

## 9. Reports of officers

### 9.1 MURRAY ROAD PORT NOARLUNGA ROAD RECONSTRUCTION PROJECT OPTIONS

**Report contact**

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**Director**

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**Meeting**

Council

**Date**

18 March 2025

#### 1. Purpose

Murray Road, Port Noarlunga, has been endorsed for reconstruction as part of the 2024-25 Annual Budget. The original design was presented to the community for feedback in April 2024 and during the engagement period two petitions were received.

Following receipt of the petitions, a petition receiving report was presented to Council on 21 May 2024 and a subsequent report was presented to Council on 20 August 2024 containing the petitions, detailing the results of the engagement feedback received and options for design. Two Deputations were made at this meeting, detailing the concerns of the petition submitted and at this meeting, Council resolved to proceed with Design Option C.

On 29 August 2024, a member of the public requested an internal review of Council's decision under Section 270 of the Local Government Act. At the 18 February 2025 meeting, Council was presented the findings of the review and determined that *"the process undertaken in making it's decision on 20 August 2024 was incomplete and therefore revokes its decision in its entirety."* Council also resolved to *"further engage with all persons on Murray Road by making all information which was available to the Council on 20 August 2024 available to those persons and inviting their comments for consideration by the Council at it's meeting on 18 March 2025 and/or by way of requesting a deputation to that meeting when it will consider and determine the matter afresh."* A joint Deputation was made at this meeting speaking in support of Design Option B.

Staff subsequently wrote to residents along Murray Road on 20 February 2025.

This report presents the petitions, outcome of the original community engagement, subsequent engagement, design options and feedback received to inform a final decision on the design.

#### 2. Recommendations

**That Council**

1. Notes the original design is aligned to Australian Standards and Council's existing service levels as documented in the Strategic Asset Management Plan (SAMP) and Road Network Plan (RNP) and addresses Goal 1 – Climate Smart Neighbourhoods in the endorsed Climate Change Response Plan.
2. Approves the Administration proceed to finalise the design based on design Option B for an estimated cost of \$2,182,000 as detailed in Attachment 1.

Or

The original design (Option A) presented to the community for an estimated cost of \$2,224,000.

Or

The original design with all rain gardens removed (Option C) for an estimated cost of \$1,876,000.

Or

Reconstruction of pavement and seal only (Option D) for an estimated cost of \$924,000, noting that the following components would not be included in the scope and would be required to be funded in the future:

- Upgrade of street lighting to compliant Australian Standard.
- Upgrade of stormwater management system in line with SAMP Service Levels.
- Construction of footpath in line with SAMP Service Levels.

3. Notes that works are currently programmed to be delivered in the 2025-26 financial year and the budget will be carried forward from the 2024-25 financial year.
4. Notes the residents of Murray Road, Port Noarlunga will be notified of Council's decision.

### 3. Executive summary

Murray Road has been allocated for reconstruction as part of the 2024-25 Annual Budget. As part of the project planning and design phase, community consultation was open from 12 April 2024 to 19 May 2024 and door knocking of residents along Murray Road was undertaken on 30 April 2024.

Two petitions were received during the engagement period containing a total of 27 signatures opposing the road reconstruction project. Concerns raised in the petition include:

- loss of parking
- road width and speeding vehicles
- installation of southern footpath
- use of rain gardens
- installation of upgraded lighting.

Through the initial engagement it was found that 59% of residents who live on Murray Road were in support of the project, though some residents expressed concerns about the loss of parking, the speed of traffic and cost associated with the project. The initial engagement feedback report is included as Attachment 2.

In response to the engagement outcomes, four design options were presented to Council at the 20 August 2024 meeting. The Options included:

- Option A: the original design presented to the community.
- Option B: the original design with some changes incorporated based on community feedback.
- Option C: the design with the removal of all rain gardens to preserve parking based on community feedback.
- Option D: the reconstruction of the road pavement and seal only based on community feedback.

At the meeting, Council resolved to proceed with Design Option C.

Following this meeting the community were notified of the Council resolution and a Request for Internal Review under Section 270 of the Local Government Act was submitted by a member of the public on 29 August.

The findings of the review were presented to Council on 18 February 2025 where Council determined that:

*“The process undertaken in making its decisions on 20 August 2024 was incomplete and therefore revokes its decision in its entirety for the following reasons:*

- *Council did not have all relevant information before it when making the decision on 20 August 2024 because key stakeholders had not been given opportunity to contribute to the final decision, particularly in relation to the additional options that had not been the subject of consultation, meaning that Council is unable to confidently assert that it has fully met its legal decision making obligations under section 6(a) of the Local Government Act 1999 and, therefore, the Council resolves to:*

*(i) further engage with all persons on Murray Road by making all information which was available to the Council on 20 August 2024 available to those persons and inviting their comments for consideration by the Council at its meeting on 18 March 2025 and/or by way of requesting a deputation to that meeting when it will consider and determine the matter afresh.”*

The subsequent community engagement has now been completed, with 16 respondents providing feedback between 20 February 2025 and 7 March 2025, as presented in Attachment 3. Through the subsequent engagement, it was found that 81% of respondents supported the elements which are provided through design Option B.

Following review of the design and engagement feedback staff recommend proceeding to final design and construction based on design Option B. In this option, all service levels and standards are met, feedback from the community is incorporated, a slower speed environment is created and a high level of amenity is provided.

4. Background

|                                              |                                                                                                                                                                                                                                                  |
|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy and/or relevant legislation           | Infrastructure is designed to meet the relevant Australian Standards, SAMP Service Levels, road guidelines and Disability Discrimination Act requirements. The project was also designed to align with the Climate Change Response Plan and RNP. |
| Who did we talk to/who will we be talking to | We will notify the head petitioner of Council's decision and will provide an update to the community via a letter and Your Say Onkaparinga.                                                                                                      |

5. Discussion

**Murray Road Reconstruction Scope**

The Murray Road reconstruction project was scheduled for delivery as part of the 2024-25 Project and Capital Works (PCW) program. The project was initiated as a result of defects present in the road pavement.

Generally, road reconstruction project scopes include reconstructing the pavement and road seal. The aim is to ensure the road is meeting Council's levels of service identified in the [SAMP](#) and [RNP](#) with regards to infrastructure provisions and is consistent with Australian Standards and road design guidelines. Road reconstruction projects also present an opportune time to address localised stormwater management and/or traffic concerns.

The scope of works for Murray Road currently includes reconstructing the pavement and road seal, installing a footpath on the southern side of the road and pedestrian crossing facilities, improved lighting, installing line marking considering sight distance requirements, upgrade to

the stormwater management system through a series of pits, pipes and rain gardens, landscaping and traffic calming treatments.

A copy of the public consultation drawing is available in Attachment 4.

### **Petition(s)**

There were a number of concerns raised through the petition(s) received on 22 April 2024 and 21 May 2024, including:

- Reduced parking availability for residents, tourists and visitors.
- Rain gardens reducing parking, reducing the availability of road space for learner drivers to practice hill starts, making the road unsafe and impacting buses. The petition also queried the species that would be planted in the gardens and ongoing maintenance requirements.
- The speed of vehicles and a recommendation to reduce the speed limit to 40km/hr.
- The need for an additional footpath on the southern side of the road, noting that a footpath exists on the northern side.
- The impact that lighting would have on adjacent properties and the night time use of the road.

The two petitions included a total of 27 signatures though not all of these were from within the suburb.

- Nine signatures were from properties fronting Murray Road.
- Three signatures were from residents with rear access from Murray Road.
- Seven signatures were from residents residing on streets adjacent to Murray Road.
- Two signatures were from the broader Christies Beach/Port Noarlunga area.
- Six signatures were from well outside of the study area (Old Noarlunga, Hackham etc.).

Two Deputations were also made on 20 August 2024, detailing the concerns of the petition.

### **Design Details**

In response to the petition, the following information is provided:

#### *Parking*

The design for the project currently includes removing all parking on the northern side of the road between Cornish Avenue and Alexander Terrace and maintaining at least one parking space per property on the southern side of the road.

Currently, on the northern side of the road, between Cornish Avenue and Alexander Terrace, there are only eleven legally available on street parking spaces under the Australian Road Rules (ARR). It may be perceived that the parking availability is greater as, based on a car length, 36 vehicles could fit in this space, however many parking spaces are already not permitted due to the proximity to intersections, carriageway geometry and presence of driveways. This is delineated through either a yellow painted line or solid centre line. In 2020, a number of parking spaces were removed on the northern side of the road due to road safety issues caused by sight distance requirements on the crest.

Parking on the southern side was proposed to be more clearly delineated through the use of rain gardens/protuberances (discussed further below) and line marking.

#### *Rain Gardens*

The rain gardens and protuberances have been designed to address a number of functions:

- Stormwater: The gardens provide passive stormwater management that is consistent with water sensitive urban design principles. The gardens capture stormwater runoff from the

road and this water is used to passively irrigate vegetation within the garden. The gardens also reduce the pressure on the downstream stormwater network.

- **Delineation of parking:** The gardens improve the delineation of on street parking.
- **Landscaping:** There are opportunities for landscaping within the rain gardens, which supports cooling and greening our city. The rain gardens also reduce ongoing irrigation requirements compared to traditional landscaping treatments. The maintenance of these gardens is a responsibility of council and plant species will be detailed as part of the final design, considering factors such as maintenance and water requirements, soil type, plant size and consistency with the surrounding area.
- **Traffic calming:** The protuberances also create a lower speed environment by reducing the trafficable carriageway width.

Similar rain gardens were successfully installed on Gulf Parade, Maslin Beach. Those gardens were installed for the same purpose as part of a road reconstruction in 2022. An example of this is shown in Attachment 5.

### *Road Width and Speed*

The trafficable road width is proposed to be reduced as part of the project. A narrower trafficable width will be achieved via the installation of rain gardens/protuberances and line marking, noting that the existing kerb alignment is not planned to be realigned. The rain gardens and reduced road width promote a lower speed environment for road users and facilitates safer pedestrian crossing movements by reducing the crossing distance.

Traffic volume data was collected in 2021 at two locations along Murray Road, with the results of these surveys presented as follows:

| Location                                 | Near 19 Murray Road<br>(East of Konrad Street) | Near 38 Murray Road<br>(East of Cornish Avenue) |
|------------------------------------------|------------------------------------------------|-------------------------------------------------|
| <b>Date of Survey</b>                    | 2-8 December 2021                              | 2-8 December 2021                               |
| <b>Average Daily Traffic</b>             | 681 veh/day                                    | 996 veh/day                                     |
| <b>Eastbound/Westbound Split</b>         | 34% Eastbound<br>66% Westbound                 | 43% Eastbound<br>57% Westbound                  |
| <b>85<sup>th</sup> Percentile Speed*</b> | 52.7 km/h                                      | 56.6 km/h                                       |

*\*The 85th percentile speed is the speed that 85% of motorists travel at or below and is a general measure used by traffic engineers to represent the uniform desired speed of travel on a road.*

Murray Road is designated as a Collector Road under council's road hierarchy. Council's RNP indicates that Collector Roads are generally expected to carry between 800 to 3,000 vehicles per day in urban areas.

The above data indicates that the recorded traffic volumes are at, or below, the lower level expected on urban Collector Roads, however it is noted that the volumes progressively increase closer to the eastern section of Murray Road, which is under the care and control of the Department for Infrastructure and Transport (DIT).

The reported speeds are generally consistent with speeds observed on other local streets, however the 85<sup>th</sup> percentile speed recorded near 38 Murray Road is concerning. It should be noted that projects identified through our PCW program for traffic calming tend to involve 85<sup>th</sup> percentile speeds closer to 60km/h for roads with a 50km/h speed limit.

In South Australia, speed limits fall under the delegation of DIT and are set in accordance with Australian standards and DIT's Speed Limit Guideline for South Australia, as this provides a consistent approach across the road network. Though Murray Road is under the care and

control of council, all roads on our local road network must comply with DIT's Speed Limit Guideline.

DIT's guideline states that the urban default speed limit of 50km/h applies in built up areas and that in the absence of signposts in a built up area, the urban default speed limit of 50km/h applies.

DIT's guideline also states that a 40km/h speed limit for a high pedestrian activity centre may be suited to roads where high pedestrian and vehicle movements are generated consistently throughout the day over the year. The roadside development may consist of retail shops, dining, entertainment or recreation facilities on both sides of the carriageway, mixed with residential development, generating frequent pedestrian movements across the road.

As Murray Road meets DIT's guideline for a 50km/h road and does not meet DIT's guideline for a 40km/h road, a reduction in speed limit would not be supported by DIT.

### *Southern Footpath*

Murray Road is classed as a Collector Road and as per our service levels endorsed through the SAMP, Collector Roads will have a 1.5m wide footpath installed on both sides of the street.

Constructing footpaths on both sides of higher order roads which are near a high number of pedestrian generators, facilitates a higher estimated number of pedestrians and reduces the need for crossing movements, which can be vehicle/pedestrian conflict points. It allows the backbone of the network to be formed to link into other local pathway connections when they are built.

It should be noted that the path on the northern side does not meet our service levels or standards as the path is only 1.2m wide, the crossing points are not compliant with Australian Standards or the Disability Discrimination Act (DDA) and there are sections which are not compliant with DDA crossfall requirements.

Murray Road is in very close proximity to various pedestrian generators such as the Port Noarlunga township, the coastline, open spaces/reserves, Port Noarlunga Primary School and public transport. These sites are all known to generate additional pedestrian traffic for the purposes of recreation (eg. walking to the park/beach or to the local shops) and commuting (eg. walking to catch the bus or walking children to school). To enable active travel and pedestrian safety, a secondary footpath is considered warranted at this location.

The footpath could be retro fitted in the future but would likely cost significantly more to install as pricing efficiency is achieved when undertaking bulk civil works. There would also be likely increased costs at a later date due to matching levels which were planned to be rectified as part of the original project scope.

### *Lighting*

The design currently includes new footpaths, pedestrian refuge and crossing facilities and a variety of traffic calming devices. These require a level of luminance that must be designed to comply with category PR5 lighting standards (AS/NZS 1158.3.1 - Lighting for Roads and Public Spaces) and SAPN's technical standards. The existing lighting scheme for this section of Murray Road is not compliant with these standards.

The light fittings proposed are Sylvania Street and Road LED Light fittings which are the street light fittings used throughout the council.

Council is required to meet lighting performance assessed against the standards and minimise adverse effects on the night time environment. The lights are designed to direct light to where it is required (road and footpath) with minimal back spill onto property through the optics of the LEDs. If there are obvious issues concerning light spill there is capacity to change the lens and screen light even further. This will be managed following project completion on a case by case basis, if issues are reported by residents.

If lighting is not installed as part of the project, intersections and locations with protuberances or rain gardens will not be adequately lit causing a road safety hazard. It would be significantly more expensive to install additional lights following the project as new poles and trenching are required (and it is more cost effective to undertake this work while the verge is being disturbed).

### *Stormwater*

The current design includes the installation of infrastructure to manage stormwater runoff. This includes the extension of an existing stormwater pipe, installation of new stormwater side entry pits and rain gardens (discussed above).

The service levels for stormwater management are identified in the SAMP and include providing infrastructure to manage runoff in a 1:10 year Average Recurrence Interval (ARI) event. This means that without the upgraded system, during these rain events, pressure is placed on the existing stormwater networks and will result in an increased volume of water on the road and in the gutter – causing potential for flooding or road safety concerns. This is likely to cause issues on the southern side of Murray Road where properties are lower than the road and on Witton Road.

### **Design Options**

To assist in informing the final design, four design options were presented in Attachment 1 as detailed below. A cost estimate summary is presented as Attachment 6.

#### **Option A - Estimated Cost \$2,224,000**

Option A is the original design presented to the community and does not incorporate any community feedback.

All standards and service levels are met.

#### **Option B - Estimated Cost \$2,182,000**

Option B is the original design however incorporates changes based on the community engagement feedback. The design changes include:

- Removal of rain garden opposite Dodd Avenue to allow for construction of a new driveway.
- Removing the rain garden adjacent property 62-64 Murray Road.
- Modification to rain garden on eastern corner of Konrad Street.
- Modification to rain garden on western side of Witton Road.
- Modification to rain garden adjacent property 9 Murray Road.
- Communication with DIT about including a regulatory 50km/hr speed sign on the eastern side of Murray Road.

These amendments would address many of the localised parking concerns which were raised on the southern side of the road. Retention of the rain gardens also addresses the community concern around traffic speed and driver behaviour as the gardens reduce the trafficable road width and create a lower speed road environment.

All standards and service levels are met.

#### **Option C - Estimated Cost \$1,876,000**

Option C includes the removal of all rain gardens to preserve parking based on community feedback requesting parking to be preserved. Not all parking can be facilitated on the northern side of the road if the rain gardens are maintained due to site topography, including the limited width of the carriageway and presence of the road crest at Cornish Avenue. This option results

in the existing road width being maintained and hence, a slower speed environment is not created meaning that traffic and speed concerns are not addressed.

All standards and service levels are met.

#### **Option D - Estimated Cost \$924,000**

Option D significantly reduces the scope of work to only include the reconstruction of the road pavement and seal. This option was presented to Council as an option based on community feedback related to concerns about the budget for the project. It should be noted that if this design option is selected, the following service levels and standards will not be met:

- **Lighting:** Lighting will not be consistent with Australian Standards.
- **Footpaths:** The exclusion of a second footpath on a Collector Road is not consistent with SAMP service levels.
- **Stormwater:** The exclusion of an upgraded stormwater management system will not be consistent with SAMP service levels which includes providing an underground drainage system to manage 1:10 Average Recurrence Interval (ARI) rain events.

#### **Original Engagement Outcomes**

Community consultation was open between 12 April 2024 and 19 May 2024. The engagement feedback report is presented as Attachment 2.

The purpose of community engagement was to ensure stakeholders were aware of the project and the proposed changes to the road configuration/road environment and to also understand any local issues that should be considered throughout design.

The engagement techniques used for this project included presenting information via the Your Say Onkaparinga platform, door knocking residents on Murray Road, emailing residents and community groups who had previously registered via Your Say Onkaparinga and sending letters to surrounding properties.

While engagement was open, the project team attended 61 properties on Murray Road and 256 people visited the Your Say Onkaparinga page. Of the properties visited 34 residents were home and provided feedback on the project and an additional 12 comments were received via Your Say Onkaparinga (though four of these residents had already provided feedback during door knocking).

The findings through community engagement are summarised below:

- 59% of residents that were contacted living on Murray Road are in support of the project and 26% do not support the project. The remaining feedback was mixed or neutral.
- 38% of the broader community who provided Your Say Onkaparinga feedback support the project and 38% do not support the project. The remaining feedback was mixed or neutral.
- Common concerns expressed during the feedback period were in regard to the limited on-street parking, speed and request for additional traffic calming and the cost of the project.

It is standard practice for the project team to review and consider engagement feedback and modify the design accordingly where possible. This was noted in the community engagement plan for the project.

#### **Section 270 Internal Review of Decision**

On 29 August 2024, an application was received from a member of the public requesting an internal review of Council's decision made at the 20 August 2024 meeting, under Section 270 of the Local Government Act (s270). The review was in relation to Council's decision to proceed with design Option C for the Murray Road, road reconstruction.

In accordance with the s270 procedure, an External Reviewer, Kelledy Jones Lawyers was engaged to examine the relevant issues and present a report to Council.

The abovementioned report was presented to Council on 18 February 2025 where Council determined that:

*“The process undertaken in making its decisions on 20 August 2024 was incomplete and therefore revokes its decision in its entirety for the following reasons:*

- *Council did not have all relevant information before it when making the decision on 20 August 2024 because key stakeholders had not been given opportunity to contribute to the final decision, particularly in relation to the additional options that had not been the subject of consultation, meaning that Council is unable to confidently assert that it has fully met its legal decision making obligations under section 6(a) of the Local Government Act 1999 and, therefore, the Council resolves to:*

*(i) further engage with all persons on Murray Road by making all information which was available to the Council on 20 August 2024 available to those persons and inviting their comments for consideration by the Council at its meeting on 18 March 2025 and/or by way of requesting a deputation to that meeting when it will consider and determine the matter afresh”*

A Deputation was also presented on 18 February 2025 speaking in support of Design Option B

### **Subsequent Engagement Outcomes**

In response to the 18 February 2025 Council resolution, further engagement was undertaken with the community. On 20 February 2025, letters were posted to all residents of Murray Road between Witton Road and Gawler Street welcoming feedback until 5pm 7 March 2025. A copy of the letter is provided as Attachment 7.

The letter advised of the s270 review request and the Council endorsed outcomes, provided a link to the Your Say engagement page and contained information about how to provide feedback, where to find Council meeting minutes, agendas and information about making a Deputation.

During the subsequent community engagement period, 16 written responses were received. A copy of the verbatim feedback is provided in Attachment 3.

Of the 16 responses received:

- 9 specifically noted support for design Option B
- 2 specifically noted support for design Option A or B
- 2 specifically noted support for design Option C
- 1 did not specify the preferred option but it is inferred that the preference is for Option B
- 1 noted a preference for Option C but the text provided was in support for Option B
- 1 did not specify the design preference but generally wanted to improve traffic flow and had concerns regarding speed.

If the above inferences are correct, 81% of respondents expressed a preference for the elements included in design Option B. Comments included support for inclusion of the southern footpath, improved lighting, improved stormwater, improvements to traffic management and speed and greening aspects.

Of the 2 responses that noted support for design Option C, the main concerns expressed were with regard to parking availability, speed and traffic movements.

No feedback received during the subsequent engagement process expressed a preference for design Option D.

### **Design Options – Administration Review and Recommendation**

Following review of the design and engagement feedback, staff recommend proceeding to final design and construction based on design Option B. In this option, all service levels and standards are met, feedback from the community is incorporated (via the original and subsequent engagement), a slower speed environment is created and a high level of amenity is provided.

#### *Parking and Traffic*

It is acknowledged that limiting on street parking has a significant impact on the communities lived experience, however by incorporating the parking restrictions we can improve road safety.

Option B provides a narrower carriageway and hence, a slower speed environment will be created which directly responds to the community concern about speeding vehicles.

The traffic data shows that a high proportion of westbound vehicles, especially towards the western end of Murray Road, may indicate a preference for motorists to use Murray Road to potentially avoid congestion along DIT's state road network through Port Noarlunga. We will continue to advocate to DIT for improvements and upgrade to their network, specifically around the management of the Saltfleet Bridge and Commercial Road.

If included in the scope, the effectiveness of the traffic calming included in the road reconstruction will be monitored following project completion by completing traffic counts and collecting speed data in December 2025. If there are ongoing reports of speeding following the project, the speed data indicates a concern on the network or there is a significant change in traffic volumes then additional traffic calming measures, such as the installation of speed humps, slow points etc. can be considered as part of the PCW Program.

#### *Southern Footpath*

No changes have been proposed to the southern footpath as this is in line with the Council endorsed service levels and is considered preferable given the proximity to key pedestrian generators such as the coast, schools, township and public transport.

Of the residents spoken to during doorknocking, 12% expressed support for the secondary footpath, 3% objected to the footpath and the remaining residents did not discuss the path as part of their feedback.

#### *Lighting*

No changes have been proposed to lighting as it is a requirement under the Australian Standards.

#### *Stormwater*

No changes have been proposed to the formal pit and pipe stormwater management system as the design meets SAMP service levels.

## 6. Financial implications

| Item                                   | Capital           | Operating | Comment                                                           |
|----------------------------------------|-------------------|-----------|-------------------------------------------------------------------|
| <b>Budget</b>                          |                   |           |                                                                   |
| Current budget allocation (roadworks)  | \$2,042,000       | NA        | Current budget reflected in the Project and Capital Works Program |
| Current budget allocation (footpaths)  | \$180,500         | NA        | Current budget reflected in the Project and Capital Works Program |
| Budget impact                          | TBC               | NA        | Final project cost depends on design option.                      |
| <b>Long Term Financial Plan (LTFP)</b> |                   |           |                                                                   |
| In current LTFP?                       | Yes               |           |                                                                   |
| LTFP category                          | Roadworks Renewal |           |                                                                   |
| Timing in LTFP                         | 2024-25           |           |                                                                   |

## 7. Risk and opportunity management

| <b>Risk</b>                      |                                                                                                                                                                                                                                                                                                          |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Identify                         | Mitigation                                                                                                                                                                                                                                                                                               |
| Reputation/community expectation | The community may expect that all feedback can be acted upon without understanding the technical constraints.<br>Follow up community engagement will be undertaken once the next design iteration is available, detailing changes made and why, and also noting why some changes were unable to be made. |

| <b>Opportunity</b> |                                                                                                                                                                                                                                                                                          |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Identify           | Maximising the opportunity                                                                                                                                                                                                                                                               |
| Public amenity     | Completion of the project will improve the amenity of the road corridor by incorporating landscaping elements and infrastructure which is upgraded and compliant.                                                                                                                        |
| Asset preservation | The works to the road pavement and seal will ensure that the asset life of the pavement is maximised.                                                                                                                                                                                    |
| Public safety      | Completing the project will mitigate a public safety risk associated with non-compliant infrastructure causing road safety concern and create a slower speed road environment. Improved safety will also be provided for pedestrians and cyclists, encouraging active transport options. |

#### 8. Timelines and deadlines.

Once the final design is endorsed, the design documentation will be completed and construction is scheduled to commence in the summer months of the 2025-26 fiscal year, subject to Council budget approval.

#### 9. Next steps

The residents of Murray Road will be advised of Council's decision.

The next phase of the design is scheduled and an update will be provided to the community via a letter and Your Say Onkaparinga.

#### 10. Attachments

Attachment 1 – Design options (4 pages)

Attachment 2 – Engagement feedback report (11 pages)

Attachment 3 – Subsequent engagement, verbatim feedback (28 pages)

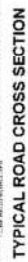
Attachment 4 – Public consultation drawing (1 page)

Attachment 5 – Rain garden example (1 page)

Attachment 6 – Design options cost estimate summary (1 page)

Attachment 7 – Resident letter, subsequent engagement (2 pages)

– END OF REPORT –



**NOT TO SCALE**

# Murray Road, Port Noarlunga Proposed Road Reconstruction - Option B

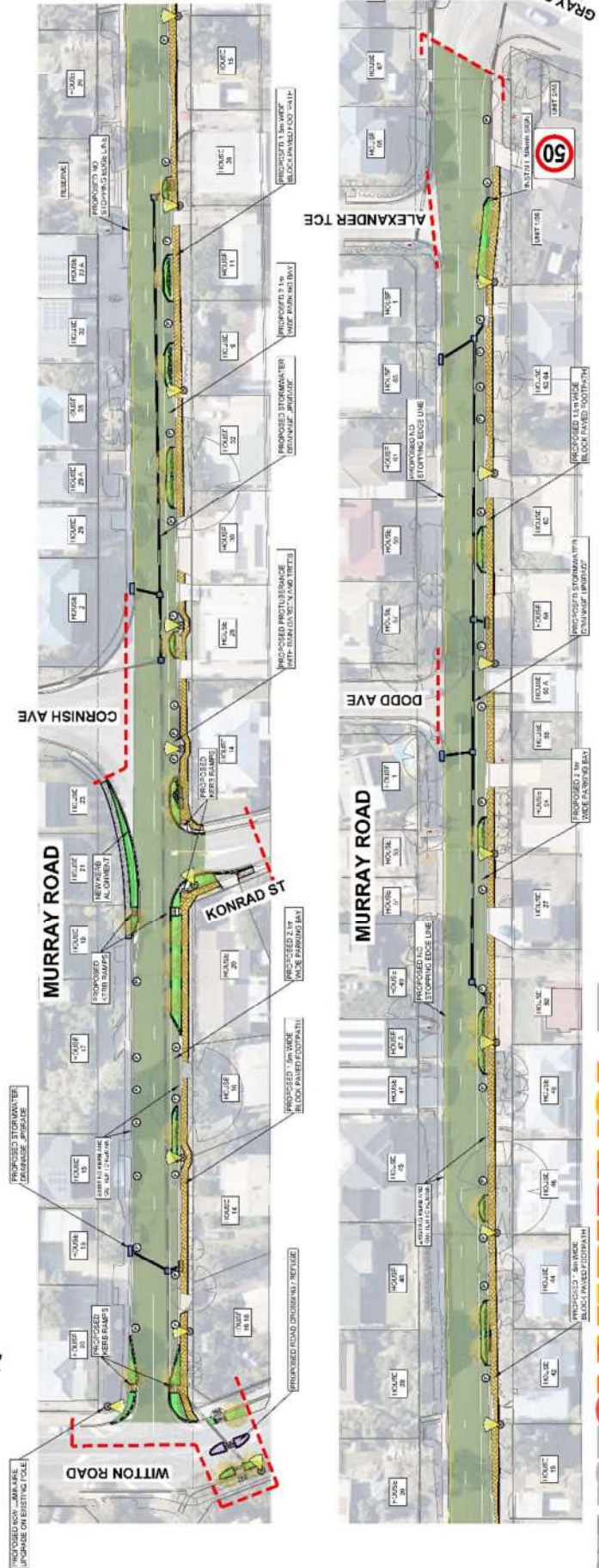
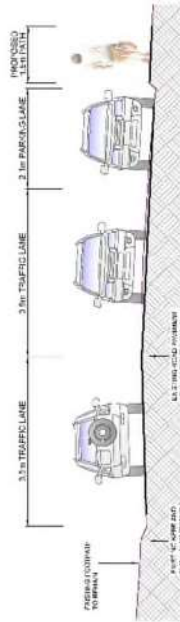


RAIN GARDEN EXAMPLE

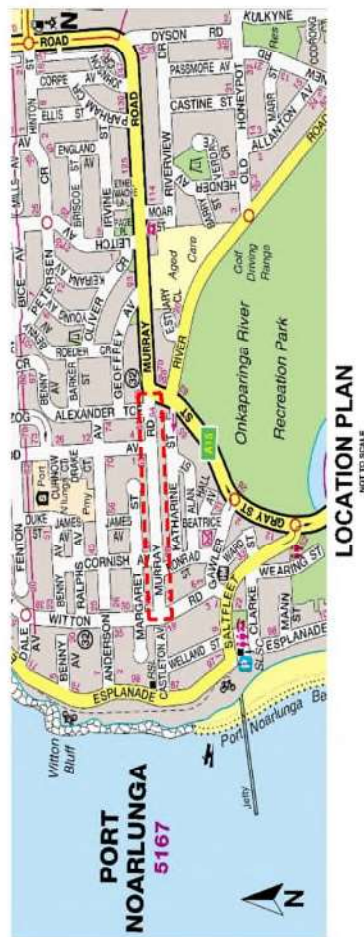
STREET TREE EXAMPLE

**LEGEND**

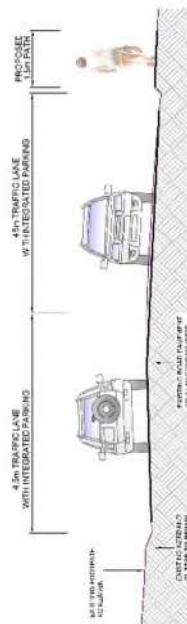
|  |                                      |
|--|--------------------------------------|
|  | PATENT OF MONKS SHOWN THIS           |
|  | EXISTING FENCE                       |
|  | RECONSTRUCT EXISTING ROAD            |
|  | PROPOSED STORMWATER P"               |
|  | PROPOSED STORMWATER PFC              |
|  | EXISTING STORMWATER PIPE             |
|  | PROPOSED 4500 RAMP                   |
|  | PROPOSED CONCRETE FOOTPATH           |
|  | PROPOSED 600mm RAMP FOOTPATH         |
|  | POTENTIAL AVOIDANCE AREA             |
|  | PROPOSED MEDIAN WITH CONCRETE INFILL |
|  | PROPOSED STREET LIGHTING UPGRADE     |
|  | SUBJECT TO "NO" NO DESIGN            |
|  | PROPOSED STREET TREE                 |
|  | PARKING SPACE                        |
|  | AVAILABLE CAR PARKING SPOTS          |
|  | TOTAL: 28                            |



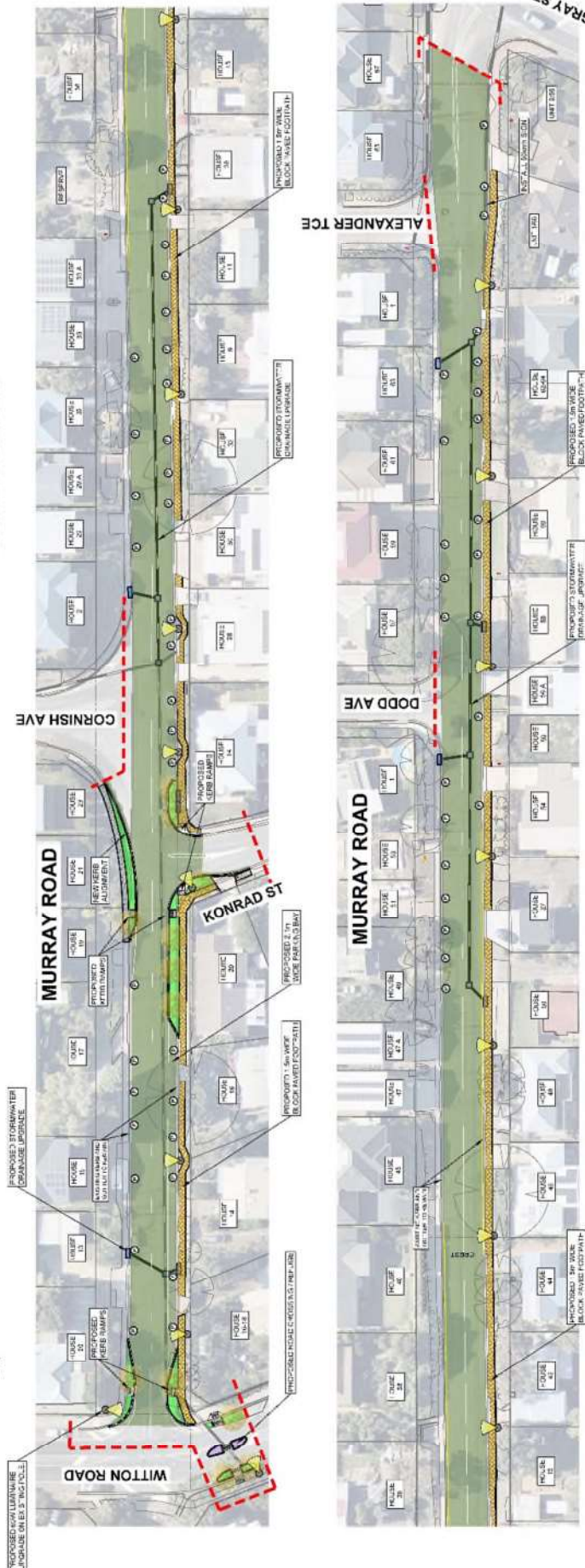
## Murray Road, Port Noarlunga



### STREET TREE EXAMPLE



**TYPICAL ROAD CROSS SECTION**  
CORNISH AVENUE TO GRAY STREET

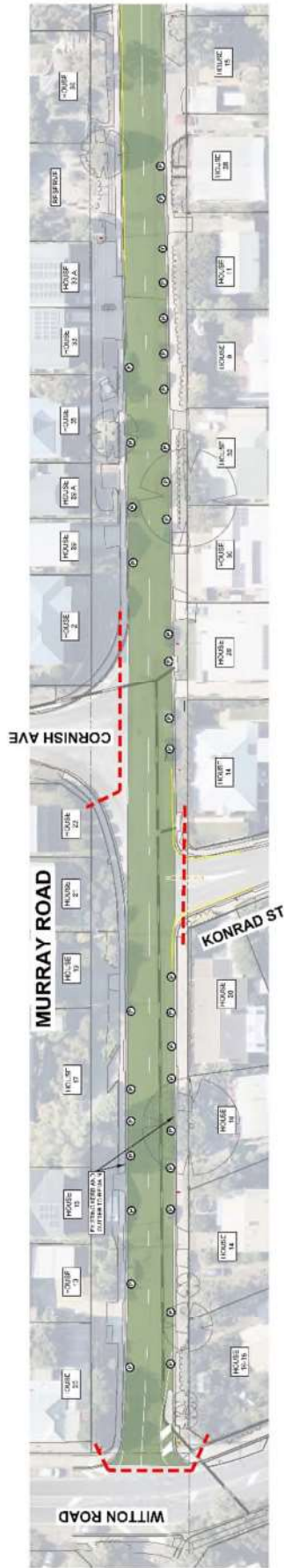
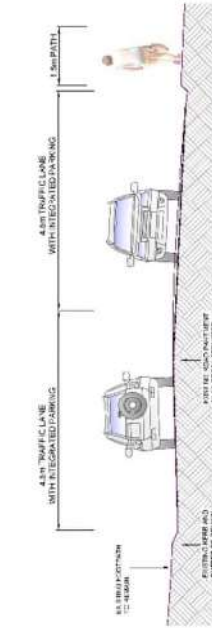
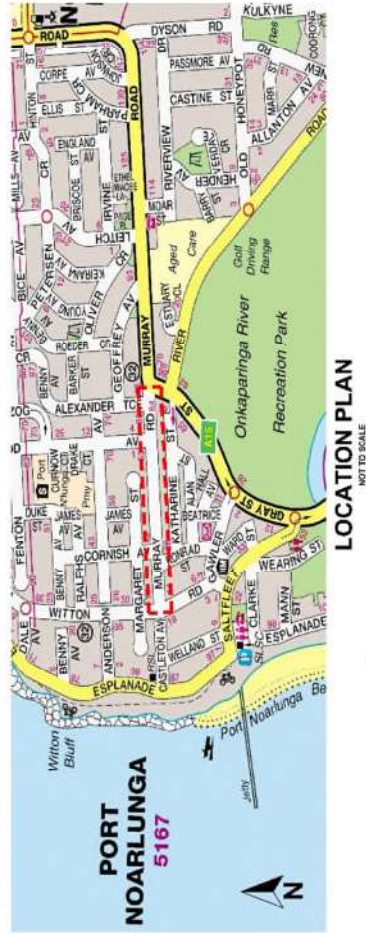


**Chiron KAPPA**

NOT TO SCALE

2022-071 01 PA

# Murray Road, Port Noarlunga Proposed Road Reconstruction - Option D



## COMMUNITY ENGAGEMENT FEEDBACK REPORT

# Road Reconstruction Murray Road, Port Noarlunga

20 May 2024



## Introduction

This project will rehabilitate Murray Road, Port Noarlunga from Gawler Street which is owned and managed by the Department for Infrastructure and Transport (DIT) to Witton Road. This will improve road conditions, quality and safety, while considering any additional asset requirements within the road corridor in line with specified service standards and with respect to site conditions.

The scope of the project includes:

- Reconstruction of Murray Road from Gawler Street to Witton Road
- Update of the traffic scheme including installing of parking restrictions between Dodd Avenue and Cornish Avenue - highlighting that there is insufficient road width available for parking on both sides near the crest.
- Upgrading the intersection of Murray Road with Cornish Avenue
- Installation of pedestrian crossing points and associated infrastructure on Witton Road (near intersection with Murray Road) and Murray Road near intersection with Cornish Road.
- Installation of a paved footpath along the southern side of Murray Road
- Upgrading of lighting in this area

## Community engagement purpose

Engagement will be undertaken in two stages, with this report marking the end of Stage 1. This is summarised below:

1. Stage One of the Murray Road communication and engagement plan (engagement on draft plan) aims to:
  - Inform key internal and external stakeholders of the proposed road work and of changes to the road configuration and roadside environment.
  - Understand and identify any local issues that need to be considered when finalising the design.
2. Stage Two of the communication and engagement plan aims to:
  - Inform the community about the scheduled works and impacts (traffic delays, detours, etc).

## Engagement techniques

Engagement techniques for Stage 1 included:

- Elected Member update
- Resident letters and doorknocking for all residents on the relevant section of Murray Road
- Door knocking was conducted on 30 April 2024 where we attended 61 properties
- "Sorry we missed you" cards left during doorknocking for any residents not home at the time of visitation.
- Your Say Onkaparinga page with feedback survey open for consultation between 12 April to 19 May 2024
- Emails sent to people who have registered an interest through Your Say and the Community Group Register
- 180 Your Say email recipients who registered an interest in Port Noarlunga
- 100 Community Group Register members who registered an interest in Port Noarlunga

## Summary of engagement outcomes

We are confident that we achieved awareness of the project throughout the wider area of Port Noarlunga. There are approximately 60 residential properties abutting Murray Road, and over four times this many people (256) viewed the website.

- the number of people who were [informed](#) via Your Say. (256 website visitors)
- the number of people who are [engaged](#) with Your Say. (12 respondents)

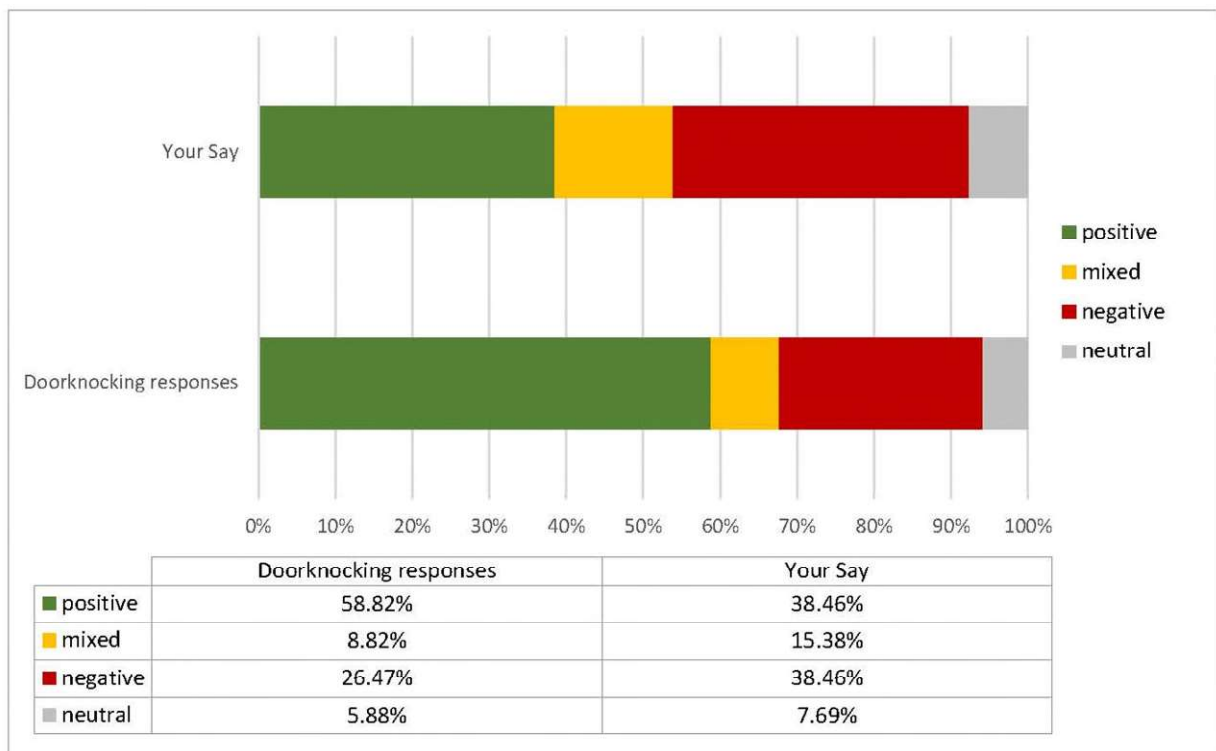
Across two door knocking sessions on 30 April, we contacted occupants of 34 properties directly adjacent to Murray Road. This represents a response rate of 55.74% which is a successful result giving good insight into those potentially most impacted.

## Evaluation

### *Gauging support for the project*

The graph below shows the sentiment breakdown into positive, neutral, mixed and negative feedback which was collected via Your Say and during door knocking. Full comments have been provided in Appendix A.

The below data summarises the responses from the 61 properties attended to during the door knocking session (27 properties were unattended/unavailable) and the 12 responses received via Your Say.



It should be noted that the percentage of Your Say responses excludes the responses received via door knocking. The percentages of door knocking responses are percentages of respondents, who were home and responded to door knocking.

The general sentiment for residents who live on Murray Road was that they were in support of the concept plan. The door knocking feedback provided indicates a high level of support from those

who are closest to the project and will be directly impacted, with 58.82% of the respondents living on Murray Road in support of our proposal.

The wider online engagement, excluding those who responded in both formats (5 people), was more split with half of respondents (4 people) feeling negatively towards the project.

Noting the small proportion of the 256 viewers that responded, this does not represent a strong opposition from the community.

*Common requests and concerns*

Some residents did raise concerns and/or seek further clarification on elements of the concept plan.

**Percentage of Your Say responses**

|                              |   |        |
|------------------------------|---|--------|
| <b>Car parking concern</b>   | 3 | 37.50% |
| <b>Wants traffic calming</b> | 3 | 37.50% |
| <b>Overly expensive</b>      | 2 | 25.00% |

**Percentage of door knocking responses**

|                              |    |         |
|------------------------------|----|---------|
| <b>Car parking concern</b>   | 12 | *35.29% |
| <b>Wants traffic calming</b> | 12 | *35.29% |
| <b>Too expensive</b>         | 2  | *3.28%  |

35.3% of respondents living along Murry Road commented that further speed reduction was required with a common comment that the design “needs more traffic calming to slow traffic, it's too dangerous.” The most common request was a reduction of the speed limit to 40.

Other concerns were raised during door knocking, about the loss of on-street car parking and more broadly about the cost of the project.

*Petition(s)*

As a result of our doorknocking, we received two petitions in opposition to our proposal. The received petitions were considered at the Council meeting on 21 May 2024.

The petition was circulated by a resident of Murray Road, who seeks to retain street parking along their frontage, does not support increased lighting, notes concern regarding speeding vehicles, does not support the southern footpath and does not support the use of rain gardens.

The initial petition received on 22 April 2024, included 13 signatures and the subsequent petition received on 21 May 2024 included a further 14 signatures. Of the total number of signatures received:

- 9 signatures were from properties fronting Murray Road
- 3 signatures were from residents with rear access from Murray Road
- 7 signatures were from residents residing on streets adjacent to Murray Road
- 2 signatures were from the broader Christies Beach/Port Noarlunga area
- 6 signatures were from well outside of the study area (Old Noarlunga, Hackham etc.)

It is worth noting that some residents expressed to council staff that they had signed a petition under coercion. This was further substantiated by residents not wanting their neighbours to hear their responses during doorknocking, as they communicated it would result in neighbourhood issues. We can further evidence this through a resident of Murray Road having signed the petition also provide feedback during doorknocking that they are highly supportive of the concept plan.

## Next steps and findings

The general community sentiment of those residents directly impacted by the project was supportive. We will be presenting a report to Council in response to the petition at the July meeting to address concerns raised by residents.

## Sign-off

All feedback reports are to be reviewed by the Engagement Unit  
([engagement@onkaparinga.sa.gov.au](mailto:engagement@onkaparinga.sa.gov.au))

### Officer who prepared the document

Name: Callum Sleep

Position Title: Asset Planner - Roads

Lisa Flaherty, Team Leader Infrastructure Asset Management, 13/6/2024

### Reviewed by Community Engagement Advisor

Name: Nicole Page

Date: 28 May 2024 and 13 June 2024

### Approver who approved the document

Name:

Date:

## Appendix A – Comments

Your Say and email comments (Table 1) are verbatim comments provided via the Your Say reporting tool or received via email/letter.

Table 1:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>We are very happy with the proposed plan as it will increase the safety and amenity of the street. Having a wide path on the southern side will increase accessibility for everyone. Thank you for your work to date on this! Our only suggestions are for one speed hump in both directions somewhere appropriate near the top of the hill so road users can see ahead as to if someone is reversing out of their driveway further down the hill. Some people ignore speed limits and this will be a great benefit to increase safety with little disruption to road users.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>We are excited to be having an upgrade here. There are a few issues of concern however.</p> <p>The new parks around the driveways on properties where there is a steep driveway is a concern as people park so close and often hanging over the driveway and visibility is already limited. We've already been asking for a yellow line for a long time. There's no proper support for these issues as it is and it is a safety hazard. Around Witton Road cars fly down the hill- as a resident of this area it's hard to safely navigate the driveway and have enough room and time to get out of the driveway.</p> <p>Also vegetation that may obstruct the view is a concern.</p> <p>In the afternoons when the bridge south is backed up we often have traffic jams from cars cutting through Port Noarlunga either via Beach Road or over Murray Road hill, they then turn left on Witton Road and they have right of way at the round about before the bridge. When they do this there is slow to stopped traffic on the Murray Road/Witton Road intersection for quite a while, and by doing this they further slow the traffic that come to the Bridge without cutting through as these cars have to give way to all the cut-through traffic on their right. Is there something you can do to stop this?</p> <p>These issues affect livability in Port Noarlunga.</p> |
| <p>Overall, a great idea to improve footpaths and calm traffic. However the planting of trees on the corner of Murray and Konrad would be both dangerous as it would block the line of sight from Konrad Street (the reason there are yellow lines there now) and block the sun from our solar panels (we currently ensure that our hedge is trimmed) . The other major concern is that the rain garden would decrease the already very limited parking , which we need to get one level access to our house with shopping, deliveries etc. We look forward to discussing this matter further with you.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>I am generally happy with the proposal as it is long overdue. That said I am not sure that the proposed Planted Curb Buildouts will be a deterrent for the vehicles choosing to speed on Murray Road. There is high risk when vehicles speed approaching the crest especially and it can only end badly eventually. Why I think the Build-outs will not be a big enough deterrent is that vehicles currently park on the roads and this does not serve a deterrent, so why would a build-out? I would suggest that some form of speed reducing method needs to be applied, e.g. rumble strips or something similar, as these work very efficiently in other council districts. There would not need to be many on the length of the road to achieve the desired outcome, I strongly believe that should no action be taken that there the future will deliver an accident that may cause fatalities, when it be a child or elderly person crossing the road, or a head on collision at the Crest of the road.</p>                                                                                                                                                                                                                                                                                                                                                              |
| <p>great idea i live on konrad st, coming out onto murray rd from Konrad can be dangerous if cars are parked along murray rd, glad there will be parking on one side only<br/>also what will the speed limit be on that part of murray rd</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>I DO NOT support the addition of a footpath on the southern side. This is an extreme additional expense that would only increase rates. There is a footpath on the northern side. Most of this street also has enough space to</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

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|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>walk on the southern side without the need for a footpath.</p> <p>Could the garden section in front of House 20 be shortened to allow another carpark.</p> <p>I do like rain gardens and the impact they provide. I worry about the expense of so many and the impact during an extreme weather event.</p>                                                                                                                                                                                                                                                                                                       |
| <p>Parking is already limited around Port Noarlunga. It seems a little bit odd to remove more parking. If you're only allowing for one park on street per house, please have it permit parking only for home owners.</p>                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>I think that a substantial amount on money s being invested into upgrading this section of Murray Road and making it nicer. Council need to consider removing as many stobby poles as possible while the road is being dug up to put as many services under ground as possible. There are only a few stobby poles left and I think some of these can be removed and services put underground. The stobby pole between 56a and 54 is one that I believe should at least be removed and services put underground or rerouted which would add to the improvements and remove overhead wires across the road.</p>    |
| <p>This plan is a waste of money you need to address the excessive traffic that cuts through Port Noarlunga every day at peak hour that brings Murray Road to a stand still and prevents anyone trying to get out of side roads. The new estate on Commercial road will only make this situation impossible.</p>                                                                                                                                                                                                                                                                                                    |
| <p>How is the upgrade going to reduce the flow of traffic at peak times. With the new Seaford Rise development more vehicles are using Murray Rd and traffic can be banked back to Dyson Rd and Goldsmith Drive. Proposed changes etc is not going to improve traffic flow.</p>                                                                                                                                                                                                                                                                                                                                     |
| <p>Inclusion pram ramps across Murray Road just to the west of Alexander Tce is needed. The existing pram ramps on Alexander Tce and further east of Alexander Terrace are not compliant and difficult to use and don't follow the preferred walking route. Also the pram ramps east of Alexander Tce are too close to Gawler Street intersection and are dangerous to cross at. I have had several near misses crossing here with kids on bikes as cars shoot around the corner with little visibility of the crossing point. I tried to insert a snip of a picture to show you what I mean, but I was unable.</p> |
| <p>I am concerned how little on street parking will remain and don't think this will reduce traffic speed at peak times when cars try to beat the traffic to the Fleet Street bridge while traffic is banked up on the other part of Murray road. Maybe include some form of one way restrictive lane to deter this.</p>                                                                                                                                                                                                                                                                                            |
| <p>I live on Dodd Avenue and regularly travel along this section of Murray Road, so these improvements are very welcome.</p> <p>Could council also consider installing a roundabout at the T-junction with Gawler Street, at the eastern end of this section of Murray Road? It is almost impossible to turn right from Murray Road onto Gawler Street due to the traffic flow in both directions, and the limited visibility on the Gawler Street bend. Thank you.</p>                                                                                                                                             |
| <p>Please keep the street lighting in the plan, regardless of the final design outcome. The resident stated that currently there is zero lighting on the street, causing it to be extremely dangerous at night.</p> <p>-They can see strong merit for 'keeping the carparks' on both sides of the road.</p> <p>-Can there please be strong consideration for the additional footpath.</p>                                                                                                                                                                                                                           |

Door knocking comments (Table 2) are not verbatim comments and are based on notes taken during property visits.

Table 2:

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Concerned with yellow line, worried about people parking in front of house. Lack of parking currently means we already can't park in front of our house as people already park there all day long.</p> <p>Concerned about road speed, people already speed down the road, would prefer reduced speed of 40 kms or speed humps or some form of physical slow down points on the road.</p> <p>Supportive of the beautifying parts of the concept plan.</p> <p>Keep informed.</p>                                                                                                                                                                                       |
| <p>Supportive of the plan no follow up questions, keep informed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>Concerned about lack of parking – not enough parking already, it's dangerous for walking in dark if needing to park a long way away from house.</p> <p>Not supportive of loss of parks</p> <p>Supportive of footpath and lighting.</p> <p>Keep informed.</p>                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>Great idea, supportive of plan, need lighting.</p> <p>Keep informed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>Supportive of concept plan</p> <p>Want power to be moved underground, not stobie poles.</p> <p>Crest of hill is dodgy currently.</p> <p>Keep informed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p>Supportive of plan</p> <p>Wants additional traffic calming such as rumble strips, speed humps or something.</p> <p>Keep informed not required</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>Speeding is an issue, wanting additional traffic calming such as speed humps, reduced speed to 40kms. Trucks regularly use the road.</p> <p>Generally supportive of the plan but further traffic measures are preferred.</p> <p>Keep Informed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>Like the concept plan, like the path, like the extra safety.</p> <p>Want further traffic calming measures such as speed humps, reduced speed to 40km or something similar to the esplanade traffic slow points.</p> <p>Currently there is no speed sign at the Murray Road end of road so driver continue at 60km per hour, needs a speed sign where it changes from 60km to 50 km. Additional parking in this section of road is preferred.</p> <p>Cornish onto Murray people speed around corner and there has already been an accident.</p> <p>Keep informed.</p> <p>QUESTION FOR FOLLOW UP: What species of trees will be planted? We would prefer deciduous</p> |
| <p>Think the concept plan is great no further comments</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>Strongly opposed to the concept plan</p> <p>Currently developing a petition to Council.</p> <p>When asked main concerns the response was loss of carparking and expense was considered ridiculous. Runs a business from her home and clients have no place to park as it is. Also not happy with the lighting. Couldn't understand why this concept plan had been proposed and believed speed humps of traffic calming measures were more important. Has lived in the area over 40 years.</p> <p>Keep informed.</p>                                                                                                                                                  |
| <p>Happy with the plans although they have an issue with their retaining wall falling down due to weight of road etc.</p> <p>The majority of their front is actually council land.</p> <p>Would like to keep rose bushes if possible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>Concept plan looks good, however concerned about parking. Upgrade will be a big benefit as currently no lighting in this area, new lighting will be great.</p> <p>Further worry regarding parking, wanting to find out if they can use some of the Council land in front of their property for additional parking (at their cost).</p>                                                                                                                                                                                                                                                                                                                               |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| QUESTION FOR FOLLOW UP: Can we have retaining wall and put parking in our front yard on the Council owned land at our cost?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Supportive of plan, no follow up required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Concerns for pedestrian safety, we have young children. The road gets backed up during school and peak hour times and cars speed up the hill to beat the traffic.<br>Want additional traffic calming measures such as slow points along road and a roundabout or something at the intersection of Cornish where people speed around the corner.<br>Want underground power in line with the rest of the street and remove the stobie poles.<br>In relation to plan, liked the parking kept to one side, street lighting.<br>Summary – underground services, additional slow points on road such as speed humps<br>Keep informed.                                                                                                         |
| Question: When will you start construction answered on day as next financial year pending approval on the 2024/25 budget by Council.<br>Very supportive of the plan<br>Would like to see a bike track lane on the road.<br>Would like the hill to be lowered.<br>FOLLOW UP REQUIRED: Tree on council property in front of house causing huge issues for homeowner, said he has already contacted council with no response provided. Has letter from plumber stating the tree roots is the cause of plumbing issues at house. Also pine needles are clogging up the gutters and he is getting too old to manage the amount of maintenance associated with the tree. Happy to have a different street tree but wants to current one gone. |
| Street is very dark at the moment as the street lights are not working. Wanting underground utilities and wanting any lighting poles to be pretty. Not enough parking on street already, street parking is always an issue and it is getting worse. The road gets backed up during school and peak hour times and cars speed up the hill to beat the traffic, using it as a shortcut to try and beat the other cars.<br>Footpath on both sides of the road seems like unnecessary spending.<br>NOTE: Resident informed SA Water has indicated they will be replacing pipes in the area soon due to recent pipe bursts.<br>Keep informed.                                                                                                |
| We think the concept plan is really good. Stoked with it happening.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Happy with traffic calming.<br>No speed humps.<br>Very happy for footpath.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Hadn't checked mail.<br>Left plans and contact details and asked to call/email if they have any questions or concerns.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Just moving in and left plans and contact details and asked to call/email if they have any questions or concerns.<br>Asked if they could have a wider driveway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Supportive of plan, thinks it sounds lovely – only concern would be access to home during construction. Advised she would continue to have access during construction to her home.<br>Keep informed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Happy for footpath.<br>Unhappy about car parking on the street. Wants to be able to have a park just for her and nobody else.<br>Left email to be kept informed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Excited to see it happen.<br>Worried about parking on the street.<br>Would like speed on the street reduced.<br>They manage their own stormwater, so please don't alter current stormwater drain.<br>Left email to be kept informed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Likes the plan.<br>Concerned with speeding and safety.<br>Can you put a stop/give way sign at the intersection or is there another way to slow the traffic moving through the intersection.<br>Any kind of discouragement to slow traffic will be welcome.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

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| <p>Worried about the large dip in the road and stormwater.</p> <p>Spoke about the illegal parking of cars on the other side of the road. Mentioned a lady does hairdressing from her home and her clients are parked all the way up the road.</p> <p>House has been flooded twice but thinks it was SA Water mains burst.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>Comments 'I'm so glad about this' fully supportive of the parking spots, concerned not enough parking though.</p> <p>Want additional traffic calming such as reduced speed limit to 40km.</p> <p>During busy time school and peak hour cars shortcut up road and speed to get in front of other traffic.</p> <p>QUESTIONS FOR FOLLOW UP:</p> <ul style="list-style-type: none"> <li>• What species of trees will be planted?</li> <li>• What type paving will be used?</li> <li>• Can street trees be replanted next door the owner/tenant ripped them out</li> </ul> <p>IMPORTANT NOTE:</p> <p>Had issue when calling council previously to ask about this project before he received the letter and he was given the run around, was told Murray Road not a council road even when he confirmed his address. Felt like council was trying to hide something from him. No follow up required just wanted to let us know because he felt it made him untrusting of council.</p> <p>Keep Informed.</p> |
| <p>Concerned with speeding and has already raised this with council.</p> <p>Need more traffic calming to slow traffic, its too dangerous.</p> <p>Left email to be kept informed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Residents also had a say online.</p> <p>Parking is an issue.</p> <p>Speeding is an issue. Can we put speed humps?</p> <p>Need more traffic calming.</p> <p>Can we move the street signs and posts?</p> <p>How much light will come from the new light? It will go directly into their bedroom.</p> <p>Vine on next door neighbour's frontage is an issue. Some is on council land. Will we do anything with this?</p> <p>Left email address to have some of their questions answered and to be kept informed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Resident provided a letter and will also be sending it in. – two hand written questions were answered during doorknocking (what keeps the rocks in place and why only residents being door knocked received a hard copy of the plans)</p> <p>Parking is the biggest issue.</p> <p>Does not like the plan at all.</p> <p>Does not like the rain gardens.</p> <p>Can we reduce the speed of the road to 40.</p> <p>Has a caravan and boat and parks the caravan on the road. There is no-where else for them to park it.</p> <p>Can we consider verge parking like there is on the section of Murray Road (belonging to DIT)? .</p> <p>Left email address to be kept informed.</p>                                                                                                                                                                                                                                                                                                                      |
| <p>Supportive of plan</p> <p>SIDE NOTE: Would like widening for parking on Katharine street resident is currently in process of changing their main entrance to Murray Road. Stated they like any improvements to Cornish Road intersection.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p>Happy with all, no comments.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p>Resident not happy with gravel at top of drive. Car has slipped. This is a historical issue.</p> <p>When the path goes in, they want all gravel removed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>Happy with the plans, however they can't get their van in their driveway due to slope.</p> <p>Callum advised he will still have his car park out the front where he currently parks. Resident happy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

**From:** "Jill Patmore" [REDACTED]  
**Sent:** Thu, 27 Feb 2025 11:54:16 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Ref 6027504 Your Say Community feedback Murray Road

You don't often get email from jill.patmore@gmail.com. [Learn why this is important](#)

**Caution:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender's full email address and know the content is safe.

Hi

As discussed, I have tried to give feedback via Council's Your Say Page , but was given an error message "invalid form token"

I am submitting our feedback via email , as advised.

We live at 14 Konrad Street, Port Noarlunga, which is in the middle of the proposed work. Overall, we are pleased with your recommendations , i.e. footpath on the southern side of Murray Road , improved lighting (as long as it doesn't shine into bedrooms) and stormwater capture . However, we do need to be assured that we can still park on the southern side of Murray Road , outside our residence , as that is where the gate/entry to our home is. As you will be aware there is a yellow line restricting parking on the corner of Konrad and Murray, this is necessary to allow drivers to safely turn onto Murray Road.

Thank you for taking time to consult with the community on this matter

Kind regards

Jill & Roy Patmore

**From:** "Mark Roberts" [REDACTED]  
**Sent:** Fri, 28 Feb 2025 10:28:31 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Cc:** "Mark Roberts" [REDACTED]  
**Subject:** Reference 6027504

You don't often get email from mark@lcsa.au. [Learn why this is important](#)

**Caution:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender's full email address and know the content is safe.

Hi Team,

Please see feedback from us in regards to the Murray road development.

**OUR VOTE IS AS FOLLOWS:**

- Option C – Updated plan is fine to be approved. This design creates a balanced approach.

**AGAINST THE OTHER OPTIONS:**

- Proposed road reconstruction – Rejected - Against this option. Will be a race track and unsafe. There will be a serious injury/death, given the speeds of which people travel if two cars can easily travel.
- Option A – Rejected
- Option B – Rejected
- Option D - Rejected

Our position hasn't changed in the fact that we "REQUIRE" that the "yellow lines" remain as is. **This meaning that we will not settle for no parking at the front of our property at 45.** The rest of the road with rain gardens etc has no bearing on us and I deem any upgrades would be of benefit overall to the road. The new lighting installed around 44 is a recognition of this. The new lighting at the peak of the road was way over due and is certainly safer already.

As per prior correspondence, there are multiple issues here with safety and secondly valuation:

1. Safety:
  - Our house is located at the **Peak of the road, ie the most unsafe zone along the road.** The reason I note that it's the most unsafe zone is that we are at the crest of the hill, where we cant see traffic coming east when turning into our

drive. Contrary to belief, the yellow lines will not in any way shape or form reduce speed, it will in fact increase speed. We would easily have a near miss accident weekly, given the speed of motorists.

- The cars parked in front of 45 and on the otherside (44-48) are a deterrent for speeding cars, as they can see the vehicles roofs at the front as they drive up the road. This meaning they need to slow down.
- The council would be fully aware that the commercial road afternoon traffic is horrendous, as such, we find cars flying up and down the road to jump queues etc. This is more magnified when there is an accident either on commercial road or on south road etc.
- At times when we have no cars parked out the front, the road is simply a speed track.
- For residents who believe otherwise that the increase of yellow lines will be safer are delirious and shouldn't be part of the decision making process.

## 2. Valuation:

- If council were to remove parking from the front of our house, then we would deem that this would decrease our valuation and in turn put us in a worst-off financial situation when we sell the property.
- We would have no parking on the street, meaning less valuable
- Traffic speed would increase, meaning a lesser value.
- Any of the above, we would deem a council issue of which needs to be addressed.
- Even if Council offered to install parking at 45 in the verge, then it would tick a box for parking, however wont tackle the issue of speed and being unsafe.

Happy to chat and come to a workable solution when free. Happy to be apart of discussions as required, prior to final plans being implemented.

Thanks  
Mark



**From:** "pamela jarrell" [REDACTED]  
**Sent:** Sun, 2 Mar 2025 18:55:46 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Murray Rd Revisions/ 6027504

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Dear Council Members,

I am writing to voice my support for Option B to improve road safety on Murray Road in Port Noarlunga. We live one street away and that is our most frequently used and most convenient route to access Commercial Road.

The safety concern is not just for the local neighbourhood traffic but I would like to point out that MANY use that section of Murray Rd to cut through the village area of Port Noarlunga to come out again on the roundabout on Saltfleet St. to get ahead of traffic congestion during peak traffic times. This problem is only going to increase as the new homes start to be occupied further down Commercial Road towards Port Noarlunga South. There needs to be a plan in place to manage the flow of the general traffic as well improving the safety of the street for those that live here.

I appreciate the fact that the Onkaparinga Council has been sensitive to the needs of the community in the past. I have no doubt that this issue will be addressed in a similar manner.

Thank you for considering Option B on Murray Road.

Pamela Jarrell  
34 Margaret Street  
Port Noarlunga, SA

**From:** "Naomi Kelly" [REDACTED]  
**Sent:** Mon, 3 Mar 2025 09:59:58 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Your Say - Ref No: 6027504 Murray Road Redevelopment

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Good morning,

Thank you for reconsidering the decision made in August regarding Murray Road Reconstruction (Ref: 6027504). As Option B takes into account the community feedback, the decision to go with Option C was very surprising.

I use Murray Road almost every day as I am an owner occupying the home near the intersection of Murray and Witton Road (no 17). We provided our feedback to the Community engagement officer after requesting a visit last year. I support Option B for Murray Road as it seems to be the safest for vehicles, cyclists, pedestrians and home owners entering Murray Road from their driveways. Option B will naturally slow down the traffic and will provide a more pleasant environment in keeping with the Village feel of Port Noarlunga.

Thank you for taking my thoughts into consideration.

Your sincerely,  
Naomi Kelly  
17 Witton Road,  
PORT NOARLUNGA

**From:** "Frank Bennink" [REDACTED]  
**Sent:** Mon, 3 Mar 2025 14:49:41 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Ref:6027504

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Hello

In the initial consultation undertaken by Council, documented in the Community Engagement feedback report dated 20 May 2024, the issue of safety was raised comprehensively by residents.

As a resident living on Murray Road I can attest that for us and our neighbours this is an ongoing concern.

The majority of us welcomed the opportunity to decrease the speed of traffic through the inclusion of rain gardens and a narrower road passageway. Not to mention safer on road car parks, protected by these same rain gardens.

I therefore provide my full support for Option B to be approved by Council.

Kind regards  
Frank

**From:** "rita kelloway" [REDACTED]  
**Sent:** Mon, 3 Mar 2025 14:55:15 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Ref:6027504  
**Attachments:** Consultation feedback March 2025.pdf

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As a resident of Murray Rd, please find attached my feedback and recommendation to adopt Option B for the Murray Rd reconstruction project.

Kind regards  
Rita

### **Option B provides the safest and fairest option for the Murray Road reconstruction**

- Fact Options A/B are the only options that improve the safety of the road.
- Fact Option B, with 39 on road car spaces, is more than sufficient to meet parking needs, even during peak periods of visitors in the Port Noarlunga township (see attached information).
- Fact Option B provides the fairest distribution of car parks, enabling those residents on the crest to have the same access as everyone else.

These facts, alongside the majority support of the residents of Murray Rd in the initial consultation (outlined in the findings of the Community Engagement Feedback Report dated 20 May 2024) lead to the conclusion that Option B should be adopted.

This is a unique, timely opportunity to make these safety improvements in the most cost-efficient manner, during the required scheduled reconstruction, as part of the budgeted council roadwork program.

#### On street car parking survey

Two detailed surveys were undertaken to gain an understanding of the current on street car parking usage (together with photographic evidence). One during an average week and weekend. The other during a peak visitor event (Blues Festival), held in the Port Noarlunga township.

Even during periods of extreme heat in summer, and significant visitors to the area, **there were never more than 26 cars counted** on the road - usually significantly less - over the period of six months monitored since the 2024 August Council meeting.

This is only 66% of on street car parks available in Option B.

| Day and Date         | Time  | No of vehicles parked on Murray Rd |
|----------------------|-------|------------------------------------|
| Tuesday 27 August    | 08:22 | 12                                 |
|                      | 15:00 | 16                                 |
|                      | 18:00 | 13                                 |
| Wednesday 28 August  | 07:00 | 16                                 |
|                      | 12:00 | 8                                  |
|                      | 14:00 | 12                                 |
|                      | 19:00 | 14                                 |
| Thursday 29 August   | 12:00 | 12                                 |
| Friday 30 August     | 07:00 | 9                                  |
|                      | 08:45 | 10                                 |
|                      | 11:30 | 11                                 |
|                      | 16:30 | 7                                  |
|                      | 19:10 | 10                                 |
| Saturday 31 August   | 10:10 | 20                                 |
|                      | 17:00 | 19                                 |
| Sunday 1 September   | 10:00 | 13                                 |
|                      | 14:00 | 17                                 |
| Monday 2 September   | 09:00 | 10                                 |
| Blues Festival       |       |                                    |
| Friday 29 November   | 17:00 | 21                                 |
|                      | 19:00 | 25                                 |
|                      | 20:00 | 17                                 |
| Saturday 29 November | 15:00 | 15                                 |
|                      | 17:00 | 21                                 |
|                      | 18:30 | 25                                 |
|                      | 20:20 | 26                                 |
|                      | 22:00 | 15                                 |

**From:** "Nina Abbey" [REDACTED]  
**Sent:** Wed, 5 Mar 2025 14:38:41 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Feedback REF 6027504 - Murray Road Upgrade

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REF 6027504

Dear Onkaparinga Council,

I would like to submit my feedback on the options available for the Murray Road Upgrade.

I am a nearby resident situated on Drake Ct, Port Noarlunga (near the primary school) and my children and I use this portion of Murray Road on various modes of transport - in car, on bike and on foot. The road can feel dangerous with the blind peak creating unsafe situations that require extra caution when passing through, particularly as cars can appear to speed over that hill section.

I think the planned upgrade is a fantastic opportunity to improve safety for all users and residents, and at the same time also increase the street appeal and natural beauty of the area.

Option B is my preferred choice with a balance of rain gardens and car parking spaces along with a narrowed road that would be likely to encourage safer speeds.

I think it's important to consider an option that promotes safety and importantly - beautiful, natural green spaces that enhance the local area.

Thanks for your consideration and all the best with the consultation process.

Kind regards,  
Nina Abbey

3 Drake Ct  
Port Noarlunga  
[REDACTED]

**From:** "Max Smith" [REDACTED]  
**Sent:** Wed, 5 Mar 2025 12:39:42 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Murray Road UpGrade

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Your Ref: 6027504

Dear Council

I am a resident that will be impacted by the Murray Road upgrade. I live at 17 Witton Road, Port Noarlunga, so I am at the end of Murray Road. I regularly use Murray Road as both a pedestrian and driver. Let me first say I am happy that the Council has revoked its original decision and is revisiting the issue.

As someone who, in the past, has had a car run into my vehicle at the Dodd Avenue intersection with Murray Road, I can attest to the need for more safety measures on this road. I also believe there is a need for better pedestrian access, particularly pathways that are mobility scooter friendly. In addition, Murray Road definitely needs improved storm water facilities as I regularly witness water slicking across the road at its western end and eventually making its way down Witton Road. These thin layers of water create slippage that could prevent a driver stopping quickly if needed. Finally, the existing verges on Murray Road are mostly ugly and in need of an upgrade, particularly on the southern side.

Given this, I support the Council's Option B reconstruction. That is the option that takes into consideration community consultation feedback. This option appears to me to be a commonsense approach to dealing with the issues I have outlined above and already identified by the council. However, upon reflection, I would also like to add an additional two suggestions.

Firstly, I would like to suggest that kerb ramps be installed on the north and south side of Murray Road at the reserve adjoining house 33a. It appears to me that once the new pathway has been built on the south side of Murray Road, and with an aging population, there will be more mobility scooter usage and some of this traffic will want to come up and down the reserve pathway. This will certainly be a better option than trying to negotiate the Cornish Avenue intersection.

Secondly, I would like to suggest the Council consider putting some form of additional barrier in the Witton Road community garden opposite the end of Murray Road. This is needed to prevent Castleton street residents using the community garden as a shortcut, driving through it late at night, in order to save them the trip around. A bollard some metres south of the existing reflective sign on Witton Road would be a simple solution.

Thank you for your time and if you have any questions please feel free to contact me on [REDACTED]

Regards  
Max Smith  
17 Witton Rd, Pt Noarlunga

**From:** "John Lambert" [REDACTED]  
**Sent:** Wed, 5 Mar 2025 16:58:12 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Murray Rd changes. Ref. No 6027504  
**Attachments:** Council request report.pages

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6/3/2025  
TO City of Onkaparinga Council  
Noarlunga Centre.

Re.Murray Rd pt. Noarlunga- road and footpath improvements project. Ref no.6027504.  
Feedback

**I would like to express my preference for the proposed. Murray Rd Upgrade.**

**Preferences expressed by Mr. J.M. Lambert. Resident of 32 Murray Rd. Pt. Noarlunga.**

My preferred proposal selected from options A,B,C. Is the original proposal c.

My wife. Mrs T A Lambert passed away September 2019 was a joint land holder..

An officer from the Onkaparinga Council sought my comments and preference from several options regarding changes to the structure of Murray Rd. Pt. Noarlunga. I advised my preference was the option C, which included one street side with no parking and one parking space being available pursuant to each residence on the South Side of Murray Rd, together with street mounds being made adjacent to the Southern footpath.Trees were also planned along the road. This preference proved to be the preferred option. I received no further invitation to comment. Advice was then received that this was to change to another option following an objection made by other residents.

That plan remains my preferred option. A serious accident occurred several years back involving a regularly parked truck opposite. my home. Heavy vehicle traffic and excessive speed by vehicles exceeding the prescribed speed limit in the area continue to concern me. In late 2023 my vehicle was parked honouring the road restrictions and was written off by a motorist turning from Cornish Ave into Murray Rd.

The attending police officer commented on the unusual corner and the nature of the intersection. This was a severe financial setback for me.

I appreciate that the matter has been referred to the local residents for further comment. My understanding is that one resident wanted another option as the resident wanted more parking to facilitate her clients who came to her house for various services. That resident has now left the district. Vehicles persistently use excessive speed on Murray Rd. and a reduced speed limit is warranted I believe. My family have been Pt. Noarlunga residents since 1966 and have appreciated over the years residential Rd safety provided by our Council planners. My occupation as a Senior Social Worker presented the opportunity to serve the city and Peninsular for many years. Pt.. Noarlunga has undergone many changes many of which are responses to the developmental demands. I trust council care will be preserved in such cases as we presently face. Please attend to maintaining an high level of residential safety and beauty. The preservation of this section of Murray Rd would enhance the attractiveness of our city.Hence I continue to request a return to plan c for Murray Rd.

John M Lambert. Pt Noarlunga resident from 1966

6th. March 2025

**From:** "James Lambert" [REDACTED]  
**Sent:** Thu, 6 Mar 2025 08:21:32 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Cc:** [REDACTED]  
**Subject:** Reference Number: 6027504 - Murray Road streetscape development

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**Reference Number: 6027504**  
By email: mail@onkaparinga.sa.gov.au

**To whom it may concern,**

My name is Geoffrey Lambert, and I reside at 32 Murray Road, Port Noarlunga.

I understand that the decision-making process regarding the Murray Road streetscape development has recommenced. In line with the original recommendation for Option B to be adopted by the council, I would like to reaffirm my support for Option B, as outlined in my previous correspondence. My support is primarily based on safety concerns, as Murray Road is a busy thoroughfare where excessive speeding has become the norm.

Thank you for your time and consideration.

**Kind regards,**

Geoffrey Lambert

**From:** "bigpond" [REDACTED]  
**Sent:** Thu, 6 Mar 2025 15:04:23 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Ref 6027504

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Being a resident on Murray Rd my major concern is the traffic flow. Any resolution must address the speed of traffic and current danger of cars parking on the either side of the hill

John Richardson  
29a Murray Rd

Sent on the go with Vodafone  
Get [Outlook for Android](#)

**From:** "Bill Drenth" [REDACTED]  
**Sent:** Thu, 6 Mar 2025 21:01:10 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Feedback Re Murray Rd Reconstruction Ref 6027504  
**Attachments:** Feedback 6027504 06032025.docx, 62-64.docx, Council Deputation-Drenth.docx

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Hi,

Please find attached

- Letter providing new feedback dated 6/3/2025
- Original feedback letter for council meeting in August 2025
- Deputation voiced in council meeting 20/8/2024.

Please contact me if any further information is needed.

Regards  
Maxine Drenth

Mr WB and M Drenth  
62-64 Murray Rd  
Port Noarlunga SA 5167  
6<sup>th</sup> March 2025

Morgan Ellingham  
Manager Assets and Technical Services  
And  
Nicole Roberts  
Manager Governance  
ONKAPARINGA COUNCIL

RE- FEEDBACK FOR MURRAY ROAD RECONSTRUCTION 6027504

Council reached a decision on 20 August 2024 to go with Option C of the Murray Rd reconstruction.

This decision was made by council with feedback and a door knock of residents. They reached this decision taking all the concerns into account, as they were allowed to. There is no need to change this decision.

The sec270 has been lodged by a resident who disagrees with this decision. [REDACTED]

More transparency would certainly have been welcomed as most residents did not know of the other options and still don't. Two residents we have spoken to this week still didn't know of this outcome.

I enclose my original feedback and a copy of my deputation, of which I still stand by. Please do not approve Option A because of the reasons attached, and also please please do not approve Option B as we will consistently have cars parked in front of our house as there will be no other place to park. Our driveway is regularly parked over and we can't use our second driveway on Murray Road when this occurs.

Parking, safety and speed appear to be concerns of most residents. If all raingardens are installed, plus no parking on the northern side, parking will be a nightmare. Residents with parking spots in front of their homes are not guaranteed they will be able to use them and will then need to find somewhere else to park far away from their home. Further there are about 15 vehicles which park on the verge and at least half of these will be forced to use the limited spaces available when the unnecessary southern footpath is installed. Plus, anyone who uses these limited spaces will have to open their doors into the stream of traffic as the road will be so narrow and cause more safety issues. Also, the road is used (twice this month) when an accident occurs on South Rd or the expressway. Until this is remedied the road needs to be wider to handle the use, but speed needs to be reduced. Due to these, and already advised concerns, please do not approve Option A or B.

Due to the road upgrade being delayed maybe council can consider other options before a final decision is made. I suggest-

- Reduce speed to 40KM (council says this is out of their hands but it will be the easiest change with only a few signs)
- Install more/some signage to advise of a crest and to slow down
- Install lighting by the crest
- Install speed bumps to reduce speed further
- Resurface of road and new kerbs (in option C and D)
- Increase the size of gardens at all road junctions to further reduce speed.

Another option (probably expensive and prohibitive) is to remove the proposed southern footpath, widen the road slightly and install a dedicated parking lane on the southern side! Solve a lot of problems!

I will not be lodging a new deputation as I hope my concerns will be considered without it.

Please contact me if needed.

Regards

Maxine and Bill Drenth

(Even though "I" and "my" are used, this is the opinions of both parties.)

Mr WB and M Drenth  
62-64 Murray Rd  
Port Noarlunga SA 5167  
22<sup>nd</sup> April 2024

TO WHOM IT MAY CONCERN  
ONKAPARINGA COUNCIL

#### PROPOSED MURRAY RD DEVELOPMENT

We are vehemently opposed to the proposed Murray Road Development.

Particularly because of reduced parking, reduction of road size, unnecessary southern footpath, rain gardens and lighting.

Murray Road is a minor through way and is used constantly by residents, tourists and school children. Reduction of parking and road size will directly impact on each of these people.

#### REDUCED PARKING

- There will be hardly any parking for visitors to each home, let alone residents own cars. This weekend alone we had a family bbq and had ten cars which were on the road and on the verge. If other residents have visitors at the same time the problem will be horrendous with excess cars going to an already congested Dodd, Alexander, Katherine and Margaret Streets. Several residents, us also, park on the verge to make sure the road is clear, this will not be available.
- Parking is needed for the beach and tourists. Surf carnivals, Anzac Day and other RSL services, arts, blues and wine festivals are regular features and parking is needed so the township can be used for these tourism events.
- Residents have large family homes with more than one car per home.
- Where are tradies supposed to park? There are several empty blocks for home building and several homes undergoing renovation, our own included.

#### REDUCTION OF ROAD SIZE

- Very unsafe as the road is often used by school children and beach goers.
- Speed already is an issue and will make the problem worse.

#### UNNECESSARY SOUTHERN FOOTPATH

- There is already a footpath on the Northern side of the road.
- The footpath on the Northern side of Murray Road is underused and another will just result in unused and wasted space.

#### RAIN GARDENS

- Will reduce parking.
- Learner drivers will no longer be able to practice hill starts(outside 62) in a safe environment.
- Will make the road unsafe for motorists, pedestrians and residents.

- Nowhere for buses to park as an overflow during swimming lessons.
- Who will look after the gardens, and what type of plants are being put in. Can see it will be a waste land like others in the area.
- Residents will have extreme difficulty reversing in and out of driveways and just about impossible with a boat or caravan.
- We (and other residents) will be unable to park with a boat or caravan, to open gates, without stopping the flow of traffic.
- Most residents have gardens close to the road alleviating any need for heat redistribution (the new footpath will cancel this out).

#### LIGHTING

- Extra lighting will impact residents window.
- Very few people walk at night time hours and, if they do, they use the other footpath.

The road can benefit from improvements and the following is some which could be helpful

- A reduction to a 40km speed limit with signage.
- Resurface the whole road with renewed line marking.
- Extra signage to advise a crest and possible lighting on the crest.
- Retaining walls near sections of the northern footpath to ensure no dirt runoff (House 1 corner of Dodd and near crest of hill).
- Paving to fences on some properties on the Southern side so parking can be on the verge (like the other sections of Murray Road). Consultation with each property owner will be needed as some have beautiful gardens to the kerb.
- Rain gardens replaced by a parking lane.

We are not going to be home when you are having your door knocking. Several other residents will also have the same issue as they work. Any improvements, must be that, for both residents and visitors. This plan will not work. Please do residents consultation before a plan is drawn and therefore saving ratepayers funds. A residents meeting may be beneficial as long as it is out of working hours.

Please contact Bill on [REDACTED] or Maxine [REDACTED] for further clarification of our views.

Regards

WB Drenth

M Drenth

Email sent 7/5

Hello Callum Sleep,

I endeavoured to leave feedback via the web request but it wouldn't open so please accept this, and forward on if necessary.

I, as a resident as 62-64 Murray Road, opposed the plans as displayed.

I have attached

-a letter of which I gave a copy to your representatives during your door knock

-a partially completed petition opposed to the development

We wanted to visit all homes in the area for the petition, however a death in the family and ill health have stopped this. Needless to say all residents visited did sign the petition. I also wanted to add to the letter but haven't been able to.

However, do please note that narrowing the vehicle footprint and putting rain gardens will make the road unsafe. Residents do not drive unsafely, and you will only affect them, and not change the habits of a fast minority. Speeders will have nowhere to go if they get impatient, say for a rubbish truck, try to overtake on the crest and cause a head on crash. Please reconsider this with a new plan, if needed. The road has worked fine for 100 years, no need to change it drastically now.

Please contact us with further updates.

Regards

Bill and Maxine Drenth

Hello Councillors and Mayor,

Thanks for your time and allowing me to speak on this Issue.

My name is Maxine Drenth and I live, with my husband Bill, at 62-64 Murray Road. It is a local heritage home and we have been working on it since we bought it 8 years ago. Previously we lived in Kalgoorlie Ave Port Noarlunga South for over 30 years and have lived in the Onkaparinga Council since coming to Adelaide about 48 years ago. My brother had his home at 61 Murray Rd between 1991-2000 so we are very familiar with the road and area.

I have read the agenda and report of the meeting and will hopefully expand on my concerns and am glad that the council is willing to hear these views and consider them.

You already have read my letter and petition about the road development and are aware that I believe Option A (the original plan) is not favourable for the road. My reasons are

- reduced parking
- reduction of road size
- unnecessary southern footpath
- rain gardens
- lighting

These were all discussed in my letter. Also, the rain gardens will be on top of services and make these hard to get to eg.SA Water has had numerous call outs due to leakages. Storm water will travel between kerbs and the raingarden due to the camber of the road and may even make water jump the kerb and impact homes. At the Gawler end section of Murray Rd, the storm water appears to run down the northern side of the road anyway. These things make the rain gardens ineffective.

Thank you for taking my concern into consideration by removing the raingarden in front of our house in Option B. However, this will only result in other cars parking in front of our home, who can't find a park elsewhere, due to no change to parking on the other sections of the road. Therefore, there will be no change for us.

From the feedback, other residents, share my concerns regarding parking and speed. I don't think Option A or B address these concerns so I believe they are not an option.

Option C appears to cover most of these concerns, namely

- Most Rain Gardens removed and parking retained so residents can have visitors safely and negotiate the road themselves, safely. This was mentioned in more detail by Tracy Weyer previously.

- Some rain gardens retained namely where Murray rd meets Witton Rd, Konrad St and Cornish Ave. This will slow the traffic entering Murray Rd and address the concern of speed on the road. These could even be made larger and possibly be put at the Gawler end of Murray Rd, which will slow the traffic further.

The only change I would like to see on Option C is the removal of the unnecessary southern footpath. The traffic data shows that Murray Road only just qualifies as a connector road, and the count could have been completed on a week that the expressway/ South Road had an accident and artificially inflated the data. Therefore, it is unlikely that Murray Road needs another footpath. It would be great if the Northern footpath was renewed and brought up to code. I am aware this is not in the building scope of this project but if you follow this option the costs will be drastically reduced and enable a footpath upgrade to go ahead. It would also be time and cost efficient to do it all at once and will also reduce the inconvenience caused to the public to undertake only one road/footpath development.

However, some other residents do want a southern footpath so even though I am opposed to it, I am happy to work with council to get a solution to fit. Maybe, for us, we could have pavers (suitable for cars weight) right up to our boundary, so a car and trailer can park there to facilitate trimming the hedge etc. Similar to the parking on the top section of Murray Road.

Option D would also be fine.

Whatever option is approved I would like prominent sign posting put in for the crest and a possible reduction in speed to 40km for the section.

Thank you for hearing my concerns.

[REDACTED]

---

From: Angela Birtles [REDACTED]  
Sent: Friday, March 7, 2025 12:18:40 PM  
To: [mail@onkapringa.sa.gov.au](mailto:mail@onkapringa.sa.gov.au) <[mail@onkapringa.sa.gov.au](mailto:mail@onkapringa.sa.gov.au)>  
Cc: Gretel Wilkes <[Gretel.Wilkes@onkaparinga.sa.gov.au](mailto:Gretel.Wilkes@onkaparinga.sa.gov.au)>  
Subject: Murray rd ,improvmnt

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Ref 6027504

My name is Angela Birtles and I live at 38 Murray Rd Pt Noarlunga, my house is just over the crest of the hill, I'm very concerned about the speed of the traffic and lack of visibility when I'm reversing into the on coming traffic.

As we have ample parking in the street , I would assume the most important issue would be safety and reducing speed .

I think the best result would be option B with the small islands , which seems to address this issue, of speed and safety, not only my property but the safety of the whole section of Murrey Rd in question

I look to hearing

Angela Birtles  
[Yahoo Mail: Search, organise, conquer](#)

**From:** "Maria Kay" [REDACTED]  
**Sent:** Fri, 7 Mar 2025 16:09:37 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Subject:** Murray Road redevelopment Reference Number 6027504

You don't often get email from mariakay.pippin.1950@gmail.com. [Learn why this is important](#)

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Good afternoon

I am Maria I live on Murray Road the western side of the crest and the northern side of Murray Road

I support Option B due to the safety concerns I have when pulling out of my driveway

Several regular visitors have also mentioned the difficulty of pulling into the traffic

Kind regards

Maria

**From:** "Sarah McDonald" [REDACTED]  
**Sent:** Fri, 7 Mar 2025 16:57:38 +1030  
**To:** "Mail" <Mail@onkaparinga.sa.gov.au>  
**Cc:** [REDACTED]  
**Subject:** Reference #6027504

You don't often get email from sarah.mcdonald81@gmail.com. [Learn why this is important](#)

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To whom it may concern,

I am writing on behalf of multiple residents of Murray Road to provide feedback regarding the proposed redevelopment of Murray Road.  
The residents represented in this email are:

Sarah and Ben McDonald, 30 Murray Road  
Rachael and Adam Needle, 60 Murray Road

We are very supportive of Option A, as we were during the initial consultation, but also equally supportive of the original planned Option B which took into account the concerns of our neighbours on Murray Road.

Our main reason for supporting Options A or B is because these options are the only ones which will increase the safety of Murray Road in terms of speeding. Cars regularly drive too fast on this road, and given it is quite a busy road with multiple people crossing at various points, and cars reversing out of driveways (especially during the beginning and end of the school day), it is vitally important that works take place that will calm the traffic. Between us, we have raised 5 children here and have been nervous to allow our children to ride their bikes or walk to the park because of the behaviour of drivers and the need to cross a busy road to get to the northern footpath.

We are also strongly supportive of a footpath on the Southern side of the road. Children walking home from school regularly use the southern side of the road despite there being no footpath there. We believe this is because the northern footpath is in disrepair and also too skinny. Even when people do walk on the northern footpath, it is common that when people are walking together, one will walk on the path, and another will walk on the road. A new footpath will account for the ways in which people are using Murray Road on a regular basis.

We also support more lighting, especially on the crest. Currently, the crest is so dark at night that people's high beam automatically turns on when driving. Rachael and I usually walk when we visit one another, but do not feel safe to do this at night due to how dark this section of the road is. It is not uncommon for cars to be ransacked in these areas. Rachael was also looking forward to increased lighting outside of her property.

The rain gardens are a positive feature, especially given that it is not uncommon for the watermain to burst on Murray Road. Multiple houses have been inundated with water due to burst watermain, including my own, and anything that decreases this risk would be welcome. It will make the road look more appealing and create more green areas in a space that can be quite hot in summer.

[REDACTED]

[REDACTED] However, they actually visited residents at 60 Murray Road and 61 Murray Road who both declined to sign the petition due to supporting the redevelopment. They have also raised concerns about parking on the street. However, they have double frontage on both Murray Road and Katharine Street as well as ample driveway space. Curiously, the Drenth's choose to park on the verge forcing people to walk on the road to get past.

We do not believe that either petition represented Murray Road as a whole but rather, the individual desires of the petitioners themselves. Furthermore, the numbers of signatures on the petitions were a concern, particularly the doubling up of signatures from one household. If this is how petitions are to be accepted by council, between our two households alone, we could have 9 signatures.

Thank you for the opportunity to provide feedback a second time.

Best wishes,  
Sarah McDonald (on behalf of residents at 30 Murray Road and 60 Murray Road).

# Murray Road, Port Noarlunga Proposed Road Reconstruction

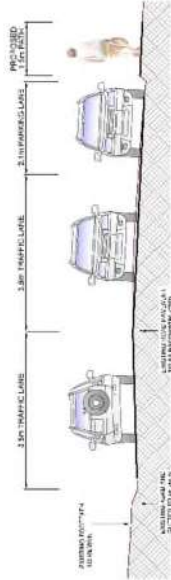


LOCATION PLAN  
NOT TO SCALE

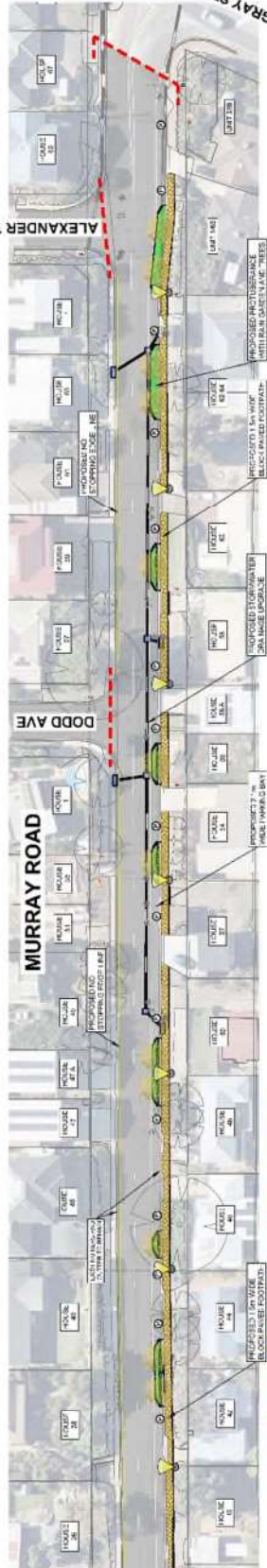
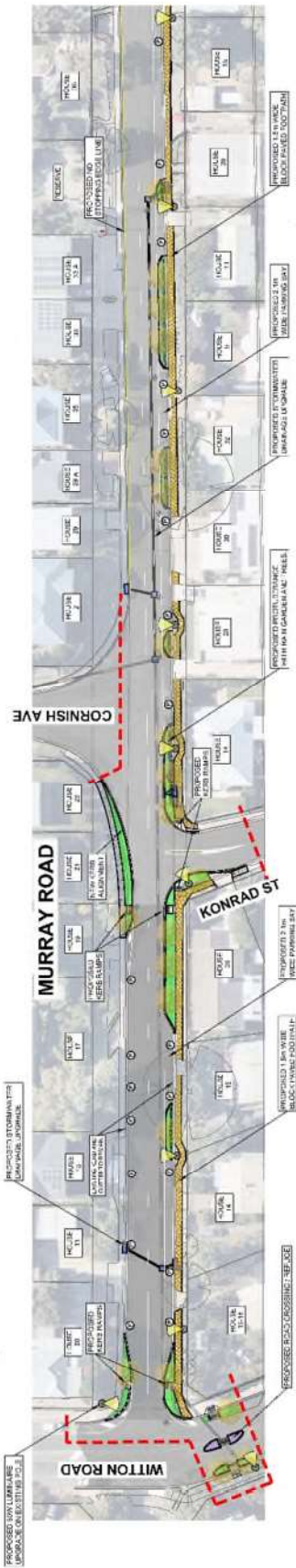


RAIN GARDEN EXAMPLE

STREET TREE EXAMPLE



TYPICAL ROAD CROSS SECTION



Rain garden example – Gulf Parade, Maslin Beach



## RAIN GARDEN EXAMPLE

CITY OF  
ONKAPARINGA**Job Type :** Road work**Job location :** Murray Road – Port Noarlunga**Date :** 11.7.2024**Budget :** \$ 2,045,000 ( road )**Stage :** Concept

\$150,000 ( footpath )

**Drawing No :** 2022 – 071**PID No :** 12711 ( Road work )

7532 ( Footpath )

| A). Road component                      | 1). Option A        | 2). Option B        | 3). Option C        | 4). Option D     |
|-----------------------------------------|---------------------|---------------------|---------------------|------------------|
|                                         | ( Road + Footpath ) | ( Road + Footpath ) | ( Road + Footpath ) | ( Road )         |
| 1). Profiling                           | \$48,825            | \$48,825            | \$48,825            | \$48,825         |
| 2). Remove & prepare base for kerbing   | \$61,170            | \$55,079            | \$32,675            | 0                |
| 3). Prepare subgrade & lay QR           | \$85,389            | \$85,389            | \$85,389            | \$85,389         |
| 4). Bituminous concrete                 | \$405,375           | \$405,375           | \$405,375           | \$405,375        |
| 5). Drainage                            | \$297,555           | \$297,555           | \$297,555           | 0                |
| 6). Kerbing & Concreting                |                     |                     |                     |                  |
| 6a). repair existing kerb               | \$22,425            | \$22,425            | \$22,425            | \$22,425         |
| 6b). new kerb & pram ramp               | \$25,770            | \$25,770            | \$25,770            | 0                |
| 6c). rain garden kerb                   | \$21,850            | \$18,730            | 0                   | 0                |
| 7). Tidy up site on completion of works | \$19,030            | \$19,030            | \$19,030            | \$10,612         |
| 8). Traffic management                  | \$112,000           | \$108,300           | \$84,000            | \$24,000         |
| 9). Dump fee                            | \$105,750           | \$105,750           | \$105,750           | \$105,750        |
| 10). Heritage monitoring                | \$67,550            | \$67,550            | \$67,550            | \$9,325          |
| 11). Lighting                           | \$97,500            | \$97,500            | \$97,500            | 0                |
| 12). Irrigation                         | \$66,676            | \$63,724            | 0                   | 0                |
| 13). Landscaping                        | \$187,975           | \$170,275           | \$56,430            | 0                |
| 14). Miscellaneous                      | \$21,500            | \$21,500            | \$21,500            | \$21,500         |
| 15). Preliminaries                      | \$82,317            | \$80,639            | \$68,489            | \$36,660         |
| <b>Sub-total</b>                        | <b>\$1,728,657</b>  | <b>\$1,693,415</b>  | <b>\$1,438,263</b>  | <b>\$769,861</b> |
| <b>20% Contingency</b>                  | <b>\$345,731</b>    | <b>\$338,683</b>    | <b>\$287,653</b>    | <b>\$153,972</b> |
| <b>Total Estimate</b>                   | <b>\$2,074,000</b>  | <b>\$2,032,000</b>  | <b>\$1,726,000</b>  | <b>\$924,000</b> |
| <b>B). Footpath =</b>                   | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$150,000</b>    | <b>\$0</b>       |
| <b>Total Project Estimated Cost =</b>   | <b>\$2,224,000</b>  | <b>\$2,182,000</b>  | <b>\$1,876,000</b>  | <b>\$924,000</b> |

**Note :**

- GST has not been included.
- No allowance for any adverse ground condition on site.
- Assumptions & Allowances have been based on anticipated site conditions.
- Detailed breakdown is attached for reference
- Contingency is allowed as shown.
- No allowance for escalation should the works not proceed in the next 12 months.

20 February 2025  
Our ref: 6027504/KS



## To the Owner / Occupant

Dear Resident

### **Murray Road, Port Noarlunga – road and footpath improvements project update**

We would like to provide you with an update on the Murray Road, Port Noarlunga, road and footpath improvements project and governance process.

On 29 August 2024 we received an application from a member of the public requesting an internal review (under s270 Local Government Act 1999) of Council's original decision made at the 20 August 2024 meeting regarding the Murray Road, Port Noarlunga road and footpath improvements project. The original decision resolved to proceed with Option C for the reconstruction of Murray Road (out of options A, B, C and D). The Section 270 process is prescribed in legislation and in this case required the Council to reconsider its original decision.

Administration engaged an independent external reviewer and the external review report was presented to Council at its 18 February 2025 meeting. At this meeting, Council resolved to revoke the original decision to proceed with Option C and the matter will now be re-heard by the Council at its 18 March 2025 meeting, where all options will be reconsidered.

The 20 August 2024 council report, including design options and additional detail are available on our Your Say Onkaparinga webpage. Once the new report has been prepared for the 18 March 2025 Council meeting, it will be made available publicly on Friday, 14 March 2025. All documentation can be found via [www.onkaparingacity.com/yoursay](http://www.onkaparingacity.com/yoursay)

If you would like to provide feedback on the options available, please contact us by letter or email to [mail@onkaparinga.sa.gov.au](mailto:mail@onkaparinga.sa.gov.au) before 5pm Friday, 7 March 2025, quoting reference number 6027504. Please note that any additional feedback provided before 5pm Friday, 7 March 2025 will be collated and provided to Council as an attachment to the 18 March 2025 Council report for consideration.

Because of the time needed to undertake this process and due to roadwork not being able to be done during the wetter months, the project has been delayed and is now expected to start next financial year, depending on Council's budget approval processes.

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#### **CITY OF ONKAPARINGA**

PO Box 1, Noarlunga Centre SA 5168 | (08) 8384 0666 | [onkaparingacity.com](http://onkaparingacity.com)

ABN 97 047 258 128

Residents may also wish to make a Deputation at the 18 March 2025 meeting – refer to our website [www.onkaparingacity.com](http://www.onkaparingacity.com). Residents may wish to consider if a single representative provides the deputation if support is for the same option. Where there are multiple requests for a deputation on the same matter, the relevant parties may be requested to share the allocated eight minutes or reduce the number of deputation requests.

The minutes for the 18 March 2025 meeting will be published and publicly available following the meeting on the above Agenda and Minutes webpage. We will also update the Your Say Onkaparinga page.

Any further questions or feedback, please contact us.

Yours sincerely



Morgan Ellingham  
**Manager Assets and Technical Services**

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