

Theme	Community Feedback	Council response	Proposed Changes
Trees / Vegetation	Of the two oaks earmarked for possible removal, one is in very poor condition and should go. The other, however, is a beautiful, healthy large tree that visually balances its twin across the road. If it were to be destroyed it would be a sad and permanent loss to the area.	Council will do our absolute best to retain as much vegetation as possible. Mature trees are important elements to the natural landscape along Bollen Road. There are two options currently under consideration: Option 1 utilises the existing single carriageway road but tags some trees for removal to gain width and improve sight lines. Option 2 provides an option of splitting the road carriageway to retain all trees between Mansfield Avenue and Memorial Drive. Both options have pros and cons around cost and vegetation impact.	Option 2 retains trees and further work will be done to quantify costs associated with a split carriageway to retain trees.
	Please retain as much native vegetation as possible, and revegetate as much native vegetation as is reasonable	Council acknowledges the importance of trees within the landscape and both options were developed to minimise the impact on existing trees. Further work will be done to better quantify costs and pros and cons.	
	In one option canvased in the draft concept design, the healthy lower oak on Bollen Road is dismissed as an expendable “exotic tree.” I wish to argue for the alternative plan that allows for its retention, not just because it is obviously a beautiful tree, but also in view of the historical context that ties oak trees to the immediate area of Bollen Road. It appears that the planners may be unaware of this legacy. The first oaks in the district were planted by the May family, Quaker immigrants who settled by Western Flat Creek in 1839. They established their property “Fairfield” on the site which is now the Kings Baptist School at Bollen Road. There they planted multiple acorns, including some from the celebrated Panshanger oak in Hertfordshire (also donating a specimen to Auchendarroch). The Pangshangar oaks at Fairfield were reputed to be amongst the finest examples in the colony. One tree, in a paddock not far from the oak which is now threatened with the removal, was measured by Robert Barr Smith in 1889. He declared it to be 59 feet high, with a spread of 63 feet. E.H. Hallack was taken to view this tree as part of his tour around Mount Barker in 1892. He wrote that, “At the corner of [Fairfield’s] orchard is one of the first oaks planted on South Australian soil, and now growing luxuriantly a right royal tree.” In 1897, as part of the Queen’s Jubilee celebrations, the Courier newspaper distributed acorns from Fairfield to the Mount Barker community, meaning that that many of the oldest oaks in the town today originated at Bollen Road. In 1916 Fairfield was sold to A.W. Smith, a young farmer from Port Lincoln, who promptly razed most of the trees in the paddocks and gardens. In April 1919, the Courier observed that, “Old residents deeply regret the destruction wrought among the glorious English trees at Fairfield, which was once a veritable blaze of colour in the autumn.” In view of this history I would strongly urge the preservation of the mature oak that is such an important part of the streetscape of Bollen Road. The current redevelopment presents an opportunity to celebrate this aspect of Mount Barker’s heritage, rather than further contributing to its erasure.	A recommendation to Council will be made at the MArch Council meeting.	
	I have just driven there to see the trees and environment. Mount Barker is a beautiful place. One of the most obvious and special reasons is the Oak trees around the original streets. I believe it is essential that we retain and cherish ANY Oak planted in the early days of Mount Barker. This is what makes our town different and draws people to our community. Please do whatever is necessary to save and promote the Oaks along Bollen Rd. I am in favour if the option which protects as much of the trees and creek as possible. P S. I saw a family of Wood Duck opposite the Oaks. This is very special.		
	Please retain as many trees as possible		

Theme	Community Feedback	Council response	Proposed Changes
	Save Trees! Proven to slow traffic eg. Huge gum at top of Upper Sturt Road		
	Regular pruning near Silverwood intersection required, bad sightlines at the moment		
	Sightline issues with trees		
	Difficult to see past trees on Sandford Avenue		
	Problem due to trees on Memorial Drive and needs removal as it blocks view and cars creep out trying to join Bollen. Same problem on Allen Avenue x 2		
	A healthy old oak (yes exotic) but otherwise a healthy tree. Surely road entry from roundabout could be shorter		
	Remove trees Infront of Childcare		
	On Bollen and Thiele ok to take out the Cyprus and the Desert Ash		
	Need to retain natural verge and tree on opposite to school side		
	Save more trees please, Mt Barker has lost biodiversity & natural air conduit (trees) beyond sense		
	Please keep as many trees and vegetation as possible. This not only adds to the character and amenity of the area, but also provides shade, helps with carbon emissions and provides valuable habitat for wildlife.		
	Before felling any trees, can you please check that they are not currently being used by any animals for their habitat. There is a family of ring-tailed possums living in and around the trees across the road from 34-36 Bollen Rd. As they are a native marsupial to Australia, it would be great to protect them. Also could more nesting boxes please be put up to encourage more wildlife to this area.		
	As a resident I would claim that it is Council's responsibilty to maintain the trees on Bollen Rd rather than having it as a possible option. It is vital to maintain as much of the natural environment as possible		
	Keep all the TREES!! This is why many of us moved to the hills, for the Trees, and open spaces. Council must work around the trees. They (trees) are our oxygen makers.		

Theme	Community Feedback	Council response	Proposed Changes
Traffic flow	We oppose the intention to apparently close the Bollen Rd/Hawthorne rd intersection and divert all traffic through Silverwood. This appears to have no logic to it and direct significant traffic through a currently very quiet street that has a corner, relatively steep slopes and adds a 2 corners/bends to the route when going from Bollen to Hawthorne and vice versa. There are other traffic engineering methods to improve the Bollen /Hawthorn intersection visibility and access etc...	It is evident that the current state of intersection, characterized by poor sightlines, poses a significant risk to public safety. After thorough consideration, it is our recommendation that the best course of action is to close the intersection based on the challenging topography and the presence of vegetation at the corner, which hinders visibility and contributes to the safety issues experienced by motorists. To implement this proposal effectively, we plan to proceed with the closure after the new link road opens up in land division in southern corner. This link road will provide a safer alternative, connecting Bollen Road to Hawthorn Road via an intersection designed to meet safety standards. Provision for the implementation of Local Area Traffic Control is currently being considered to discourage rat-running through Silverwood Drive. Whilst It is acknowledged that vegetation management at the existing intersection could potentially improve road safety, it is crucial to highlight that the presence of a horizontal curve and crest adjacent to the intersection further complicates the situation by hindering the provision of generous sightlines.	If traffic studies show changes to current traffic condition in Silverwood Drive, (road humps or other traffic calming devices)can be retrofitted after Bollen Road has been upgraded. With regard to when the closure of Bollen/Hawthorn occurs, we will ideally be able to coordinate the closure with the construction of the land development west of Hawthorn and the associated new link road to Hawthorn.
	I wrote this before accessing this website, and see that it is one of the issues that has been raised so am simply reinforcing this specific issue . Our concerns are specifically in respect to the dangerous/'asking-for-trouble' intersection of Bollen Rd with Hawthorn Road. We quite regularly travel along Hawthorn Road to Echunga, Mylor and Meadows from Littlehampton and are quite cautious as we approach the Bollen Road corner because cars on Bollen Rd virtually need to come out onto Hawthorn Rd in order to see around that corner, especially if they're turning right. Of much bigger concern is that with ever-increasing housing development, plus an expanding school (Kings Baptist) and future large church (Hills Baptist Mt Barker) being built along Bollen Rd, the traffic using that intersection will increase substantially. An immediate improvement could be made by removing some vegetation and shaving off some of the corner on the northern side of the Bollen/Hawthorn Road (i.e. the right-hand turn towards Mt Barker).		

Theme	Community Feedback	Council response	Proposed Changes
	I am confused about which plans are being proposed, there are a number of plans on the website. If council is considering the plan to close the Bollen Road/Hawthorn Road intersection and divert traffic into Silverwood Drive please reconsider this on the basis it is not safe. To divert traffic into Silverwood Drive, that has a blind corner with residences on both sides, is the most stupid ill considered cheap option being considered. If this option is taken, even in the short term while other arrangements are constructed, it is only a matter of time before a serious accident occurs on the blind corner. I suggest the proposers of this option drive along Silverwood Drive and carefully consider that plan for safety reasons. If council goes ahead with the proposal to divert traffic into a yet to be developed road off Bollen Road to Hawthorn Road further south west than the current intersection that is the common sense approach. This option should be completed as soon as possible before a serious accident occurs at the corner of the current Bollen Road/Hawthorn Road intersection. Please note an increasing amount of traffic is running Bollen Road/Silverwood Drive/Hawthorn Road to avoid turning right at the intersection of Hurling Road and Flaxley Road at peak times. I encourage the Council to address the problems with Bollen Road traffic urgently.	The proposal is to divert the traffic onto the new link road once it's open and the priority will be changed to new link road. A slow point will be installed at the Silverwood leg of the new intersection. Traffic calming devices will be considered in Silverwood Drive to enhance the local road environment should traffic studies warrant such a measure. Pavement bars are also proposed to be installed to separate the traffic in the bend, and also to prevent people from cutting corners.	
	I'm concerned about high influx of traffic flow through Silverwood Drive due to the proposed closure of Bollen through to Hawthorne Road		
	Separation between Fry St and the new road (Robertson Parade) maybe a bit less, look at vehicular movements	The separation between the two intersections was considered at development approval stage for the subdivision and is considered to be adequate in accordance with Standard Road Design Guidelines.	None
	Culvert too narrow for cars, check width for cars/trucks x 3, also look at flood mapping	The current width of the culvert is 7 m which is adequate for 2 way vehicular movements. We acknowledge though that a separate footbridge over the creek is needed for pedestrians and cyclists.	None
	One way road from Thiele/Flaxley	After careful consideration and evaluation, it has become apparent that altering the current two way traffic to one-way may not be a practical suggestion. We have taken into account various factors, including the impact on the community, potential disruptions, and the overall feasibility of implementing such a change.	None
	Close Bollen Road from Memorial, driveway link service to childcare	Flaxley Rd serves as a crucial arterial road providing access to a significant portion of the town. We recognize that maintaining access from Flaxley Rd to Hawthorn Rd is essential for ensuring connectivity for community members and visitors to key locations such as residential areas, the school, and future recreation grounds. This access is not only a matter of convenience but also contributes significantly to the overall functionality of our road network. We acknowledge though that speed limits and other treatments are needed to ensure the route is not used as a short cut.	None

Theme	Community Feedback	Council response	Proposed Changes
	No heavy vehicle access on Silverwood Drive	Silverwood Drive might have traffic calming devices (subject to traffic studies findings) installed to reinforce a local traffic environment, which will discourage heavy vehicles from using that road unless absolutely necessary.	If traffic studies show changes to current traffic condition in Silverwood Drive, (road humps or other traffic calming devices) can be retrofitted after Bollen Road has been upgraded. The new link road through adjacent land development is a critical piece of new road to ideally implement as part of closing Bollen/Hawthorn intersection.
	Concerned that Thiele Avenue will become a thru road to the Dumas Street Lights	The relevant development plans for this area show/identify a future link to the top of Dumas and also to Hawthorn Road.	None
	Large B doubles are using Bollen Road	Bollen Road is not a designated heavy vehicle route, however occasionally the new constructions may require tandem tippers using the road. These truck combinations are sometimes confused with B -Doubles. The road width for Bollen Road has been designed to accommodate a bus and has been checked with semi trailer movements where appropriate.	None
	Car Parks unsafe/limited sight distance - Fry St reserve . Relocate if needed or park in side streets	Indented carparks at Fry St Reserve provides nearby residents opportunity for visitor parking. The sightlines have been checked for the carparks and are deemed adequate for a proposed speed of 50 km/h on Bollen Road	None
	Close Allen Avenue to Bollen Road x 3	This was considered in conjunction with opening Mansfield Avenue but deemed to have limit significant advantages and reduces connectivity in the local road network.	None
	Removal of 3rd turning lane into school from early concept design is supported	Supported.	None
	No parking on Mansfield, keep all school parking on school side of Bollen Road	Kerbside parking cannot be accommodated in Bollen Road due to the limited width and heavy vegetation present, hence alternate opportunities to improve parking in a walkable distance has been investigated. The School already has allocated parking within the school zone. This parking shown is primarily for parking to be used for when the recreation grounds are developed on the west side of the road. This proposed carpark may not be required if sufficient parks can be built on the recreation grounds site as part of the rec grounds detailed design.	None

Theme	Community Feedback	Council response	Proposed Changes
Specific site related issues - further consultation with individual stakeholders	We consider the Concept Design pays inadequate attention to the section of Bollen Rd between Sandford Rd and Mansfield Ave and the impact of the Concept Design on the safety to residents of the associated properties. This is a section of Bollen Rd where the residential properties are at a higher elevation than the road itself. This results in steep driveways from the houses to the road. As a result, cars leaving the properties do not have a safe line of sight to cars that coming up or down the road. As a consequence, cars leaving the properties in this section of Bollen Rd usually do a back-and-turn so they enter Bollen Rd frontward. The proposed Concept Design significantly restricts this capacity. This is a factor which is exacerbated by the increased traffic on the road. The problem will be compounded by the proposal in the Concept Design to add a third road lane as a turning lane into the school. The proposed Concept Design should make better consideration of the heightened elevation of houses in this section of Bollen Rd and explicitly address the flow-on consequences.	The proposed concept improves the situation by creating a shared use "service road" that services the five houses allowing reversing in and out of the driveways safely and accessing Bollen Road in a forward direction. The service road proposed will be at a higher elevation than the road, to allow for ease to the properties. The turning lane has also been removed from the concept as it has been deemed not to be necessary.	After further consultation with affected residents, the service road has been removed from the design with the status quo decision to maintain the existing individual driveways with path back of kerb.
	Second driveway in Bollen road to be factored in when designing the end of road as it will likely be subdivided into a new property and need that access point	The link road has been extended to cater for the mentioned second driveway	The link road has been extended to cater for the mentioned second driveway
	Very concerned about the driveways on corner x 2 comments, lose ability to put a truck out front of house. How far in does the shared path go?	The intersection location is being reviewed, and adequate sightlines will be ensured. The shared path continues for the full length of Bollen Road on the eastern side. Parking is not available on the Bollen Road roadway	None
	car park opposite home, privacy??	Residents directly affected by the carpark have been contacted to seek further feedback and no responses were received.	None
	Allen Avenue residents doesn't like the idea of Intersection right on their doorstep	Shifting the intersection to the north is being investigated, however it may not be possible. If not, then driveway and shared path conflicts will be addressed and screen planting considered.	Shifting of the intersection not viable - liaising with residents to reconfigure their driveway
	Dway has not been taken into account. Pedestrians to walk across driveway?		

Theme	Community Feedback	Council response	Proposed Changes
	Below is collated feedback. It includes images which are not pasting into this feedback box, so I will send an email in parallel. Please consider the below feedback in combination with the email I will send this afternoon (2/11). Flaxley Road Junction The proposed concepts between Flaxley Road and Memorial Drive are incomplete. There are two development areas that have not been accommodated. The first includes; 1. the future establishment of the Western Sector Playing Fields and Clubrooms, the land for which Newenham has made major financial contributions. 2. This facility provides ovals, car parking and access places to the estimated value of \$6.5m. These activities and their traffic volumes do not appear to have been evaluated in future road requirements and are not identified. The second includes presently vacant land on the corner of Flaxley and Bollen road. 1. This area is a future activity centre and presently has approval for a supermarket, speciality shops and child care. 2. Other facilities can be anticipated including hotel and private hospital with allied commercial activities. 3. This site will require access to Bollen Road in addition to two other access points, one to Flaxley Road and one to Rainbird Drive. It can be expected that the junction of Flaxley/Bollen Roads will require upgrading, but this should not be solely imposed on the future Activity Centre uses in the absence of recognition of significant traffic flows generated on Bollen Road by; • Updated status arising from connection with Hawthorn Road. • School traffic. • Western Playing Fields traffic. • Residential traffic. • Western Flat Creek linear park traffic It is time for this junction upgrade to be recognised by present and approved uses needs (i.e. existing and approved uses should contribute equitably, not just UGA development) Hawthorn Road Junction Bollen Road is to be reconnected with Hawthorn Road. The proposal plans do not provide for any improvements to Hawthorn Road/Bollen Road junction. The development approved on the land through which this new connection is provided appears to make no contribution to Hawthorn Road, in stark contrast to other requirements imposed by development in the Urban Growth Area. Both proposals appear to ignore the future of Hawthorn Road to which the following concerns are raised:	Memorial Drive to Flaxley Road There are unknowns as to the nature, alignment and function of Bollen Road in this section that results in substantive unpredictability to the development of design concepts. This situation is a result of the intersection of Bollen Road/Flaxley Road being an intervention by the State with no determined design for this (including if the Flaxley Rd/Hurling Dr intersection might be included) in combination with the nature of urban development on the undeveloped portion of Burke Urban land to the south of this section yet to be determined. This contrasts to the section that is under design consideration where all future development and traffic connections, with the exception of the access to the future Western Sector Recreation Grounds, are known. Further to this, City Development has advised that: • The only land use/land division that has received an authorisation for the entirety of the land bound by Bollen Road/Western Flat Creek/Rainbird Drive and Flaxley Road is Planning Consent for a Shopping Centre and ELC adjacent to Rainbird Drive/Flaxley Road intersection. The access to this development is via Rainbird Drive only. • An “Activity Centre” use on this land has not be authorised beyond the extent of Shopping Centre and ELC. • Assessment of a development application for land division and/or land use on the balance of the land against the provisions of the Planning and Design Code is required to determine the extent of “Activity Centre” use or, alternatively, residential use.	Access to Western Field Recreation Grounds carpark has been provisioned for in the design

Theme	Community Feedback	Council response	Proposed Changes
	1. It is apparent that the design of this intersection is grossly inadequate. 2. It potentially constrains the development of Urban Growth Area land to the west by limiting the places where a future Heysen Boulevard may intersect. 3. The Urban Growth Area and existing and redirected traffic volumes do not appear to have been evaluated in future road requirements within Bollen Road. No improvements are identified. 4. Eventually required road improvements to manage this northern road sector should not be imposed on future Urban Growth Area allocation of Heysen Boulevard/Hawthorn Road connection ? 5. Should not this future junction be the responsibility of the Transport Levy Fund ?	- Consideration of the nature of urban development on the land (residential and/or commercial) and suitable traffic management, including access points and capacity of the surrounding road network, would be assessed in detail by Council and DIT (if required by the Planning and Design Code) as part of a development assessment. - Given the unknowns above no works are proposed within this section of Bolen Road. In light of the above, the design concept will: - Be updated to identify a functional future access to the Western Sector Recreation Grounds. “Grey out” the area between Memorial Drive to Flaxley Road (with the exception of the section up to the shared path crossing) and identify as subject to future design consideration. Bollen Road function The ultimate nature and function of Bollen Road has been considered in conjunction with the various land division and land use authorisations that have been issued on land adjacent to, or relying on, Bollen Road. Bollen Road is not considered to perform a “connector road” function. There is no “updated status” of Bollen Road as a result of relocating the existing connection to Hawthorn Road to the south. If future development of Burke Urban land would then seek to substantively increase traffic onto Bollen Road beyond that expected through residential development, then these impacts would be assessed through the development assessment process.	
		Hawthorn Road function The ultimate nature of Hawthorn Road in proximity to the relocated intersection to be constructed by the developer of 147 Hawthorn Road has yet to be determined. This is also the situation for the final location of the “Connector Road” diversion into future urban land at 160 Hawthorn Road. There is a capability for this diversion to be facilitated over an extended section of Hawthorn Road. As such, it is considered that the new intersection does not unduly constrain the alignment of the future connector road, but to the contrary, may result in an additional opportunity for connecting through this new location through an upgrade of this intersection. As such, the extent of intersection upgrade required to be constructed by the developer of 147 Hawthorn Road is to cater for the current anticipated traffic movements. An intersection upgrade is a requirement of the land division authorisation. If the new intersection is proposed as a part of the connector road, then the design to cater for the increased traffic will form part of the land division requirements for that proposal. If the new intersection is not used (i.e. the connector road enters the land to the north) then this section of Hawthorn would be downgraded. In the circumstance that the connector road might be best suited to enter 160 Hawthorn Road at the new intersection, then negotiations between the developer, Council and other relevant stakeholders.	

Theme	Community Feedback	Council response	Proposed Changes
	Is it possible to please have a driveway installed next to the driveway for * Bollen Rd. When coming down Bollen Rd, we currently use the # driveway to enter our property because to use the proper driveway down the hill creates a bad line of sight over the hill for downhill traffic. You also have to virtually come to a standstill on the road so you can enter the property causing possible traffic incidents. Once a pathway is installed at #, we may need to drive over it to enter our property, which could cause damage over time. Being able to have 2 driveways would give us two safe options for entering and exiting our property, depending on the traffic flow at the time. Having another driveway entry on top of the hill, would give us better access to Bollen Rd and be the safest and best solution for us. Would it also be possible to replace the trees that you are removing with more native shrubs / small trees. The native vegetation will keep the area 'green' and be a habitat for many of the native birds and wildlife in the area. It would also help to shield traffic noise and provide shade while walking on the pathway. In keeping the area as green and natural as possible, I feel that option 2 where the road splits around the trees is the best option. These trees a very significant part of the area and worth saving. I also adds interest to the area.	Currently Bollen road has a posted speed limit of 60 km/h. Speeding behaviour in drivers are caused by many factors, some of which include the road terrain and road environment. Currently Bollen Road is a straight road with limited pedestrian activity. The road currently does not reflect the surrounding urbanisation. The function of Bollen Road is changing, and there are various design elements that support this change. Bollen Road will have a changed priority to the new link road with a 90 degree bend which will slow vehicles. The road will also be kerbed and have a shared path/footpath along its length. The road will also feature several pedestrian crossings and a school zone crossing which will help alert drivers to a more urban speed environment of 50 km/h, which is consistent with other urban developed areas. Signs stating <i>concealed driveway or crest</i> with an advisory speed can be investigated. Driveway access to each property will be carefully considered. We may be able to facilitate continued dual access subject to final design needs. It is acknowledge than the grade of the road can result in creasing vehicle speeds. A landscaping plan will be prepared which will look at opportunities for street tree and native vegetation planting.	Currently being investigated. Integration of design treatments to maintain a lower speed environment will be considered by our subject matter experts.
	We wish to respond to the specific aspect of the Bollen Rd Concept Design which relates to the proposed service road from 14A to 20 Bollen Rd. We firstly would like to acknowledge and express our appreciation for the consultation and engagement process the Council is using for the Bollen Road draft Concept Design. Strengths of the proposed Concept Design for the service road from 14A to 20 Bollen Rd. • It addresses the problems created by the elevation of these properties relative to Bollen Rd. • It retains existing trees and vegetation. • It provides safe passageway for pedestrians using this side of Bollen Rd. • It proposes only a single lane service road, thus minimising loss of green space. Limitations in the proposed Concept Design for the service road • It does not recognise that 14A is a potential user of the service road. • It does recognise that 1 Mansfield Rd has a driveway from Bollen Rd to the property's back gate, and so it is a potential additional user of the service road. • It imposes on one house the requirement that its driveway provides the single point of access and egress for all vehicles from the properties intersecting with Bollen Rd – it is unreasonable for one house to carry this imposition. • The provision of a single lane point of access/egress does not into account the likely scenario where two vehicles wish to enter and exit the service road off Bollen Rd at the same time and in a safe manner. • The proposed design does not cater for other vehicles, apart from those of the residents, requiring access the houses e.g. postal services, parcel deliveries, furniture deliveries, furniture removal vans, ambulances, fire appliances, CFS services, waste collection truck. • The proposed design is not conducive to the requirement that SA Power Networks regularly prunes trees close to powerlines through the use of cranes whose trucks access properties via the existing individual driveways. • The single point of egress onto Bollen Rd represents a significant risk and safety factor in the event of a bushfire – which if it were to occur is likely to emanate from the west as previously occurred on Ash Wednesday. Proposed solutions to the limitations of the Concept Design for the service road 1) The service road operates as a single lane, however it has two points of entry: • one off Sandford Ave, and • one off Mansfield Ave. This arrangement would have the following benefits: • no one house carries the imposition of providing the single point of access/egress • it removes entirely the risks created by direct access/egress off Bollen Rd itself • it assists the movement flow of vehicles on the service road • it provides dual points of access/egress in the event of emergencies. 2) The power lines to the properties of 14A to 20 Bollen Rd are placed underground. This arrangement would have the benefit of removing the need for the SA Power Network truck/crane to access the properties.	The proposed service road will be discarded, and status quo to retain the existing driveways (subject to more detailed design)	Maintain existing driveways and liaise directly with land owners to resolve driveway needs. Turn space on the road verge areas are a further consideration also in the detailed design.

Theme	Community Feedback	Council response	Proposed Changes
	Our comments on the draft proposal are: 1. We applaud the attention to pedestrian traffic on both sides of Bollen Road. The proposal flags the potential for land acquisition for the footpath on the Newenham side of the road, which would impact our land holding. It would be helpful to know if any land acquisition was required and to what extent as soon as possible. As we are currently entering into a master planning process for the church site it would also be helpful to know what Council is planning with regards to the footpath, and bus stop #87, as we would want to maximise the value of these potential entry points onto our property. 2. The intersection of Springton Parade and Bollen Road currently shows the footpath terminating on either side with no designated crossing. We suggest that Council consider the construction of a crossing over Springton Parade, set back from Bollen Road, that joins those two footpaths. Once the church site has been developed we anticipate significant use of the church facilities by the school community. A designated crossing would provide a safe crossing point for children and families, and direct pedestrians away from the Springton Parade/Bollen Road corner which is further complicated by the vehicle access to the shared private road/footpath servicing residences at 14 – 20 Bollen Road. 3. The current intersection of Memorial Drive and Bollen Road is difficult to navigate with poor sight lines and angles. The introduction of a roundabout is a good solution for this corner, particularly given the increase in traffic anticipated with the expansion of the school and opening of the childcare centre. Of the two options proposed we favour the second (split road and retention of trees) as it preserves the natural environment, will provide safer crossing options for pedestrians and will slow traffic through that section of road leading into the proposed school zone.	Any possible land acquisition required from the church will be investigated. Bus stop locations needs to be confirmed by DIT and will be followed up. A Pedestrian refuge on Springton Parade would be a consideration at the development application stage and be subject to a pedestrian movement study and funding by the school as the beneficiaries.	Liaison with the proposed church will occur to ratify what space may be ideally sought to accommodate a footpath on the church side of the road.
Pedestrian movement	Plan is overall good and addresses issues soundly. Recommend that the current proposed pedestrian refuge at the linear path near the Flaxley Rd intersection is replaced with a zebra crossing at which cars must give way to shared use-path users. This will promote use of the linear path and improve safety, and move away from car-centric design	Pedestrian Crossing types are under consideration. It's likely that pedestrian refuges will be used until the level of usage warrants a higher standard.	None
	Regarding pedestrian safety, especially in walking to the King Baptist School from Hurling Drive, will there be some consideration in how to safely cross Flaxley Rd to get on to Bollen Road? Currently, there are no footpaths or pedestrian crossings at that dog-legged intersection, therefore it isn't safe for foot traffic	Flaxley Road is a DIT road and out of scope with this current project. However, council will note and advocate for the improved safety of pedestrians and motorists in Flaxley Road as part of any DIT project to upgrade Flaxley Road.	None
	Looks good, perhaps more about the native vegetation that will be implemented. also unsure about the roundabout and it's point. Would like a bridge/underpass for the connectivity of the walking trail into Newenham.	The roundabout proposed is mainly to create a safe and compliant traffic lanes for the motorists without removing the native vegetation. The walking trail will be connected by an at grade pedestrian crossing, which could be either a pedestrian refuge or a wombat crossing.	None

Theme	Community Feedback	Council response	Proposed Changes
	I hope to have more information from council regarding the proposed footpaths that will be running down Bollen rd directly Infront of homes. Why these footpaths can't run down one side of the Rd, the flat, even side, why close to homes and over driveways. I assume this is proposed to keep pedestrians away and raised from traffic? Or is this poor planning by council due to recent land being sold for infrastructure like the school, church, housing lots and sports grounds. Footpath positions are not on the small list, listed that residents can have say on and that will be considered by council.	There are many factors that come into consideration when planning a path; some of the most important ones being connectivity to existing path network, pedestrian safety, and existing vegetation. Bollen Road is an important collector road and thus has path connection on both sides - the path on the Eastern side connects Silverwood Drive to the Linear Trail and all the side streets that connect to Bollen Road. The reserve in Fry Street is a destination for many people. Due to the terrain and volume of traffic on Bollen Road it is difficult to construct multiple safe crossing points, hence the crossing locations are chosen strategically - near the Fry St reserve, the Linear Trail, School and future provision for recreation grounds. The high density of houses on the Eastern side combined with the difficulties in crossing points are the main reasons behind the shared path being on the Eastern side of the road. Other reasons behind the decision are – - 15m of unused wide council road reserve on the Eastern side - Western side currently only has houses between Thiele and Sandford and the rest are non-residential properties. There is a path designed between the school and the new land division. Besides that, there is an internal path that connects Newenham to the school (not be on Council land), for any pedestrian trying to walking in that direction. - The path on the western side has challenges with vegetation being very close to the road and also a much narrower road reserve, which create pedestrian safety risks. if a path were to be put there (between school and memorial drive) In saying that we do respect the privacy of our residents and have taken care in maintaining a distance of around 5metres from the properties.	The detailed design will be sensitive to resident privacy and look deeper at the path alignments to suit the terrain and existing vegetation.
	Rather than shared use pathways for cyclists better to ensure all upgrades on roads that provide across town access have sufficiently wide hard shoulder to be used safely by cyclists. Best not repeat the mistake of the Springs Road upgrade that positions cyclists on a narrow shoulder between the traffic and the Armco barrier.	The physical terrain and proximity of significant trees does not allow for an additional 3m of road pavement for 2 - 1.5m bike lanes. The shared path provides opportunity for cyclists to use Bollen Road.	None

Theme	Community Feedback	Council response	Proposed Changes
	OPTION 1 OR 2 -In my opinion, option 1 is best because it separates cars and people most effectively. -All of my following comments relate to option 1... my attempts to improve what I see as the best current option. SHARED PATH -I like the shared path on the North side -I like the nice wide 2.5m width. -For the residential road that cross the path (i.e.. Allen Ave, Sandford Ave, Fry street, Thiele Ave, and Silverwood), there should be raised wombat crossings here, indicating that people walking, cycling, have right of way over vehicles. -Between Fri street and Sandford ave, the path runs right next to the road. There needs to be physical barriers between the road and the path along this section. This could be some form of bollards, concrete slab things, or something. Even better, move this path 2 meters away from the road, incorporating raised garden beds along here. HAWTHORN ROAD END -The whole design stops short of the entire length of Bollen road. Would be good to have an understanding of why that is. ON ROAD CYCLE LANES -I'm glad the proposed roundabout does not have token green paint cycle lanes leading up to it. Lets have people encouraged to use the shared path ROUNABOUT SLOWDOWN AREA -The separated road in the (west to east) approach to the roundabout seems good. It seems it will slow cars down on the approach to the roundabout at the bottom of the hill. -At this area (around where the water passes under the road) the roundabout approach road points directly at the shared path. This area needs to be physically protected (bollards, concrete divider, etc.), so cars don't endanger pedestrians at the bottom of the hill. MERIORIAL DRIVE PEDISTERIAN CROSSING -When looking at the designs originally, I thought it indicated and underpass UNDER memorial drive and thought "ohhh that's interesting"! However now I see the proposed crossing is simply a "look both ways and run" type of thing. -I think this is pretty awful in terms of safety. Probably the worst element of this entire proposal. -My suggestion for improving it is moving this crossing 50m north, away from the intersection, so people who are crossing don't have to analyse and anticipate roundabout traffic when they cross the road. Of course, a raised wombat crossing at this spot would be extremely sensible.	Wombat crossings are not warranted for local residential streets due to the low volume low speed environment, along with low number of pedestrians using the path. Refuges and other crossings will be provided on Bollen Road due to it being a local collector road, however for side streets kerb ramps are deemed adequate. Council will investigate the possibility of shifting the path away from the road, however that is highly dependant on the vegetation present. The section of Bollen Road between Memorial Drive and Flaxley Road is highly dependant on the possible upgrade of Flaxley/Bollen Intersection under the control of DIT and is outside the scope for this project. At the northern end the design extends all the way and incorporates closure of the current Bollen/Hawthorn intersection. An underpass is not warranted at the Linear Trail crossing. However, pedestrian fencing and other ways to improve the approach path grade will be investigated. Other pedestrian crossings have also been provided The shared path will also be realigned to avoid sharp angle turns.	Pedestrian fencing and signage will be investigated and installed as part of next design stage. The crossing of the Newenham trail will likely be a large capacity pedestrian refuge with sufficient storage length and width mid-road with sealed trail approaches and advance signage.
	BOLLEN ROAD PEDISTERIAN CROSSING -I dreamed of an underpass at this crossing, I met with the mount barker Mayor and planning team about this idea. It hasn't been incorporated. Okay. -I like that the crossing has been moved away from the roundabout. -It seems like this proposed crossing is very similar to the Alexandrina mitre 10 crossing (close to roundabout, 50kmh road, important pedestrian crossing point, on sloopy terrain). That crossing is awful. -My guess for the cheapest, most effective, and most acceptable to car focused designers to improve this is the following: a very wide pedestrian refuge. 1.5m might 'meet standard' or whatever... but to use these as a pedestrian (or worse, cyclist) is just scary as an adult when cars are zipping out of the roundabout. Please, have this pedestrian refuge be at least 3m wide (space between lanes of traffic). When designing, imagine, a group of 5 kids crossing in one direction, and a (single cargo bike crossing in the other direction. There needs to be a comfortable space for all in the refuge. SHARED PATH CONNECTIONS -There is a 90degree bend in the shared path. That angle could be much more open, which would allow smoother cycling and walking. -For the next iteration of this, please map our the link between the shared path and the existing linear trail. Could we have a well designed path intersection here, please? -What are the details of the lead up to the crossing over Bollen road? Please don't have ugly, poorly functional 'safety' fences here		

Theme	Community Feedback	Council response	Proposed Changes
	Decent plan overall. A few points: -The crossing of the linear trail from Newenham to the 'Mt Barker' side needs great care. My son has almost been hit by a car here. The visibility needs improvement (removal of overgrown trees on causeway section), and there needs to be signage indicating that a walking path crosses there, including painted lines in the road. The pedestrian refuge is a good idea, however it needs to be large enough to fit a bicycle as many families ride along the trail. The exit point from the path need to have great protection for children. Presently, it is a gravel exit at the end of a large slope. Children cannot stop their bicycles in time, so some sort of fencing should be erected, possibility similar to a train crossing to force children to stop. -The speed limit on the road needs to be reduced significantly (maximum 50). This should happen immediately and not after the development of the road. The intersection from Bollen Road to Flaxley Road should be fixed in the plan. The wait times are getting very long after school drop-off and pick up times and will only get longer with more children attending the school and a new child care centre. The stobie pole reduces visibility when turning right and is outright dangerous.		
	Draft design will be welcomed by parents and students who frequent this road. I have seen classes of school children taken for walking excursions to Keith Stephenson Park and having to deal with NO paths or crossings is treacherous. Please consider -widening the bridge on the corner of Memorial Drive so pedestrians can safely walk on the great trail along the river. -continuing the path from the bridge to Memorial Drive and connecting it to existing path half way along	Safe width to allow pedestrians to walk on the road at the creek crossing cannot be physically accommodated. The path is designed to be connected to the linear trail from a crossing point in Memorial Drive and a new pedestrian bridge linking the Bollen pathway to the existing trail in the reserve.	None
	Suggest refuge crossing at each side street (like the one at Matilda Bud + Sims Road)	Refuge crossings in the side streets cannot be accommodate due to road width restrictions.	None
	Could the path along the new road linking Bollen to Hawthorn be a shared path rather than a narrow path	The new link road from Bollen and Hawthorn Road and the pedestrian path will all be designed and delivered by the developer. The application is currently under consideration by council.	None
	Suggest separate path from the road between Fry St and Sandford Avenue (In gap between road and path)	This request has been passed on to Assets team and will be investigated as part of a separate project	None
	Suggest a refuge crossing at the SA water pump station (I think there is a bus stop here)	Due to a crest being present between Fry St and Sandford Avenue, safe sight distances required for a crossing cannot be met. However a pedestrian crossing opportunity further south has been provided.	None
	Purpose of the walkway running parallel to Fry St?	Council's wastewater easement. It is not proposed to be a formal pedestrian link.	None
	Suggest a refuge crossing at the school (good for out of school hours) x 2	There will be alternative crossings before and after the school crossing that are operational after school hours. However, due to the primary users being school children, a school crossing is more fit for purpose at that location .	None
	Current school crossing proposed on a blind corner?	The sight distances are met where the school crossing is located	None
	Have shared path on both sides of Bollen Road	A shared path on one side and a footpath on the other side where necessary satisfies all the pedestrian and cyclist requirements.	None

Theme	Community Feedback	Council response	Proposed Changes
	Suggest a Wombat crossing at Bollen Road near Linear Trail	A pedesrian refuge is proposed south of the bridge and adjustments made to the linear trail approaches to improve safety.	In the detailed design we may review whether the warrant (traffic volumes : pedestrians movements) for a wombat crossing is met.
	Suggest a full refuge crossing at Memorial Drive, further down from the intersection, and align shared path connection to Linear Trail from it		
	Meander the shared path linear trail using half circle driveways		
	Crossing proposed on Linear trail is extremely dangerous. Refuge helps but there needs to be some gate system as kids cannot slow down on gravel roads on bikes		
	Loop path coming to the linear trail to avoid pedestrians running straight through		
	Footpath down Hawthorn Road please	Outside the scope for this project, but noted for future footpath program works.	None
	Footpath inside service road cutting into large natural verge - is it necessary in this area?	Existing driveways to be retained	Existing Driveways to be retained
	We walk regularly along the trails in between Memorial Drive and Flaxley Rd and across Bollen Rd to the gravel pathway leading towards Newenham with a pram and a dog. We feel unsafe crossing over Bollen rd to the WFC gravel path, and also walking from Bollen Rd back to Memorial Drive, because there are no footpaths or pedestrian crossings. This is the same walking on the path between between Memorial Drive and Flaxley Rd and crossing Kay Rd or using Kay Rd to walk back to Memorial Drive - there are no crossings or footpaths and it feels very unsafe to walk on the road with a baby in a pram but we have no other option to exit the trail and get home	A pedestrian crossing is proposed at the Linear Trail crossing to ensure safety of pedestrians crossing the road. We will review the links to existing pathways on Memorial Drive also.	Detailed design to review linkages to existing foot path network.
Other	Send Heysen Boulevard to the freeway	This is outside the scope for this current project, but has been noted for ongoing discussions with DIT	None
	Don't touch Fry Street reserve	Any potential improvements to the Fry St Reserve would be a future project. However your comment has been recorded and been passed on the relevant team.	None
	Fry Reserve- Well used open area for family groups impromptu cricket, footy, Frisbees, dog walking, running, picnics, etc. Doesn't need "development"		
	Quaker burial site memorial exists near SA water pump station, someone currently maintains it	Acknowledged thank you.	None
	Opportunities for improved street lighting	Lighting assesment and necessary improvements at intersections and crossings is part of this project	Lighting review currently underway
	Review positioning of light poles between Fry and Sandford - setback way further		
	Rubbish collection to be considered	Rubbish collection has been considered in the design	None
	Stormwater pipe condition on Mansfield Road, has collapsed in the past?	Assessment for condition/upgrading forms part of later stages of this project	None
	SW pits not functioning properly between Mansfield and Allen	Assessment for condition/upgrading forms part of later stages of this project	None
	Any swales proposed to drain to creek - not overland	All drainage will be directed to the creek	None
	Footpath connectivity from Morris Road to Bollen Road required - currently ends abruptly Infront of #9 memorial drive	This is out of scope of the project, however has been recorded for consideration in future footpath programmes	None

Theme	Community Feedback	Council response	Proposed Changes
	Busstop gets under water (damp)	Bus pads will be designed as per the standards and proper drainage will be ensured	None
	Damage to road at bridge (creates noise)	A new road surface will be re constructed as part of this project	None
	Who will be responsible to keep the grass down on the verge	Verge maintenance in urban areas is the responsibility of the landholder abutting the verge.	None
	Lot's of trees and a house at the shown new road alignment, shift the road?	The link road location on the concept drawings is indicitave. The detailed design is being undertaken by the developer of the site and will be considered by council as part of the approval process.	None
	What about footpaths in the older established area?	Footpaths in the older established area is out of scope for this project. Council has another new footpath program to retrofit paths.	None
	Hawthorn Road/Adelaide Road very dangerous, ban right turns - why not connect Heysen boulevard to the freeway to reduce load on Hawthorn Road	The intersection with Adelaide Road is under the control of DIT.	None
	Where will bus stops be	Bus stop locations are under investigation by DIT and at this stage have not been confirmed	Detailed design will ratify bus stop locationsin consultation with State Govt.and bus providers
	Traffic counts at Bollen Flaxley 40-50 second wait in peak hour, unsafe and inconvenient access now	The Flaxley Road interesection is under the control of DIT. Future discussions over this interesection and the Hurling Drive intersection will occur.	None

Theme	Community Feedback	Council response	Proposed Changes
OPTION	It appears that people are divided over the 2 concepts that have been presented so far for the Bollen Road upgrades at the community consultation held on Tuesday 31/10/2023. One group opposes any removal of trees, whereas the other group opposes the removal or loss of the green belt along the lower end adjacent the large gumtrees. Another alternative, if a dual road needs to be done in order to provide the necessary width of the roads is, that the road be moved over into the open vacant area on the school side of Bollen Road, rather than destroying the existing green belt/parkland. The issues I see with the bitumen road over an area where trees have flourished, is that by bituminising over the tree root area will affect the health of the trees by the road. Road life/ maintenance would also be an issue associated with the roots of large trees, and most importantly, the severe hazard/danger of falling limbs from those red gums posed to motorists travelling along that stretch of road. From experience over the past almost 30 years, we have seen many large branches drop and cause significant damage. If any of them had hit cars, it would have resulted in certain injury or death. Altering the existing green belt would be likened to building a road through the linear trail in order to upgrade Flaxley Road or building roads through the Adelaide Parklands. I think Mount Barker really needs to retain its parkland and trails for future generations to enjoy, which is one of the reasons we moved to Mount Barker, because of the beautiful open parklands and the linear trail, also we feel that Bollen Road is basically an extension of the existing linear trail heading in the direction of Hawthorn Road. The benefit of building the new road away from existing gumtrees would have advantages both for safety and health of the trees as well as the country feel of the area, by retaining the green belt with a central pathway a safe distance from the main road. A kiss and drop zone would be better located on the same side as the school to: a. Avoid kids crossing the main road and B. reduce the infringement of the school in a once quiet and peaceful residential area, even if Allen Avenue is closed to traffic towards Bollen Road.	Mount Barker Council has identified and zoned different land for different uses, and in this case the green belt falls in a road reserve - unlike a dedicated open space such as Linear Trail. Council has successfully been using different tree sensitive engineering approach which allows us to build trafficable pavement very close to an existing tree. Such practices have been carried out for multiple number of years, and hence are reliable and proven. The trees will receive extensive assessment and appropriate pruning management by qualified arborists. This is a standard procedure for large trees included in new road projects. Roadside trees promote greater traffic safety, positively affecting driver behaviour by subconscious adherence to 'the edge effect' (trees as roadside objects) signalling motorists to keep their speed down and providing emotionally calming amenity at the same time which transfers to the drivers state of mind creating positive driver behaviour.	None
	Another alternative to a "dual"road would be to simply divert a single lane around the single gum tree on the school side to avoid removal of the Oak tree and keep the road further to the school side where it comes close to the Oak tree towards the childcare centre.		
	Prefer split road option x 21 - would prefer to keep oak trees	The split road option has some advantages for saving trees and at this stage the preference from consultation appears to favour a divided roadway. however, construction of new road over mature tree root systems will necessitate a bespoke road pavement design that is sensitive to the trees. Considerable cost can be required for such construction and further work will be needed to quantify project option costs as part of a final recommendation to Council.	Road Option costings and consideration of all of the pros and cons will be worked through as part of final advice to Council.
	No to option 2 - road too close to 2 Allen Avenue x 2		
	Remove oak trees, keep Bollen Road as a single road		
	Dual Roadway presents danger of falling limbs from gums, single roadway puts road out of danger		
Speed / Local Area Traffic Management	Silverwood Drive should have speed humps to deter using as a cut through to Bollen and keep keep traffic to local residents	The concept design anticipates that the new speed limit along Bollen Rd will be 50km/hr. Council has resolved to support this speed limit. An application to the Minister for Transport is being made to formally approve this change. Once approved, new speed limit signs will be installed. The detailed design will consider the appropriateness of traffic calming devices. Ideally speed humps are not used due to the knock-on problems that these devices create around speed and driver frustration. There are other measures we will review in preparing the detailed designs. Raised intersections with gentle ramps grades are a more contemporary	Implement reduced speed limit (subject to Minister approval) and speed environment design measures to encourage speed limit adherence.
	Pavement bars and Linemarking to prevent people cutting corners at Bollen/Silverwood intersection x 3		
	Measures to slow traffic down on Hawthorn Road before Silverwood Intersection		

Theme	Community Feedback	Council response	Proposed Changes
	Single lane slow point where priority changes from Bollen into new link road Currently rat running exists to avoid major roads, traffic calming along Bollen Road required School crossing and school zone should be considered early even if the rest is implemented later x 2 No traffic lights at the school shown Slow speed environment required along Bollen Road Don't wait for a tragedy to speed humps past school Is slow point necessary between Mansfield and Allen avenue x 2 Traffic calming on Memorial Drive required - speeding issues x 2 Speed humps like Sims Road required Despite raised median strip, cars still entering blind spot - signage needed at Hawthorn corner Local traffic only signage towards Silverwood at the section where Bollen changes priority into the new link road x 2 Place device similar to slow points at top of Silverwood x 3 Raised pavement to slow traffic x 2 Speed humps on the crest to address speeding Needs traffic lights from memorial drive to top of school School zone should have flashing lights for reduced speed limits (Koala crossing) Urgent reduced speed limits past school or speed bumps x 4 Remove big gum tree at Sandford or have a slow point	measure to assist in managing speed along urban roads. DIT have plans to improve arterial roads so that rat running on local roads is less desirable.	
Bollen Hawthorn Intersection treatment	I write to you as someone who relies on Bollen Road to navigate daily life. The proposed closure of Bollen Road at the Hawthorn Road end raises significant concerns. Adelaide road in Mount Barker is already strained with traffic, particularly during the morning rush. That's why many of us, including myself, use the alternate route along Bollen and Hawthorn Roads to commute to work in Hahndorf and surrounding areas. This route not only eases our commutes but also reduces the pressure on the overburdened main roads. I urge you to reconsider this proposed closure. Instead, I advocate for measures such as reducing the speed limit to 50km and improving visibility at the Hawthorn Road intersection. These changes are not only essential for our safety but also for maintaining the flow of daily life for the residents and students in this area.	Bollen Road will still have connection to Hawthorn Road via a new and safer intersection and will create a safer driving environment for motorists using Hawthorn Road.	None

Theme	Community Feedback	Council response	Proposed Changes
	It seems that avoiding that dodgy intersection of Bollen and Hawthorne will make the road appreciably safer to travel. The new proposed turn will alleviate the clear vision of oncoming traffic problem at the current intersection	Your support is noted thank you.	None
	The draft concept to make Bollen /Hawthorn intersection safe, is excellent. We live in Springlake and could then use Bollen Rd into Hawthorn Rd to reach Adelaide Rd rather than the Flaxley roundabout		
	Widen road Roundabout at Hawthorn Rd (or significantly improved alignment)	A roundabout treatment at the existing intersection can not gemoetrically work and comply with current road design standards and guides.	None
	Crash history Intersection of Bollen/Hawthorn?	The current Bollen/Hawthorn intersection has poor sightlines and poses a safety risk for the motorists. The new link road shown on the concept will be built by the developer of that land and creates a safer connection point to Hawthorn Road. Once that link road is created, the poorly aligned existing intersection will beclosed. The proposed new intersection will be designed to satisfy the necessary requirements for site diastance and turning movements. Safe movements such as left into Bollen may be retained and is subject to detailed design.	
	Bollen/Hawthorn roundabout or traffic signals option (2 x responses)		
	Sightlines to be considered properly at the new Hawthorn Road intersection		
	Keep Bollen/Hawthorn existing intersection open for more exits in case of fire		
	New proposed Bollen/Hawthorn intersection is a bad intersection		
	Consider left in left out movement open in Bollen/Hawthorn to keep volumes low in Silverwood - no change to Silverwood/Bollen road priority x 2		
	Option 2 is best as it prevents any trees being removed Great that Bollen road / Hawthorn road intersection will be changed to further up hawthorn rd Not sure a round about is needed? Can't quite work that out - thought a right hand turning lane would be sufficient off Bollen rd?		
Given the increased traffic on Hawthorn Road, shouldn't there be a roundabout?			
General planning	Completely ruined bollen road with that ugly child care centre dose not suit the surroundings whatsoever. Really disappointing whoever is making plans to mount barker it used to be such a nice country town now it's ruined	The Child Care Centre was subject to the normal development approval process in accordance with the Development Plan	None
General feedback	Wonderful idea. 🍷	Thank you	None

Theme	Community Feedback	Council response	Proposed Changes
	I appreciate Council saying it wishes to consult with the community and seek feedback. However I am wondering whether the consultation represents a genuine openness to modify decisions that have already been made. I refer to the statement in the Concept Design overview that states:" What the community can influence: Location of the pedestrian crossing Proposed road alignment of Bollen Road between Memorial Drive and Mansfield (sic) Road Proposed intersection treatments at Bollen/Silverwood Drive and Bollen/Memorial Drive. "The issues which I am concerned about, and the other issues which different people are concerned about, fall outside this narrow focus. I am also uneasy about the omission of important factors from the scope of the Concept Design. In particular the total lack of attention given to the intersection of Bollen Rd and Flaxley Rd, and its close proximity to the intersection of Hurling Drive and Flaxley Rd. These are already major points of congestion and risks to safety. It is not plausible for Council to say they are out of scope, and then make statements about plans for the Bollen Rd/Hawthorne Rd intersection. I would like the assurance that this is a proper consultation process and that the matters being raised are to be given more serious consideration than just being noted and disregarded.	The plan at this stage is concept, and subject to change from community and internal consultation. We acknowledge that Flaxley/Bollen intersection is a very important intersection that is not performing well and will strongly continue to advocate with DIT (Department of Infrastructure and Transport). A design for upgrade of Flaxley/Bollen or Flaxley/Hurling Drive will be a fully DIT led process, and unfortunately out of our scope for this project. This design is an upgrade of Bollen Road- a Local Collector Road, to suit its current level of service. Hence elements such as shared path, footpath and crossings have been incorporated into the design. Bollen Road currently faces a lot of challenges due to terrain and unfortunately some things cannot be incorporated into ideal locations without adverse impacts on vegetation or residents. In saying that, we would like to assure you that each and every feedback will be properly investigated and integrated into the plan wherever possible. In the instance where a feedback cannot be incorporated, council will give proper reasoning's.	None
	Council to look at opportunities to purchase strategic land	Acknowledged. Council has purchased land from the developer to construct a detention basin and recreation grounds to protect houses from flooding and also to allow for community recreation space.	None
	History posts/landscape treatments	Will be included in a landscaping plan will be prepared at a later stage in the design process	To be included as part of landscaping plan
	Footpath great idea, thank you x 3	Your support is noted thank you.	None
	Excellent idea to close Bollen Road		
	Love the shared path for bike/pedestrian		
	Roundabout on memorial a big positive (x 3)		
	Bollen Road is too narrow and needs to be a lot wider x 2	Bollen Road has been widened to provide a 3.6m lane in each direction.	None
	Don't remove water bunkers between Memorial and Flaxley	Removal not proposed	None

Theme	Community Feedback	Council response	Proposed Changes
	1. Is there potential to extend the divided road footprint further so that there is a consistent road cross section running past the school. Changing from un-divided to divided(with a central median) in front of a school appears to create an inconsistent road cross section in a road environment at a location where consistency should be utilised to minimise potential ambiguity between different road users (e.g. school kids, cyclists, motorists, buses). 2. Not sure how the sight distance at the intersection of Allen Ave and Bollen Road can be improved without removal of more trees. Can future safety needs of the Bollen Road environment "override" the pressure from the community for existing trees to remain? 3. Existing trees to be preserved with the new roundabout at the intersection of Memorial Drive and Bollen Road are large and appear to obscure sightlines for traffic approaching from Flaxley Rd. 4. What is the design vehicle for the roundabouts. Does this allow for the turning envelope for emergency vehicles? (e.g. fire truck)? 5. How will these proposed traffic improvements affect the circulation of traffic in and out of the new Kings Baptist school and the new childcare centre at the intersection of Memorial Dve and Bollen Road? (The childcare centre on Memorial Drive only has 1 entry/exit point; likely to create a lot of action/congestion during the morning and afternoon; drop-off and pick-up times). Example of concerns is the 1 entry/exit point for Edge Childcare btn Dumas St and Druids Ave 6. Can see the new footpath being a haven for skate boarders and bikes (steep grade = big speed and thrills). 7. Not sure if on street car parking will be utilised often btn Allen Ave and Memorial Dve (in Option 1). Motorists likely to still park on vacant road verge by using proposed driveways. 8. Are there opportunities to incorporate WSUD (possibly rain-gardens or Tree-Nets) or stormwater detention to "throttle-back" the increased run-off entering Western Flat Creek? 9. I feel the proposed parking bay sbtn Thiele and Fry would be better utilised if they were in the side street (slower speed environment) and lower traffic volume. 10. Not clear how the existing bus stops are going to be accommodated in the proposed upgrade plan. 11. Will lighting be upgraded along the full length of the road as part of this project?	The divided road takes place south of the school to take into account the school carpark entry/exit and the steep bank opposite the school which would require significant retaining. The Allen Avenue intersection, and the road alignment leading to it has been shifted towards West to increase the sightlines. The splitting of traffic also means that the vehicles will have to navigate one direction at a time, further improving the sightline requirements. Council is reluctant to remove substantial trees, - in this case it is the splitting of road around the trees to achieve adequate lane widths and suitable clearance from the trees is a preferred outcome. The proposed roundabout is elliptical in shape to deviate traffic a more compared to a normal roundabout. The design vehicles for the roundabout are a garbage truck and a rigid bus which satisfies emergency vehicle use. The proposed changes do not affect the current movement in and out of the school and childcare centre. The traffic engineers working for the school deemed that a right turn lane was not warranted on Bollen Road as the kiss and drop zone is accessed via Springton Parade. Generally childcare have a more dispersed peak hour compared to schools and The carpark is designed to be utilised by the recreation grounds users and overflow for school carpark and may be retro fitted when the recreation grounds are constructed. Unfortunately the grades of the footpath are constrained by the existing terrain. WSUD opportunities will be looked into following 30% design, mainly at the carparks, and also median area between the divided roadway.	None
	Overall looks good. Ensure the pedestrian refuge at the Linear Trail is wide and safe enough for people and whatever they have with them, such as bikes, prams etc. Keep all the lovely trees along Bollen Rd as they add to the aesthetics. We are losing too many trees so we need to keep what is left.	Your concerns have been addressed in the plan	None

Theme	Community Feedback	Council response	Proposed Changes
	The intersection of Bollen and Hawthorn Roads is notoriously dangerous with poor visibility when exiting right onto Hawthorn Road. That there have not been many serious accidents there in recent years is testament to people's patience at the intersection, their avoidance of it via Silverwood Drive or using Flaxley Road instead. We are pleased to see that this intersection is being closed to vehicles exiting either way onto Hawthorn Road. This is a positive move and one which we fully support. We are also pleased to see that no trees will be destroyed if your Plan B shown at the viewing is implemented. This Plan B is not visible on the web so it is unclear to those not attending in person what option this provides. However, any effort to retain all of the trees along this delightful road, and particularly at the Memorial Drive intersection is always welcome. Also keep as much of the hedgerow as possible. Thank you! Some further points and questions include:	Bollen Road is an important local collector road which has seen a rapid development growth in the last few years. One of the aim of this project is to upgrade Bollen Road so that it reflects the surrounding urbanisation. There are many design factors that will help achieve this - reduction of speed limit to 50km/h with a potential reduction to 40km/h in certain sections in the future, closure of current Hawthorn/Bollen intersection, provision of paths and crossings. The upgrade of Hawthorn/Adelaide Road intersection lies with DIT (Department of Infrastructure and Transport) . Council will continue to advocate for the intersection to be upgraded.	None
	•It is not clear where the new entrance/exit onto Hawthorn Road will be located as currently it runs across a home (on the Concept Plan). Will this roadway have pedestrian and bike laneways or will they continue to use Silverwood Drive or the limited access on Hawthorn Road? •Is the entrance into the new estate confirmed? This appears to be placed over a dam runoff point and possible low-lying areas. Has the traffic flow into and out of that new estate been considered in this design? •Will vehicles still use Silverwood as a short-cut? You have noted at the discussion event that there will be traffic calming devices placed on that street. Is there evidence that people will stop using this with those devices in place? •Is the large plot of land on the south west of Bollen Road to be housing as well? Has the design of exits/entrances to that estate been considered in this plan? •It is pleasing to see the shared walkway/pathway on the eastern side of Bollen Road. Is it then necessary to have a second footpath on the other side of the road? Will people use that? Is it duplication and unnecessary expenditure? •The Child Care centre is not shown on the Concept Plan and yet this has significant traffic implications on the Memorial Drive/Bollen Road intersection. This should have been added to the graphic so that people commenting have the complete information. •Will the roundabout at Memorial Drive be large enough to take the buses from the College without damaging the trees or the buses? •The Linear pathway along Memorial Drive is not shown on the plan, yet is an important connection to Mt Barker central. •There is no attention shown to Flaxley Road. We understand this is a DIT road but mention of this would help the community understand why you are not attending to this at this time and within this plan.		

Theme	Community Feedback	Council response	Proposed Changes
Flaxley intersection	As a homeowner on Bollen Road for almost 30 years it is requested that attention is drawn to: 1. The traffic flow along Bollen Road, which is increasingly used, along with Hawthorn Road, as a short cut for motorists from Adelaide Road to Flaxley Road and vice versa. 2. The speed limit on Bollen Road. When slowing down to enter my driveway from the north it is not uncommon to have motorists tailgating me. 3. I was "assured" several years ago that traffic lights or a roundabout would be installed at the Hawthorn Road/Adelaide Road intersection prior to any building approvals along Hawthorn Road e.g. Southern Cross Homes. This has not occurred. Further to this, several residents of Chapman Crescent and other roads in that vicinity drive up Hawthorn Road, along Bollen Road, Thiele Ave etc. to get to the town centre, rather than attempt to make a right turn from the busy and dangerous Hawthorn Road/ Adelaide Road junction. 4. The dangerous Bollen Road/Hawthorn Road intersection. Many motorists use Silverwood Drive as a safer option than attempting to make a blind right hand turn at the top of Bollen Road. Yes, we need to move with the times and accept progress, but perhaps there's been too much "progress" along Bollen Road since the 1950's when it was a dirt track on the western edge of Mount Barker and known locally as "Lovers Lane". Thank you for the opportunity to provide this feedback.	Council will continue to advocate to State Govt for upgrades to the intersections of Bollen Road and Hurling Drive with Flaxley Road and Hawthorn and Adelaide Road.	None
	Given an upgrade to Bollen Road is being made, I'm wondering if it can be considered to resolve two issues in one go. We've seen the significant congestion that occurs at the intersection of Flaxley Road and Hurling Drive, particularly during school drop off/pick up times. Increased traffic along Bollen Road in the future will no doubt increase this issue. Has there been a consideration to align Bollen Road to the Hurling/Flaxley intersection and adding in a roundabout? I understand this may be more expensive right now than just upgrading Bollen Road, but will be cheaper than trying to resolve later when the problem is worse. Now is the time to make this change whilst upgrading Bollen Road anyway, rather than doing it twice. Please consider it.		
	I think the Flaxley road/Bollen rd intersection needs work too. Could it be rerouted to connect to hurling drive and a roundabout/lights installed?		
	Although out of the scope of this development, as the school increase in student numbers, the Bollen Road - Flaxley Road intersection will need to be addressed. Increased traffic flows will make this an accident hot spot. Bollen Road I feel needs to be aligned with Hurling drive, and a round about, or traffic lights installed there		
	Second this idea of thinking about how we can remove the dog leg from Hurling Drive to Bollen Rd - else we will see traffic banking up preventing access out of Hurling Drive during peak times.		
	The intersection with Hurling Drive with Flaxley will be at the mercy of whatever is decided on with Bollen Road. With the construction of more homes will create enormous traffic volumes along Flaxley Road. You won't be able to turn right from Bollen Road, nor will you be able to turn right off Hurling Drive which is already a bottle neck at any time of the day, 7 days a week.		

Theme	Community Feedback	Council response	Proposed Changes
	I think that there should be a roundabout with the Flaxley Road Junction. There should also be a roundabout with the Hurling Drive/Flaxley Road Junction. What has been done to this junction is a total waste of taxpayers money		
	Upgrading the intersections between Bollen Road, Flaxley Road and Hurling Drive is of a much higher value and urgency than between Bollen Road and Memorial Drive. What is being done for this?		
	Roundabout at Flaxley Road/ hurling drive x 3		
	90 degree intersection at Bollen/Flaxley		
	Link Bollen and Hurling intersection - redirect road		
	No line of sight turning right Bollen to Flaxley due to stobie pole, this intersection will be a nightmare as school and childcare expand		