighbour a few doors down from me had a petition for Le Cornu about 20 years ago which I signed, concerning the entry/ exit point which she lived across the road from, as her fence was crashed into a number of times by cars exiting Le Cornus and trying to negotiate turning right onto Leader St. If this entrance allowed cars to exit onto Leader St in future, this would be highly dangerous considering the obviously greater increase in volume of vehicles and activity. Re the U TURNS (eastbound turning westbound) it really is continuous if observed and how will this be impacted by the extra traffic! I've brought this to Council 3 times in surveys and once to Jayne Stinson also. When will a traffic survey be done and why has that not been part of the process thus far? A couple of representatives at the drop-in session said that "traffic surveys will be done", so, not yet? The U TURNS mostly take place at the end of the median strip (close by Second Ave) and most vehicles use Second Ave to complete 3 point turns currently. How will the extra traffic exiting at this point (LOCALE) add to the already dangerous conditions? Not workable as it stands. Also learnt from the drop-in day was that an entrance to the High St will let cars drop off/ pick up passengers right near the CORNER of Leader/ Anzac. This intersection needs a complete overhaul already, very busy at peak times, and as many cars as possible try to turn right onto Leader from Anzac at the lights and now they have to negotiate a slowing of vehicles right at the corner! A lot is going on at this junction! Will cars have to queue across the junction to accommodate this new introduction? On a side note: cars speed up to the intersection from Leader to catch the lights, and cars rat-running from First, Second and Third Avenues come out of nowhere at all times. This makes it hard for residents to access their own driveways, sometimes at peak hours just too hard, I park somewhere else! This is our reality (and not the developer's problem I understand). On weekday mornings the queue for the lights goes all the way back to the bakery (factory). Please observe the existing factors (and of course the impact of The Royal Show on matters) and please take on board what the locals tell you. Leader St seems to be at capacity already, how will it accommodate all this new activity adding to the existing stress? THANK YOU (Name withheld)
11. There needs to be more walking and cycle paths. It will be a logistical nightmare already with such a cramped location once you add retail to it (which you are planning on doing no matter what) those that are forced to live there will not have good access to transport for the amount of people. Expand and create more path networks to encourage people to use the space for cycling and walking more to reduce traffic at least.
12. Overall I think that it is very good. I do think however that too much space is being given to cars, as this is a higher density, walkable, mixed use area. Cars should be bottom priority.
13. A development of this density MUST take the opportunity to foreground walking, cycling and public transport as the preferred modes of transit for residents and visitors. Otherwise, (car) traffic will be horrendous. The provision of ample walking connections within the site is great, but the project should also include safe cycling improvements to Leader St (such as protected cycleways) and also generous and well-located visitor and resident bike parking.
14. I would like to see another pedestrian crossing across Anzac Highway, perhaps closer to Everard Avenue.

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Please let us know your feedback on movement - access and car parking

1. Plans to calm vehicular traffic within the site are good.
2. It is disappointing that the proposal does not consider the impact of traffic generated by this very intensive over-development, on residential uses in adjacent Forestville streets. It would be best if access to (and exit from) the site was not possible on Leader Street. In particular, rubbish trucks and delivery trucks should not be able to enter or exit the site on Leader Street because they will be encouraged to use First and Second Avenues with the resulting impact on amenity for residents in these streets. Trucks should access and exit the site only via Anzac Highway and Maple Avenue. Customers and residents should also access and exit the site form Anzac Highway and Maple Avenue only. In particular, access to the site overnight by delivery vehicles and rubbish trucks should be restricted where this may impact on residential uses in adjacent streets these vehicles may use. Leah Street is the collector road which accesses Leader Street. Any traffic on Leader Street generated by the development should be channelled to Leah Street to avoid use of First, Second and Third Avenues. The Forestville Local Area Traffic Management study was completed several years ago and recommended traffic calming in First, Second and Third Avenues because traffic was diverted from Leah Street when speed humps were installed on it. The Council has not proceed with this recommendation. If further traffic is generated in these streets as a result of the development, this work will need to be undertaken as a priority. Ashford Hospital staff currently use on-street carparks in Forestville streets near the subject land (including Leader Street), so it can not be assumed that street parking will be available for use by the development. I note that the Pedestrian and Cycle Path Network map suggests cycle paths exist on First, Second and Third Avenue. They do not. Furthermore, cycling on these roads can be perilous due to speeding vehicles using these streets to avoid the speed humps on Leah Street. In particular, Second Avenue is hazardous because the footpath disappears when it travels over Brownhill Creek, forcing cyclists onto the road. During construction, heavy vehicles should access and exit the site via Maple Avenue. Access and exit via Leader Street will result in these vehicles shortcutting through First, Second and Third Avenues. The level crossing on Leader Street can result in traffic banking up on Leader Street and this is another good reason not to increase traffic on this street.
3. Loading access should be via Maple Ave only with no exit onto Leader St. Loading and rubbish collection should be permitted only during business hours. No heavy vehicles should be permitted on surrounding residential streets at any time.
4. Car parking and movement appears to minimise impacts on adjacent residential streets.
5. I would like less through traffic on Leader Street and a lower speed limit. Along with traffic obstacles that limit its use as a short cut by speeding motorists
6. There should be no access or exit onto leader street whatsoever, all access and exit should be via Anzac highway and maple street which are not a residential street and does not feed into residential streets.
7. Access via foot or bicycle can be prioritised by removing footpaths and making all internal streets shared. No carparking within the site that is not accessible directly from one of the surrounding streets.
8. Do plan for plenty of bike parking, including cargo bikes. Consider only providing one parking space as standard per unit, to reduce traffic. Have a couple of dedicated EV-car share spaces available (with chargers).
9. Feels like a waste of money that could be better spent elsewhere
10. Ashford Hospital visitors and staff park on Leader, and all adjoining side streets going back to and including Everard, I can't imagine what will happen when 300+ more residences and a supermarket, school et al comes into the mix (and an extra market on Leader) market Sundays are like Royal Show times too
11. There will be no car parking. Due to proximity to places such as showgrounds and the city people will use the area as free parking and not residents who will again suffer.
12. There is too much car parking proposed. Mixed use, walkable developments should encourage walking and cycling wherever possible. Planning for this many car parks means that there will be as many cars as possible.
13. Ok. Underground is good.

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14. Access and car parking look to be sufficient.

Please let us know your feedback on movement - public transport

1. Site will be well serviced by ANZAC Hwy buses, again the crossing of the Hwy will need to be improved. A walking path on the western side of the railway to access the station would be desirable, especially if Maple Ave is to be considered a walking route.
2. Nobody is going to walk to a tram stop from the site. It is too far. It is also a very long walk to Wayville Station and most of this walk is along a dark and lonely bike path adjacent the showgrounds. I don't think that the train will be attractive as a transit use until direct access is established via Maple Avenue. There is also a problem with catching buses to the city on Anzac Highway during peak hour. Many buses are full by this time in their journey and they do not pick up passengers here.
3. At present, despite appearances, public transport access is patchy. At peak hour Anzac Hwy buses and sometimes the trams into the city are at capacity and bypass local stops. Better access to Wayville train stop could be provided from the north east corner of the site along the service road currently owned by DPTI.
4. Doesn't appear to be any steps taken to improve amenity or access for public transport users.
5. The existing public transport along Anzac Highway, Leah St and the eastern end of Leader Street is sufficient to cater for the public post the development.
6. There should be another bus stop towards Anzac highway
7. How are people expected to access the bus stop on the western side of Anzac Hwy? Is a crossing proposed to make that access simple and direct?
8. Work with government to ensure transit frequency improves on the routes that service this location. Perhaps local vans for residents that are not very mobile, to help them get around, and between the train/tram and the location.
9. This is essential. Money saved by reducing onsite parking could be spend on (eg.) an Anzac Hwy pedestrian overpass, a direct link from the site to the Showgrounds train station, better green spaces, etc
10. Public transport is fantastic, buses on Leader and Anzac, trams and trains, we have it all here and we're going to need it with all the new foot and vehicular traffic to be added to Forestville
11. What public transport? There is not enough for the increase of residential and commercial you are planning on installing.
12. Great. Second pedestrian crossing over Anzac Highway on the North side of leader street would help to connect to Ashford and allow easier access to West side bus stops.
13. So many good connections nearby. Facilitating walking access to the transit stops needs to be a priority. Private motor vehicle use must come third after walking, cycling and public transport.
14. More frequent local buses might be necessary. Current bus routes are often express (no pickup) and often delayed by the time they reach the Forestville area.

Please let us know if there is anything you wish to comment on that hasn't been addressed.

1. There needs to be more green open public space at ground level to enable the planting of large deep-rooted trees. This is very necessary to counteract the heat island that is being created by the dense buildings and paved surfaces. Environmental health expert advice is that human beings need to have adequate greenery close to their living areas for both mental and physical health. 2. Planning SA site says that the Interface Height (Development should be constructed within a building envelope provided by a 30-degree plane, measured 3m above natural ground at the boundary of an allotment) This implies a lower limit of two storey along Leader Street with a 30 degree envelope up to a max of 6 storey on Maple to prevent overshadowing of existing residents along Leader. That means for most of the site 8 storeys should not be planned. 3. The number of people accessing the site daily - extrapolated from the figures given:
apartments and town houses 305 x average 2 = 610
workers as per July press release = 500

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students average 250 over 3 years? = 80

shoppers and visitors based on carparks = 500

(This doesn't take into account the number of shoppers changing over in a day)

TOTAL possible = 1690+

The burden will be felt by local Council roads and infrastructure, public transport, schools, local reserves, sports clubs and amenities....etc. Traffic increase will not just be at peak hour but will continue all day and into the evening. What will the opening hours be? How many, at what times and what routes will service vehicles impinge on the local community? Leader and Leah Streets are frequently congested with existing traffic and especially at times when several trains cross Leader Street at the Showgrounds rail crossing. Sometimes the traffic banks up all the way back to Leah Street. 4. Will there be dedicated carparks for the 500 workers and 80+ students. Or will they be expected to park on streets already overcrowded by commuters and hospital visitors? NB not all this number will catch public transport, cycle or walk. 5. Planning SA site also shows Concept Plan (Concept Plan 110 - Forestville). This indicates traffic movement across the site should NOT be in a straight line. We urge you to rethink your two roads across the site and either put a bend in them OR ideally do not have a pathway directly across at all. You could create more green space by doing this.

2. There should be 30% *green* space that is a genuine space to use by the public. The 30% figure includes other areas around the site which are 'open'. These are not true green spaces. For example the urban farm is not going to be used by the vast majority of people. Other parts of the site are used in calculating the 30% figure but are really just access ways of trees along the residential building. The park should be the width of the site (leader st through to maple av) and should be expanded to replace the residential building that currently 'hugs' it.
3. I fully support the development, however, I have major concerns about traffic management/flow.
 1. Adequate residential parking at the new site, not only for home owners but their visitors. I live in Waltham Street Ashford. The apartment block on the corner had some units sold with no carpark and the rest only had one carpark per apartment. In the evenings and on weekends this street is packed with cars. The age demographic of people living in the apartments is predominated young. Many have 2 cars and tend to have large gatherings on the weekends. It makes it very difficult for non apartment residents in the area to have their visitors park near their homes. Many of the streets in Forestville are narrow to begin with. A number of the properties near Leader Street don't have onsite parking so residents have to park on the street as it is. This compounded with additional visitors to the area will make it incredibly difficult for residents to even park near their own homes.
 2. The old Le Cornu site and surrounding streets was and is being used for free parking by people visiting Ashford Hospital or going to the many specialist clinics located nearby for medical tests. This will continue as the Ashford Hospital designated carpark is expensive and is largely empty most of the time because of the cost to park. In addition, many of streets in Ashford and Keswick are full during the week with hospital and specialist staff and visitors looking for a free park. Obviously when the Royal Adelaide Show is on in August/Sept, people will be parking in the area, if not using the carparking facilities at the shopping complex. There has to be sufficient parking provided on the site to reduce the pressure on the surrounding streets.
 3. Consideration to be given to closing off Third Avenue. The exit is too close to the set of traffic lights onto Anzac Highway. With the increase of traffic looking to turn either left or right onto Anzac Highway leaving this street as a thoroughfare will slow the process down (also refer to point 5 below regarding pedestrians).
 4. During peak hour (4pm - 7pm) traffic leaving the city is constantly slowed down in the left lane by multiple buses stopping just before the traffic lights. Is this not an opportunity to indent the current bus stop (No. 3) to allow traffic to continue to flow down Anzac Highway and turn off into Leader Street. It was noted in the plans there will be an entrance/exit on Anzac Highway into the shopping complex. This entrance is so close to bus stop 3. With buses stopping and vehicles entering and exiting at the same point, it will congest the area further.
 5. A number of pedestrians have been killed or injured crossing Anzac Highway to/from the hospital over the past few years. Has consideration been given to installing a pedestrian bridge or underpass. Considering the increase of pedestrians to the area it makes sense, not only for their safety but also would improve flow of

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traffic. Currently cars have to wait to turn left onto Anzac Highway from Leader Street, whilst people cross the road. Many are elderly and take a lot longer to walk across the road. 6. With the North/South Corridor Torrens to Darlington (T2D) Project being undertaken at the same time, traffic will flow onto Anzac Highway at a much faster rate, reaching the Ashford Hospital's set of traffic lights at a greater volume. Has this been taken into consideration?

4. TRAFFIC and its impact on the existing local community. Have your traffic management planners driven the route through the local community at peak hour and other times to understand what they could be inflicting on the local community if they don't get the traffic management correct? 1. The mixed use idea is attractive. But it will attract a lot more vehicular traffic to the area. Residential streets will bear the brunt of this intrusion at all hours of the day unless passing traffic is directed to Anzac. Traffic into and out of the site may be managed well from the commercial and Locale residents but it will be a nightmare along the pathways to Goodwood Rd and Cross Rd if entrances remain on Leader St. You will be altering the times that traffic flows through the community. At the moment most of the issues are at peak hour. You are now adding in larger volumes of traffic along Leader and Leah and East Ave at all times of the day. Will local communities along the pathways of increased traffic be assisted in installing noise and pollution abatement measures due to this traffic increase? 2. On site parking must also be adequate as at the moment there are few on street parks that aren't already being taken up all day now. 3. Will service vehicles be directed not to travel along residential streets? The Kaufland discussions had service vehicles delivering off Maple. Can this be replicated? 4. The local street route along Leah is residential. Will residents be woken at all hours, be unable to get into and out of driveways? 5.. Can Service vehicles permanently be directed back onto Anzac especially large vehicles. 6.. Likewise for construction vehicles – enter and leave via Maple to Anzac and minimal use of Leader. No incursion into existing residential area. 7. how will the upgraded pedestrian crossing fit with the South Rd Anzac HWY overpass that if it goes ahead will end up somewhere just west of the corner. How will two lanes turning off Anzac help the traffic congestion when they have to form one lane. 8. Why can't Maple St become the main entrance and exit with a set of lights synchronized with Leader St lights. 9. Will the project contribute to and support the construction of safe crossing points along Leader St due to the increased foot traffic both from and to the LOCALE
5. Maybe it has been addressed but I haven't found it. Where's the bike parking? Is it appropriate for all types of bikes including cargo?
6. This area is already quite congested with traffic. What will be done to manage the huge increase in traffic and parking in the narrow local streets.
7. We don't need more micro apartments to remain empty and retail shops that close to the city. Build community based areas yes but make it a location to live in and grow, more walking and cycling paths to promote community, Parks to allow people who are forced into apartment living to at least have some land to enjoy and share. Not another shopping centre with a few houses tacked on to be able to call it residential.
8. What is happening to the remainder of the Le Cornu site i.e. outside the Project Site boundary to the south of Locale? Is it being separately sold by Renewal SA?

To help us improve the online engagement experience please tell us how you found using Social Pinpoint to provide your feedback.

1. Ok
2. Once I worked out how to enter feedback it was quite good.. but it was still confusing about where one had to write comments as it appeared in places to overlap. Thanks to staff for assistance.
3. Pinpoint is probably fine but it's hard to find the exact things you want to find.
4. This method of providing feedback is atrocious!! Very difficult to use!
5. You really don't want any feedback about this project do you. Otherwise you would have asked more than one question.
6. Good

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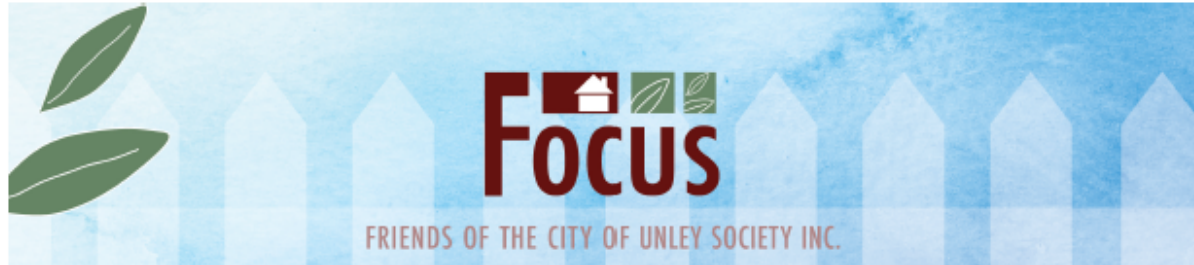


Appendix 6

**Written submissions received by Renewal SA
from community individuals and groups**

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Submission 1



Friends of the City of Unley Society, FOCUS, is a group of Unley residents working to preserve and enhance the heritage and the amenity in the city of Unley. FOCUS aims to influence local and state governments when decisions are made concerning the built heritage and the liveability of Unley. Some of our members live in the Forestville area adjacent to the Le Cornu site.

The Le Cornu site abuts an area where some of the housing is over 100 years old. The site offers a wonderful opportunity to achieve best practice outcomes for the interface between older single storey housing and medium and high rise development. Graded development is the cornerstone of sympathetic high rise development in developed suburbs. It is not clear this will occur along Leader Street with higher buildings located in the centre of the site. Buildings of up to 8 storeys are noted in that plan and it critical they are not on the Leader Street perimeter where buildings of 2 storeys only will protect the liveability of the many residents in the surrounding single storey houses.

Traffic flows in and out of the site are of great concern to local people. The recent plan does not indicate how the multiple cars which the site will bring will move through the development and where they will enter and exit. Leader Street and the streets running off are small local streets not designed to cope with the hundreds of cars. The statement in the plan that no driveway access off Leader and Maple Streets is confusing.

Tree canopy appears to be only partially addressed. There is considerable reference to the laudable Urban Forest project and to some mature trees in the green spaces but no reference to spaces for large deep rooted trees which would provide important cooling in the multiple cement structures which will dominate the site. Adelaide's tree canopy is rapidly declining and this site could be a gold standard site for planting deep rooted trees managed with efficient water collection from the surrounding buildings.

FOCUS hopes the needs of the residents in the many streets surrounding the Le Cornu site are given more careful attention and their valuable insights are considered when final decisions are made. This renewal project is more than the Le Cornu site, it is also about how it can seamlessly grow into a valuable older area of Adelaide.

Authorised by Mary Rumbold President of FOCUS

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Submission 2

Good morning,

I am providing some feedback and Important points from our perspective as a Currently operating Business in this Locality.

We are situated on Maple Avenue and obviously will be very much effected by this development.

Firstly, we believe that the development will be fantastic for the area, and of course the people who Work & Live in the area.

I would like to point out also that we are Ratepayers, Land/building owners in the Local Council area also.

Points of concern and hopefully strong consideration that will Impact us directly are:

Parking – Will be of major concern, to handle retail and residential people in the area.

Already Parking is a concern in Maple Avenue, and this development will be difficult whilst occurring and then when finalised it will still impact our area I am sure!

Aesthetically, the area and most particularly Maple Avenue. I am sure eventually it will look great; however, we still need to operate our business and we cannot afford for messy and possibly dangerous works To impact our business negatively.

Earthworks will impact us; we have already had to pay to have our Building repainted over \$10K when the Le Cornu site was demolished and made like an open cut mine.

I don't want to have to Paint our building again.

We need to operate our business and maintain access for Customers, parking in Maple Avenue is currently at a premium and quite frankly DANGEROUS at times. Due to only one lane of through traffic being available, vehicles parked on both sides of Maple Avenue.

I think as harsh is it sounds the Parking issue is made worse due to Hospital Staff parking ALL day in Maple Avenue.

I understand their plight. However, we are paying some good rates and Taxes to operate our business in this part of the Unley Council.

Thank you for reading and listening.

Kind regards,

Business name withheld

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Submission 3

Hi Renewal SA

Great to see you clearly articulating those involved in the Locale project at Forestville. It's a very exciting vision and I'm pleased to see community engagement as part of the process. It would be beneficial and helpful if you could articulate Local Council's role meaning it's a State Government led project but you are working with the City of Unley and it's residents regarding how the new development will occur.

This is important because the community do not always understand the difference between local and state responsibilities especially when it comes to planning and development. As an elected member for the City of Unley I get lots of residents raising concerns about developments which are often not those of local council.

Regards

Cr Name withheld

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Submission 4

Hello, I am a long-term resident on Leader St at the Anzac HW end.

My main concerns are:

1. TRAFFIC increases on Leader St;
2. ENTRY and EXIT POINTS of the new development (affecting existing heavy traffic flow); and an issue at our end of Leader St where there is a continuous stream of
3. CARS DOING U TURNS which is a hazard already, let alone with the advent of LOCALE. (Which sounds like a worthy proposal for the site).
 - TRAFFIC is already diabolical on Leader St with the most heavy of vehicles and traffic flow even on a Sunday. Recently there was a Supercross event at the Showgrounds and the next day on a Sunday we had B-double trucks every 10 minutes back and forth all day from 6am until 5pm trucking what was presumably dirt from the Showgrounds. Will this kind of extremely heavy traffic still continue when there is 300+ extra dwellings on Leader St and a market, supermarket etc adding to the congestion?
 - Ideally all EXIT POINTS should be from Maple Ave, Not Leader St, and I am especially concerned about the entry/ exit point at Leader/ Second Ave for the following reasons:
 - A neighbour a few doors down from me had a petition for Le Cornu about 20 years ago which I signed, concerning the entry/ exit point which she lived across the road from, as her fence was crashed into a number of times by cars exiting Le Cornus and trying to negotiate turning right onto Leader St.
 - If this entrance allowed cars to exit onto Leader St in future, this would be highly dangerous considering the obviously greater increase in volume of vehicles and activity.
 - Re the U TURNS (eastbound turning westbound) it really is continuous if observed and how will this be impacted by the extra traffic! I've brought this to Council 3 times in surveys and once to Jayne Stinson also.

When will a traffic survey be done and why has that not been part of the process thus far? A couple of representatives at the drop-in session said that "traffic surveys will be done", so, not yet?

The U TURNS mostly take place at the end of the median strip (close by Second Ave) and most vehicles use Second Ave to complete 3 point turns currently. How will the extra traffic exiting at this point (LOCALE) add to the already dangerous conditions? Not workable as it stands.

Also learnt from the drop-in day was that an entrance to the High St will let cars drop off/ pick up passengers right near the CORNER of Leader/ Anzac. This intersection needs a complete overhaul already, very busy at peak times, and as many cars as possible try to turn right onto Leader from Anzac at the lights and now they have to negotiate a slowing of vehicles right at the corner! A lot is going on at this junction! Will cars have to queue across the junction to accommodate this new introduction?

On a side note: cars speed up to the intersection from Leader to catch the lights, and cars rat-running from First, Second and Third Avenues come out of nowhere at all times. This makes it hard for residents to access their own driveways, sometimes at peak hours just too hard, I park somewhere else! This is our reality (and not the developer's problem I understand). On weekday mornings the queue for the lights goes all the way back to the bakery (factory).

Please observe the existing factors (and of course the impact of The Royal Show on matters) and please take on board what the locals tell you. Leader St seems to be at capacity already, how will it accommodate all this new activity adding to the existing stress?

THANK YOU (Name withheld)



RenewalSA