

Community Engagement Feedback Report

Grange Lakes Corridor Shared Use Path Stage 4

June 2019

Prepared by:
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1. Project Overview

The Grange Lakes Corridor Shared Use Path project involves the planning and construction of a shared-use walking and cycling corridor linking West Lakes and Henley Beach.

The project aligns paths next to the Grange Lakes drainage channel at Grange, beside the creek through Grange Lakes Reserve, then through linear reserves in Henley Beach to the Henley & Grange Memorial Oval before winding its way through local streets to the River Torrens.

This corridor is specifically mentioned in several of Council's strategic documents, including the Open Space Strategy and the Strategy for Walking and Cycling.

Paths along the corridor are being improved and upgraded to 2.5 metres wide, providing a safe all-weather accessible off-road route for a variety of users including walkers, bicycle riders, school-age children, parents with prams, grandparents and the mobility impaired. The project includes public lighting and new crossing facilities across local streets. The upgraded path improves recreational connections along this already well-utilised route.

Stages 1, 2, 3, 5 and 6 have already been completed. Stage 4, between Jetty Street and Beach Street in Grange, takes the path through Grange Lakes Reserve, past 'The Grange' Charles Sturt Museum and beside Napier Drive and will involve the construction of concrete paths, boardwalks, public lighting and rest areas.

This community engagement report summarises the feedback received during consultation.

2. Community Engagement Approach

Stage 1 Consultation

We undertook Community Engagement over a minimum required time of 21 days (3-week period) which was open from 16 November to 7 December 2018.

Two proposed design options for the alignment of the Shared Use Path between Beach Street and Jetty Street were presented to the community and we sought feedback on what option the community most preferred, giving them advantages and disadvantages of both. Consultation materials are referred to in **Appendix A**

We provided the opportunity for feedback through:

1. YourSay Charles Sturt Website
 - Online survey
 - Q&A tool
2. Drop in Community Open Day at reserve, Napier Drive, Grange; Saturday 1 December 2018

The engagement was communicated through the following channels:

- Consultation brochure directly mailed to 1162 households/businesses
- Messenger Column (two dates in November 2018)
- Corflute signage along the Shared Use Path

The Consultation area is highlighted in the map below



Stage 2 Consultation

The initial concept plan for the section of new path beside Napier Drive, between Sturt Close and Beach Street, showed the Napier Drive roadway remaining as-is, and the construction of a new cantilevered boardwalk over the existing stone wall.

Community feedback in response to this option required that we consider alternative options, based on the high construction and maintenance costs, as well as the rideability of boardwalks in comparison to concrete paths.

We undertook Community Engagement over a minimum required time of 21 days (3-week period) which was open from 18 February 2019 to 11 March 2019 to determine resident views on the proposed alignment of Napier Drive. Consultation material is referred to in **Appendix B**

We provided the opportunity for feedback through:

1. YourSay Charles Sturt Website
 - Online survey
 - Q&A tool

The engagement was communicated through the following channels:

- Consultation brochure directly mailed to 23 households

We provided the opportunity for feedback through an online or hard copy survey.

The Consultation area is highlighted in the map below



3. Consultation Feedback

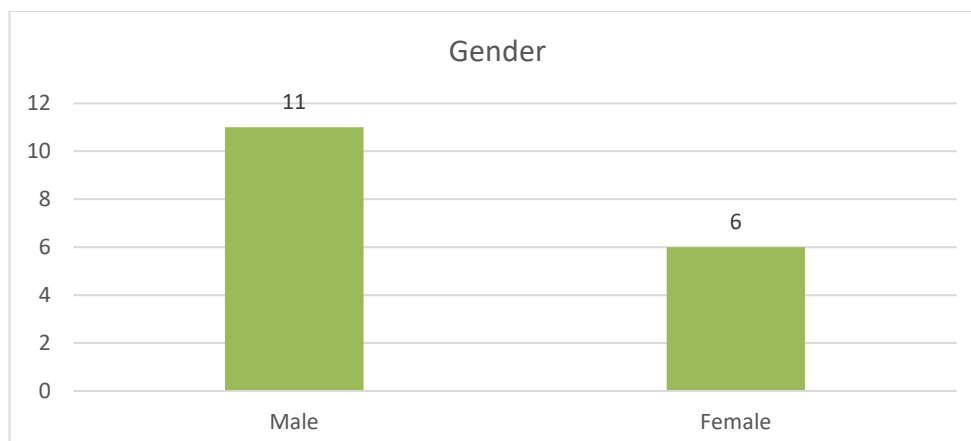
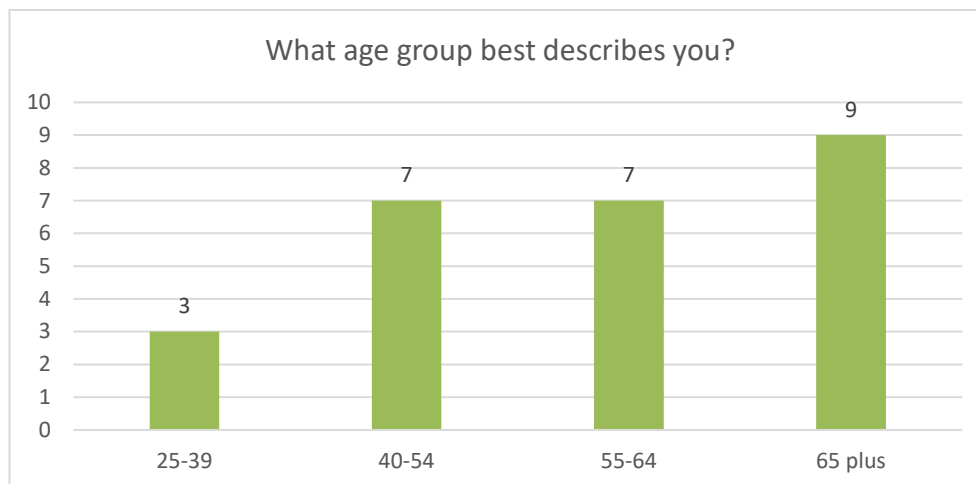
Stage 1 Consultation

During the consultation period, we received 26 responses to the proposed options through our survey and 22 attended the community open day on Saturday 1 December 2018.

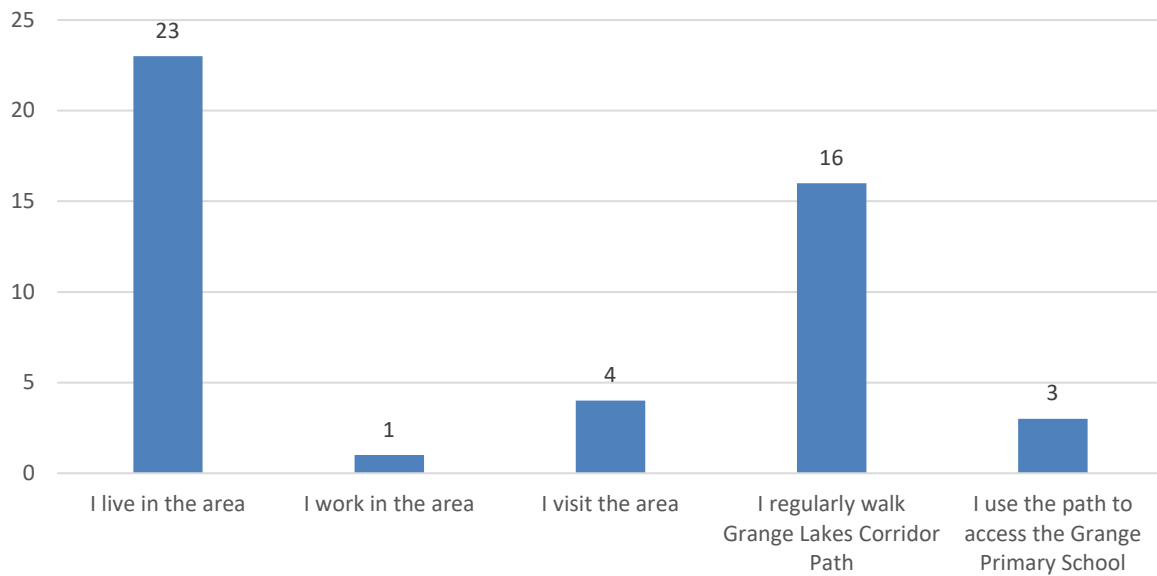
Your Say Charles Sturt website Visitors Summary

	= n
Total visits to the YourSay page	143
New registrations	16
Engaged participants (People who participated)	22
Informed Participants (People who visited and contributed)	78
Aware participants (visited at least one page)	103
Q & A (people who asked a question)	1

Survey Feedback

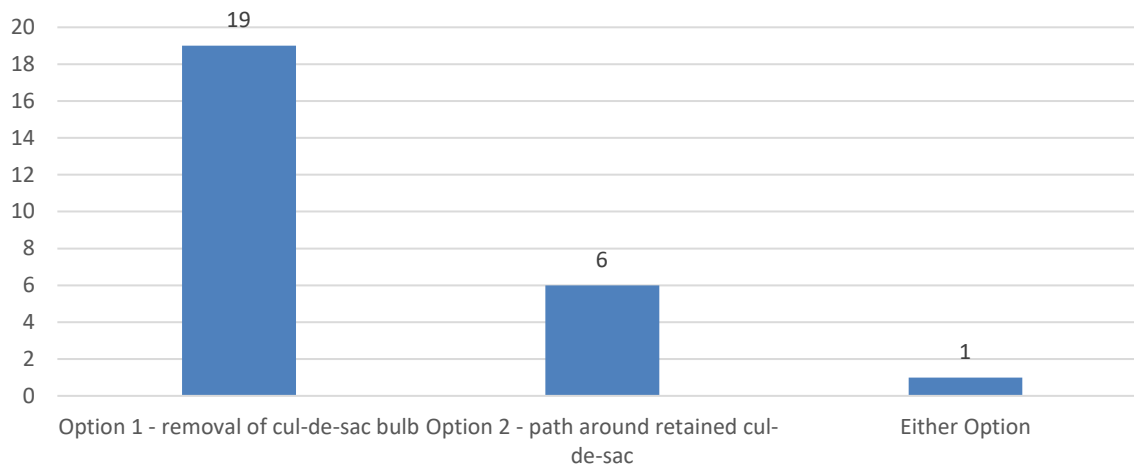


What is your interest in the Grange Lakes Corridor Shared Use Path?



	%	= n
I live in the area	88%	23
I work in the area	4%	1
I visit the area	15%	4
I regularly walk Grange Lakes Corridor Path	61%	16
I use the path to access the Grange Primary School	11%	3

Please tell us which option you prefer for the section of Grange Lakes Corridor Shared Use Path between Jetty Street to Beach Street (Stage 4)



	%	= n
Option 1 – removal of Cul-de-sac bulb	73%	19
Option 2 – path around retained cul-de-sac	23%	6
Either option	4%	1

Q&A Tool – YourSay Website

We received one response to our Q&A tool:

Yes do whatever path you like thru the lakes. hopefully this will help get the beach path finally started and finished between grange and semaphore park linking the coastline for everyone safe for kids walkers riders wheelies and wheelchairs everyone when will it be started.

Community Open Day Feedback

The open day held on Saturday 1 December 2018, attracted 26 residents at the Napier Drive Reserve.

The following comments were documented:

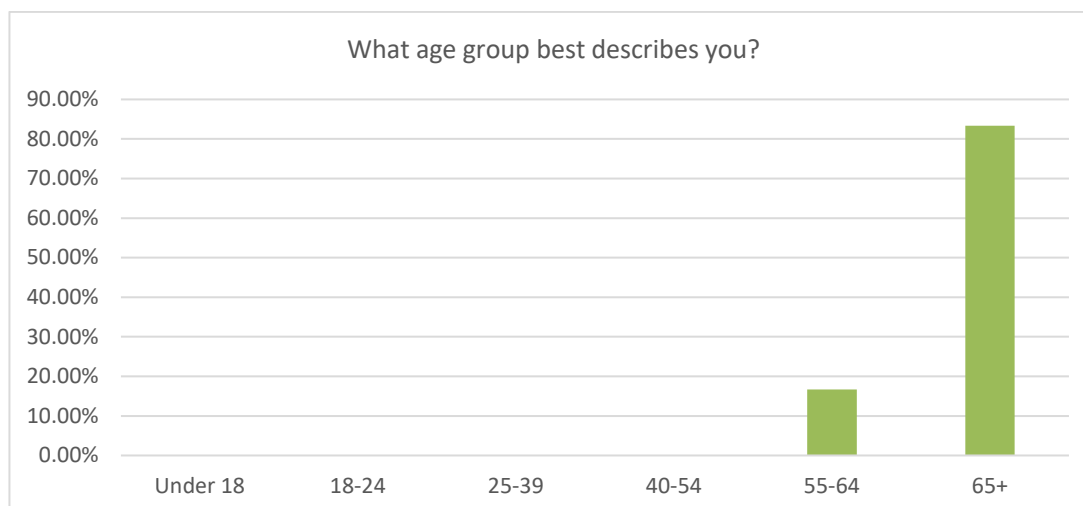
- Keep access to properties facing the channel
- Installation of signs to say please do not feed the ducks/birds or alternative option to feed them
- Water fountain in the middle of the lake to circulate water
- Rubbish bins in better locations and look at additional bins along the path
- More doggy poo bag dispensers
- bike repair / pump station required along the path
- Pedestrian / wombat crossing for Jetty Street
- East Grange railway station on Nash Street – there is only a pedestrian crossing on one side and does not go anywhere. -Requires another ramp
- Can the car park in the Charles Sturt museum be used at peak times for Grange PS drop off/pick up?
- Charlotte Crescent parking on one side - additional cars are causing issues

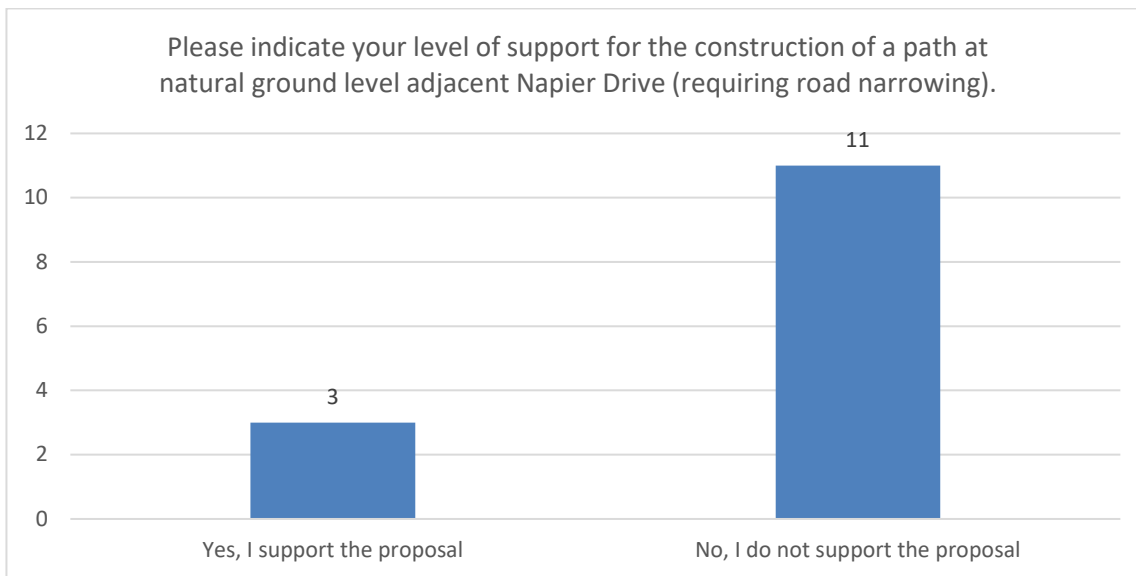
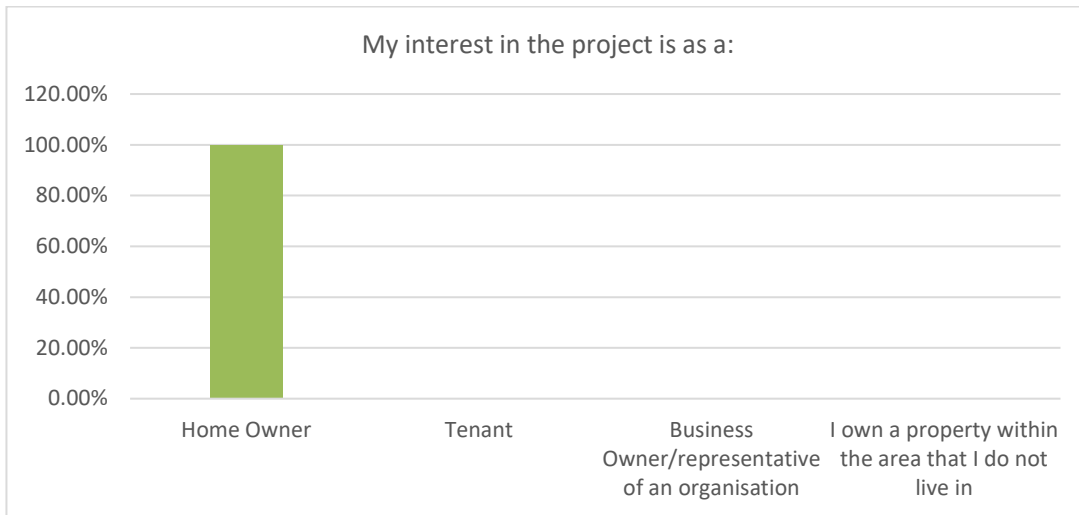
Stage 2 Consultation

During the second round of consultation, we sought feedback from affected households (23) and received 14 responses to the proposed alternative options for the Napier Drive design, including discussions over the phone and written response via email.

The feedback identified 11 respondents opposed the proposed change to Napier Drive.

Survey Feedback





	%	= n
Yes, I support the proposal	21%	3
No, I do not support the proposal	79%	11

4. Next Steps

A report is to be presented to Council's Asset Committee Meeting of 15 July 2019 providing an assessment of the path options and detailing the stages of consultation.

Appendix A

Consultation Material (Stage 1)

Grange Lakes Corridor Shared Use Path – Stage 4



The Grange Lakes Corridor Shared Use Path project involves a shared-use walking and cycling corridor linking West Lakes, Grange and Henley Beach.

The project links paths next to the Grange Lakes drainage channel at Grange, beside the creek through Grange Lakes Reserve and linear reserves in Henley Beach to the Henley & Grange Memorial Oval before winding through local streets and reserves to the River Torrens.

Paths along the corridor are being improved and upgraded to 2.5 metres wide, providing a safe all-weather accessible off-road route for a variety of users including walkers, bicycle riders, school-age children, parents with prams, grandparents and the mobility impaired. The project includes public lighting and new crossing facilities across local streets. The upgraded path improves recreational connections along this already well-utilised route.

Stages 1, 2, 3, 5 and 6 have already been completed. Stage 4, between Jetty Street and Beach Street in Grange, takes the path through Grange Lakes Reserve, past 'The Grange' Charles Sturt Museum and beside Napier Drive and will involve the construction of concrete paths, boardwalks, public lighting and rest areas.



Share your thoughts on the path design!

Community Open Day

Saturday 1 December 2018

Drop in any time between 10am to 12pm

On the reserve, Napier Drive, Grange

Residents and path users will have the opportunity to discuss path design and alignment with the project team.

If you cannot make it to the Open Day but would like to provide comments on the two options available you can:

> view the plans and complete a survey online at
www.yoursaycharlessturt.com.au

> request a hard copy survey to be posted out to you

Consultation closes Friday 7 December 2018

For further information please contact
Kath Mardon
Community Engagement Officer
8408 1270, kmardon@charlessturt.sa.gov.au

www.yoursaycharlessturt.com.au



Feedback Form

Grange Lakes Shared Use Path, Stage 4



Have Your Say!

To provide your feedback on the proposed concept plans for Grange Lakes Stage 4, please complete the survey online at www.yoursaycharlessturt.com.au

Alternatively send back your form to Council using the enclosed reply paid envelope.

Survey closes **5pm Friday 7 December 2018**

About You

Please provide your name and address should we need to contact you regarding your feedback *(By completing this form, you consent to the City of Charles Sturt collecting, retaining and using the personal information provided by you in line with Council's Privacy Policy)*

Full Name:

Address/Business address:

Email:

Phone:

Your Gender:

What age group best describes you?

☐ Under 18 ☐ 18-24 ☐ 25-39 ☐ 40-54 ☐ 55-64 ☐ 65 plus

What is your interest in the Grange Lakes Corridor Shared Use Path?

- ☐ I live in the area
☐ I work in the area
☐ I operate a business in the area
☐ I visit the area
☐ I regularly walk Grange Lakes Corridor Path
☐ I use the path to access the Grange Primary School

2

Your Feedback

1. Please tell us which option you prefer for the section of Grange Lakes Corridor Shared Use Path between Jetty Street to Beach Street (Stage 4)

- ☐ Option 1 – removal of cul-de-sac bulb
☐ Option 2 – path around retained cul-de-sac
☐ Either option

Please provide any comments to help us understand your decision

2. Feel free to provide any further feedback regarding proposed options or construction methodology for Stage 4.

Thank you for your feedback



72 Woodville Road, Woodville
www.charlessturt.sa.gov.au

Appendix B

Verbatim Comments (Stage 1)

returning more land to public use would be beneficial to the environment particularly as the cul-de-sac is literally a road to nowhere
Increase the amount of turfed area. I have only very rarely seen cars parked in the cul-de-sac. But I could accept Option 2 if there was a valid reason for required parking.
Both are fine, cheapest and less disruptive would make sense
Probably cost more, but nett result will present better & reduce impervious surface area.
The bulb is not currently used by vehicular traffic. It will provide the most direct path to join Stage 5
Removing the cul-de-sac which is seldom used and replacing it with additional green space as a play and recreation area for residents and community use.
I don't think there is a real need to keep it. Signage to indicate NO THROUGH ROAD should be quite distinct to avoid unnecessary traffic
It will reduce road traffic into the area removing the cul-de-sac and it will make it safer for the residents. I also believe it will enhance the beauty of the Grange Lakes removing the road and having grass and paved area. It will be excellent to have the children from the Grange school off of the road and onto the path. Walking and riding for their safety. The plans look fantastic, cannot wait.
<p>Option one is more aesthetically pleasing:(My comments refer mainly to western end of Napier Drive)</p> <p>1. More grass area is retained for people to sit and feed the ducks, relax and generally enjoy easy access to the water. Bikes would pass well behind adults and children utilising the grassed area.</p> <p>2. Option 2 would detract from the stone retaining wall and the general outlook in particular from Sturt's cottage. The construction I believe will look quite ugly and intrusive with its support poles, hand rails etc and thus detract from the natural flow and charm of the grassed area as it now is. I feel a raised boardwalk as proposed in option 2 would prohibit access to the water's edge, cause rubbish to collect underneath, kill off the grass and make it difficult for council employees to maintain the area adequately.</p> <p>Safety: Being a cyclist myself I know how dangerous boardwalks are, particularly when wet.</p> <p>Option one reduces the amount of boardwalk required thus reducing the hazard for cyclists.</p> <p>If option 2 is implemented I believe a safety issue arises with the bend associated with the board walk being a "blind" corner.(I am referring to the section next to western end of Napier Drive)</p> <p>Noise and Light pollution. Board walks and bikes together are particularly noisy and would destroy the tranquillity of the area. Option 2 would result in an obtrusive street light shining onto our properties.</p>
The cul-de-sac bulb is not necessary and if removed will provide a safer family shared path experience
More green space with the removal of the cul-de-sac
<p>Removal of the cul-de-sac would be aesthetically more pleasing</p> <p>Concrete path more preferable to a boardwalk which can be slippery when wet for cyclists</p>
I believe option 2 will look ugly and become a trap for rubbish underneath it, not to mention nothing will grow under it and it can turn into a dusty and muddy eyesore. Option one will provide a more welcoming environment for families to enjoy the area
I am against Option 1 because it limits parking access, which I use to take a wheelchair along the path. Any loss of public access is a negative outcome for the whole community. The loss of public access in Option 1 also provides an entirely unjustified windfall gain to the owners of the properties that face Charles Sturt Cottage. These owners are the only beneficiaries of Option 1. It is also obvious that Option 2 is by far the cheaper option.
<p>Option 1 would blend in with the existing park surrounds.</p> <p>Option 2 would encroach on the public access to the grassed bank.</p>
From attending the consultation, it appeared to be the best option.
I do prefer the removal of the cul de sac to allow additional parkland. To negate the potential impact of excess vehicle at events at Sturt House or Grange primary school, impose parking restrictions on Napier Ave and Sturt Close, specifically yellow no parking zones to allow entry and exit of residential vehicles. Perhaps the Eastern side of Napier as yellow zone and all of Sturt Close.
Bottleneck of cars in cul-de-sac
To be able to get to the water and feed ducks
Just want it to happen. It's long overdue
Concerned about increase traffic when cul-de-sac removed. Mother picking children from school
Looks like an easier alignment of the path, doesn't need broad walk or retaining wall in cul-de-sac section. Would make the area more pleasant & increased lawn area has positive environmental effects.
Closer to the creek/drain and Nice boardwalk
Makes sense to remove the cul de sac which has always been unsightly and gain more green open space.

I live in Sturt close. There is limited parking. The Napier drive culdesac is used by parents picking children up from school. If no culdesac they will need to park in the limited parking in Sturt close. the dead end of Sturt Close is difficult to do any-turn due to odd shape. Many people use the Napier dead end to do u turn. Option 2 would be more cost effective. Option 2 would be best for my family and the area.
I prefer Option 2 because Option 1 will create a very significant public safety risk and a dangerous situation for young children living in Sturt Close and Napier Drive, and for children being collected from school and riding their bikes to and from school. If you close the cul de sac, you force all the traffic and the parents that park around the cul de sac when collecting children to park in Sturt Close, but there is no parking in Sturt Close except for a very small area built because the shape of the Close is so small and rounded and narrow that there are only 2 places if that, to park a car on street, unless the small bay is used. You cannot do a U-turn in Sturt Close, it has to be a 3 point turn and with increased traffic flow caused by closing the cul de sac as per Option 1, there are going to be car accidents and likely children hit by cars. Option 1 is not viable because of the negative effects it will have on public safety and traffic management. I know my neighbours along the front will likely vote for Option 1 because it will increase their property values, but Option 2 is the only safe and responsible direction to take. There are already problems in Sturt Close with people whom have not realised Napier Drive is a 'No through road', rocketing around the Close with no regard for anything around them, and closing the cul de sac will make all current traffic issues worse.
Hope compliant clearance will be allowed between Beach St light pole & the new pavement handrail. By comparison; If the new path is 2.5m wide, the beach St pavement allowance looks tight at the light pole. Devil's in the detail. Measure twice. Build once! Handrail detail. I'd assume stringers are stainless steel wires? but what kick rail level restriction will there be, preventing small children slipping off walkway? Shared use path detail (not provided): will this be a 2.5m wide suspended slab in lieu of boardwalk decking (essentially same detail as B-B) or new retaining wall (wall would be costly) with a 2.5m paved surface, along river side of pathway?
Well done on the overall shared use path planning- the corridor space is excellent and facilitates more use.
Has a 3rd option been considered placing the cycle path on the eastern side of Grange Lakes? Surely it would be a safer, less congested and cheaper option giving a nice view of the cottage and lake. The western side could be left as it is.
Traffic management will need to be managed carefully
Minimise traffic restrictions to residents during construction through traffic control
Separate bike path should be constructed on east side of the creek to protect walkers, children 7 dogs from injury when wet wooden boardwalks are slippery
1. Badly need a pusher/bike ramp on south side of Sunset Crescent which lines up with Eastern end of Grange East Station and the laneway between Sunset crescent and Sharpie Court. Also ramp from laneway to Sharpie Court, 2. Henley community garden - ramp to access Raymond onto White Street.
Please make sure the boardwalk decking is hardwood with countersunk stainless screws (Nailed permapine is an unsuitable high maintenance alternative).
Nice to see the area used more with this new flowing walk ways
Great project. my wife plans to start riding to work in Henley Beach via this bikeway and so it's great to see this section being upgraded as it has always been narrow and bumpy. Increasing green space at the same time is a bonus.
please be sensible in making this decision. People will still walk on the Napier drive roadway rather than boardwalk. Needs to be option 2.
Closing the cul de sac as per Option 1 is a very bad idea for public safety and traffic management and is more expensive than Option 2, making Option 2 the most responsible option in terms of maintaining public safety and use of council funds.
Alignment The alignment as shown on the plans seems to be a sensible solution to the repositioning of the path to avoid any incursion on the land occupied by the Charles Sturt Museum. This will provide a permanent solution to the problem encountered with the location of the existing path and remove any possibility of the new path encroaching on their property. This location also provides an opportunity for the Council to reassess its relationship with the Museum, particularly regarding the future supply of services such as grass cutting, maintenance or other assistance. In the section between the Napier Drive court bowl and Beach Street, Option 1 seems to be the better of the two choices, as it is more direct and cheaper than the deviation around the northern end of the court bowl. Construction The already constructed sections of the path between Trimmer Parade and Grange Road are of concrete and there appears to be some benefit in using the same material for the sake of conformity and appearance. A timber boardwalk seems a strange choice to use for half of the new path,

being more expensive and with higher maintenance costs. The sketch provided suggests that it will be too light in its construction to be available for use by Council trucks, plant and equipment, and cannot be easily accessed for regular maintenance.

Foundations

Section A-A for the timber decking section adjoining the Grange Lakes shows a concrete wall of approximately 2 to 2.5 metres in height, to be placed at a depth of up to 1.5 metres below water level. The existing depth of water adjacent to the bank along the area in question is about 20 centimetres, even though the lakes are presently full, although not overflowing. The approach slope down to the water from the existing path also appears on the accompanying drawing to be substantially greater than that which actually exists.

There is adequate width available to move the path slightly towards, yet still clear, the Museum property. The construction of a retaining wall adjacent to and slightly above the present water level on solid ground would be simpler and cheaper to build using pre-assembled gabions lifted into position. These would be the same units as those already placed in the lake bed just south of the Grange Road culvert. There are also hundreds of metres of gabion walls on the west side of the Port River downstream of the Birkenhead Bridge, and at Snowdens Beach further north near the Marina, which were installed 25 years ago.

By providing a suitable filter fabric behind them and backfilling with quarry rubble, a stable foundation would be available for the construction of a concrete path to completely replace the proposed timber boardwalk for the entire section right through to the Napier Drive court bowl.

Napier Drive section

The best option, as stated previously, is considered to be Option 1 which is both direct and simple. Again, the timber decking seems to be unnecessary, expensive, and of no real improvement either practically or aesthetically. It would also require a complex support structure as shown by Section B-B on the Council drawing.

Narrowing the road by approximately 1.2 metres on the east side would still provide a 6 metre pavement width available for domestic traffic, which is quite sufficient given the limited movements, and in line with most roads in small subdivisions.

Closing the Court bowl as proposed is felt to be a good option. The house on the corner of Sturt Close is to be provided with a new paved driveway to give access to its garage and none of the houses facing the creek further north have vehicle access to Napier Drive.

Appendix C

Consultation Material (Stage 2 – Napier Narrowing)

Consultation on Napier Drive Path Alignment Grange Lakes Stage 4

We recently completed consultation on design options for Stage 4 of the Grange Lakes Corridor Shared Use Path, between Jetty Street and Beach Street in Grange.

The concept plan for the section of new path beside Napier Drive, between Sturt Close and Beach Street, showed the Napier Drive roadway remaining as-is, and the construction of a new cantilevered boardwalk over the existing stone wall.

Community feedback in response to this option requested we consider alternative options, based on the high construction and maintenance costs, as well as inferior 'rideability' of boardwalks in comparison to concrete paths.

We now welcome your views on an option to construct the new shared use path at existing ground level by narrowing the Napier Drive roadway to 5.5 metres and constructing a new 2.2-metre-wide path adjacent the road, with a 0.6 metre buffer between path and roadway (refer enclosed aerial plan and commentary on the option overleaf).

Whilst Napier Drive is proposed to be narrowed, the proposed width of 5.5 metres allows for driving in and out of driveways, parking on one side of the street and traffic flow with vehicle passing points at Sturt Close and adjacent private driveways.

Following consultation, the consultation outcome and recommendations regarding the Stage 4 of the Grange Lakes Corridor Shared Use Path will be presented to a future meeting of Council's Asset Management Committee.

Current Proposal:

Constructing the New Shared Use Path at Existing Ground Level Adjacent Napier Drive

Scope
<ul style="list-style-type: none">Narrowing of Napier Drive roadway to 5.5m between bend and Beach Street.Construction of 2.2m wide concrete shared use path and 0.6m buffer next to road.Reconstruction of approximately 30 lineal metres of stone wall adjacent drainage channel (near Sturt Close).Relocation of light posts to western side of Napier Drive.

Advantages	Disadvantages
<ul style="list-style-type: none">Significantly lower construction and maintenance costs for concrete path in comparison to cantilevered boardwalk.Concrete provides superior 'rideability' over path.Maintains views to stone wall.	<ul style="list-style-type: none">Results in the narrowing of Napier Drive to 5.5m (which, although narrower than the existing 7.0m width, is acceptable in a local street with limited traffic catchment like Napier Drive).Results in the removal of on-street parking along the eastern side of Napier Drive.

We welcome your comments on the proposal

To provide comments you can:

- > Complete an online survey www.surveymonkey.com/r/grangelakesnapier
- > Complete the enclosed feedback form and post back using the reply-paid envelope

Feedback is due by 5pm Monday 11 March 2019.

For any enquiries please contact

Chris Bentick
Transport Engineer
P 8408 1297 or cbentick@charlessturt.sa.gov.au

Kath Mardon
Community Engagement Officer
P 8408 1270 or kmardon@charlessturt.sa.gov.au



Appendix D

Verbatim Comments (Stage 2 – Napier Narrowing)

<p>Shared Use Path Stage 4 Alignment of the Share path Stage 4 - The purpose of this path is a shared facility not a "Cycling Path" having said that, I make it clear I am a regular cyclist and I support the development of these facilities. I regularly use the completed Section 1 thru 3 and 5 & 6 as a pedestrian and occasionally as a cyclist. One of the "Advantages" of the concrete path is its "superior rideability", there many paths in and around Adelaide which have surface other than concrete and I am not aware of any disadvantage experienced. The Torrens Linear Path and the path along the coast at Brighton and Seacliff are regularly used for pedestrian and cycling travel and have many sections of "board-walks" "Option 2" indicates the new path following the existing path until it reaches the Napier Drive turning circle at which point it skirts around the western edge of the roadway. Option 1" has the new path leaving the existing path and moving to higher ground somewhere adjacent the front aspect of Houses 16 & 17 and exiting the Reserve onto the centre of the turning circle at the end of Napier Drive as it stands at present. This will reduce the grassed area outside these houses and as owners of Nos. 15 & 17 have grand-children whom frequently visit and play together on this Reserve it will detract from its usefulness. One of the main motivators to my purchasing No.14 was aesthetics and location and I am not keen to see a concrete path run across the high ground of the reserve in front of my place. The location of the existing path has not been significantly obvious to detract from my view. It is my preference to opt for "Option 2".</p> <p>Shared Use Path Stage 4 Narrowing of Napier Drive. The map showing the proposed narrowing of Napier Drive has not allowed for the recent construction of Houses 1A and 1B on the western side of Napier Drive immediately on entry from Beach Street. The Proposal map shows 4 parking spaces which are no longer available as these spaces would be blocking the driveways to Houses 1A & 1B. The Proposed parking outside No2 Napier, would be in front of their front entry gate which would not be acceptable to that home owner. The owner No 1 has a caravan and with a narrower road and additional adjacent on street parking may experience difficulty getting in and out of their driveway. Further, parking on a bend takes up more road space, as either, the front or the rear of vehicle will project further into the road space than a vehicle parking on a straight roadway. Resident parking in Napier is at its capacity and the removal of the potential to park on the Eastern side of Napier Drive will result in visitors to these houses seeking parking opportunities in Sturt Close. Sturt Close is already at its capacity, of the 15 houses driveways which are accessed from Sturt Close, there is a total of 30 cars and a caravan, a camper trailer, a boat-on-trailer plus 5 other trailers. Parking of visitors cars to residents of Sturt Close has always created congestion and the potential introduction of Napier Drive's visitors will further add to this congestion. I do not support the Narrowing of Napier Drive.</p>	
<p>A good solution to a difficult problem. Hopefully will look as good as the other stages</p>	
<p>Further to our discussion with Chris Bentick, we make the following comments: Your latest proposal i.e. narrowing of Napier Drive to 5.5 metres was not presented in the initial design options and is completely unacceptable to us. We have been advised that this is the least expensive option. This may be the case, but we believe DO IT ONCE AND DO IT RIGHT. Perhaps delay this project until sufficient funds are available so that Napier Drive does not need to be narrowed. - Narrowing of Napier Drive is hazardous for drivers entering/exiting Sturt Close. Visibility is already significantly reduced by the existing 1.8m fence on the corner of Sturt Close & Napier Drive [No. 2] and will be further exacerbated by the 3 proposed parking bays adjacent to No. 2. There are no footpaths in Sturt Close & pedestrians are constrained to walk on the road. Before one can see oncoming vehicles from Napier Drive, one needs to fully exit Sturt Close. Our preferred solution is for Napier Drive roadway to remain as-is and construct the new cantilevered boardwalk over the existing stone wall.</p>	
<p>Napier Drive is already a narrow road way, becoming difficult on rubbish collection days, removalist vans etc, making it extremely difficult for cars entering and departing said road way. Narrowing will only add to the situation. I welcome a decent footpath but not at the expense of narrowing said road way.</p>	
<p>Keep cul-de-sac open</p>	
<p>We strongly oppose the narrowing of Napier Drive to cars. This will become a traffic hazard. Dense living in 1a, 1b, 1c and 1d with some of these townhouses having up to 5 people and 5 cars there is nowhere to park. We have a 19ft caravan and it is already hard to get this into our driveway. Currently we drive down to cul de sac U turn around to get the van backed in. We would support the original plan to build out over the retaining wall on the eastern side /creek of Napier Drive, but the road should not be narrowed. We strongly oppose narrowing of Napier drive between Beach Street to Sturt Close. We would like to meet someone from Council at our home to discuss. We will seek the support of the local member of parliament should this not be changed as it will significantly affect our lifestyle. We have been in this house for 19 years and never had cause to complain to Council and therefore seek your support to a plan that does not require narrowing of Napier Drive. There is already a parking issue within 1a 1b 1c and 1d, 1c has five cars so they park facing the wrong way on Napier as it is so taking away that parking where are they going to park, without a doubt in front of my house. The next issue I have a 19' caravan how am I going to get that in and out with narrowing the road and extra cars in front of my house, as it is I need all the road width to back in. I also use the cul-de-sac to turn around which allows me then to reverse the van up the drive. I agree that the boardwalk would be nice but not in the latest proposal, it's extremely unfair for those being us who purchased here some 19 years ago to live in this street suiting our lifestyle now we may be forced to change, I must say we strongly disagree with this proposal. I would like the opportunity to meet on site with Chris Bentick and Kath Mardon to go over my concerns. Apparently, there were representatives in the</p>	

street last Saturday, but we weren't home, so some notice would have been nice.
<p>Dear Chris</p> <p>Thought I would email a few concerns I have regarding the path alignment on Napier.</p> <ol style="list-style-type: none"> 1. From the plan 4 dedicated car parks are identified prior to last two homes being built. With the 4 residences now completed there are perhaps two parks on the western side of Napier and the new residents park on the opposite side of the road with little room to pass. Will the eastern side of Napier be "no parking"??? Yellow lines!! 2. I also have concerns of the width of 5.50 in Napier restricting Garbage Trucks entering if vehicles are parked on the Western side. Also, Fire Trucks and any emergency service vehicles may have difficulty in reaching their destination due to restricted access. 3. I did some research and if, as printed, the width measurement of one section of Napier is correct at 5.50M:- <ol style="list-style-type: none"> 1. Fire truck is 3 metres wide and requires 3.65 minimum for access. 2. Garbage truck is 2.6 metres <p>Therefore, if a vehicle of average size (2.1 metres), is parked in Napier! both Fire and Garbage truck has little or no room to safely pass. Therefore, my only criticism of the plan is restricted access. Could the grassed area be narrowed to allow more area for passing traffic? Hope these matters will be addressed and resolved to please your Charles Sturt Council residents.</p>
<p>I have a number of concerns re this proposal.</p> <p>The narrowing of the roadway at one point to 5.5 metres I believe will cause a major issue/hazard for Fire Trucks, Rubbish Removalists, Gardeners with Trailers etc. It will be impossible to pass these vehicles & for these vehicles to pass another car either parked or approaching from the opposite direction & other things like car doors being opened, a small car is approximately 2 metres or more with the side mirrors taken into account 7 would not be able to be passed safely.</p> <p>Removal of the cul-de-sac in Napier Drive</p> <p>A number of parents use this area to park & take/return their children to Grange Primary School as the streets surrounding the school during school time carry a large amount of cars & parents believe it is safer to walk their children across the park rather than drop them off with so much traffic. It is also used by people who walk the area & sit on the seat in front of the creek.</p> <p>Walking Path Boardwalk v concrete</p> <p>There are many examples of boardwalks in nearby council areas e.g. West Beach. I believe a boardwalk is aesthetically more pleasing & environmentally friendly, it would be used by families & children & is intended to be used as a recreational slow speed path & not as a raceway by Road User Cyclists. I apologise for not attending the meeting, but I had a prior engagement.</p> <p>I hope you give these suggestions due consideration.</p>
<p>A shared pathway is definitely needed due to the number of people that walk along Napier Drive. My concern is the safety of traffic entering / leaving Napier Drive and the Sturt Close end as well as to Beach Street. There have been numerous near misses with cars due to poor visibility around the corners (mostly due to the inappropriate wall being constructed at No 2 Sturt Close) which is made worse having cars parked in Napier Drive. I don't think cars should be allowed to park anywhere along Napier Drive, especially if the road is being narrowed. There is a significant risk of driving around the corner and being met with another car head on, both at the Sturt Close and Beach Street ends.</p>
<p>Whist reducing the width of the road and limiting parking spaces, may reduce traffic, it will affect residents and visitors with paring options and force non-resident drivers to have to turn around at Charles Sturt entrance or increase traffic in Charles Sturt for turning circle. Path would be best inserted on already grassed areas and keeping Napier turning circle.</p>
<p>Cars are often parked on both sides of Napier Drive. Properties 1a and 1b are not shown on the plans.</p>
<p>Refer 19/55059 - full response</p>
<p>I am the [REDACTED] in the area, I am on the road 7 days a week soon after midnight. There will be times when residents (particularly Napier Drive) will have partying events. My concern is vehicles (mainly SUV's and 4wd) will be parked on both sides of the street. Drivers do not care and know the area will not be checked at the time of night. My concern is I will not be able to access my van in or out of the street. If this should happen the wider ambulance and fire trucks will not have access to Sturt Close. This option of road narrowing is unacceptable and a cost saving only. It will be a continual nightmare for the residents trying to get in and out of Sturt Close. If something tragic was to occur, you may find yourselves in a sticky situation. The proposed boardwalk is over a short distance and should have little effect for cyclist. We ride our bikes over boardwalk at outer harbor without a problem. I favour option 1.</p>

1. If this proposal goes ahead would not want to lose the cul de sac as this is great for people to park at and enjoy the area. Path can go around this area. 2. Also have been ready to submit complaints regarding car parking on west side of Napier Drive near corner property after the path to the entrance as have had several close calls with hitting oncoming car when leaving Sturt Close as you can't see them due to the property on corner that has a solid fence (which no other property in this area is allowed to have!) it is the most dangerous property to have a solid fence for the traffic. So definitely no parking beyond one park prior to the path entrance. Really don't want the road narrowed but agree boardwalk is not practical. Parking should only be allowed on one side of the street as it is now. At Christmas could barely get a car between with cars on each side and was one way only.