NEIGHBOURHOOD PLAN

HOLDEN HILL

2025



REV 1 ENDORSED 8 APRIL 2025 - THE CITY OF TEA TREE GULLY



The Holden Hill Neighbourhood Plan is a living document. It sets the foundation for neighbourhood planning and is designed to be progressively updated

Strategic Alignment

Neighbourhood planning shapes the spatial, social and economic development of local areas by integrating the principles of urban design, land use planning and infrastructure delivery. The Holden Hill Neighbouhood plan identifies gaps, addresses challenges and plans for the current and future needs of the community.

The Holden Hill Neighbourhood Plan sits within the hierarchy of strategic plans and documents with line of sight to key strategic documents including the Strategic Plan, City Masterplan and supporting strategies through to statutory documents including Policies, Asset Management Plans and operational plans to the delivery of projects to guide future decision making.

Neighbourhoods and precincts will be identified and prioritised in the City Masterplan at a city-wide level. The City Masterplan will set the outcomes and strategic objectives for the neighbourhood.

As the development of the City Masterplan progresses and strategies are developed and subsequently endorsed by Council, the Holden Hill Neighbourhood Plan will be updated to ensure it continues to align with approaches to be adopted by Council.



Overview

Holden Hill was established in the 1950s and by the 1980s the suburb was substantially developed. In the City of Tea Tree Gully it is bounded by North East Road to the west, Grand Junction Road to the north, Hope Valley Reservoir to the east and Lyons Road to the south.

Background

The Holden Hill Neighbourhood Plan (the Plan) sets the foundation for future development in Holden Hill. Includes potential upgrades to infrastructure, streetscapes, open space and community facilities. Initially the plan focusses on addressing Council resolutions associated with the revocation and sale of community land on Valiant Road and Grand Junction Road, where Council resolved the income from the sale of the land be reinvested to revitalise Holden Hill. As the development of strategies, plans and the city-wide Building Optimisation Plan progress, the Plan may be amended to reflect recommendations and actions resulting from this work.

Neighbourhood Plan Scope

Provides high level analysis of Holden Hill and identifies key projects and initiatives that add value to the broader Holden Hill community, focusing on improving the public realm, including visual amenity, open space and streetscape infrastructure, canopy cover and inclusive access. To ensure the broader Holden Hill community directly benefits from the funds generated associated with the sale of community land in their neighbourhood through an upgraded public realm. Cost estimates are provided for each initiative.

Potential future projects identified in the Holden Hill Neighbourhood Plan are currently unfunded initiatives and are subject to future budget processes, timing, opportunities to leverage external grant funding, negotiations with external stakeholders and broader Council priorities.



Image: Holden Hill subdivision works, circa 1959

Holden Hill Snapshot

Holden Hill is located 2.5km south west of Modbury and 10km north east from Adelaide's central business district via North East Road. The suburb lies within both the City of Tea Tree Gully and City of Port Adelaide Enfield. The snapshot reflects data limited to the neighbourhood of Holden Hill within the City of Tea Tree Gully.



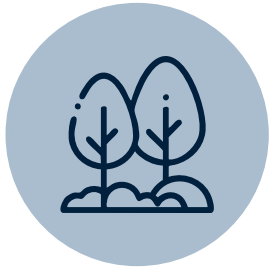
Neighbourhood Profile

Holden Hill located within the City of Tea Tree Gully covers an area of approximately 1.58km2 and is home to 3,025 residents with a median age of 37 years.



Population

As of the 2021 census, the area of Holden Hill located in the City of Tea Tree Gully has a population of 3,024, growing from 2,645 residents in 2016 and is a multicultural and ethnically diverse community.



Open Space

Key open spaces are Bentley Reserve adjacent the Holden Hill Community Centre, Malcolm Reserve adjacent to the north-south O-Bahn Linear Park Corridor which intersects the suburb and the state government owned Hope Valley Reservoir



Housing and Development

Holden Hill consists of approximately 1,327 dwellings, with 8.4 dwellings/ha and an average household of 2.4 residents. The area is experiencing an increase in infill development, however not to the level of gentrification



Transport and Connectivity

The Paradise O-Bahn interchange located south of Holden Hill is the key public transport hub and is accessible by car or bus via North East Road, Valiant Road and Lyons Road. Shared use paths along the O-Bahn Linear Park Corridor provide connections to Tea Tree Plaza to the north and to the City and River Torrens Linear Park to the south.



Environment

The area encompassed by the state government owned Hope Valley Reservoir and the O-Bahn Linear Park Corridor are the most significant contributors to biodiversity, local flora and fauna in Holden Hill. The significant loss of tree canopy coverage in Hope Valley Resorvoir is due to an outbreak of Giant Pine Scale.



Experiences

A range of open space experiences are provided in Holden Hill including a district and two local level playspaces, a skate park, informal sporting courts, fitness equipment, irrigated grass kickabout spaces, off-leash dog park, the O-Bahn Linear Park Corridor shared use path and Hope Valley Reservoir including nature play and picnic facilities.

Planning and Land Use Zones

Holden Hill is predominantly zoned General Neighbourhood and Employment Zones, with small Local Activity Zones on Grand Junction and Valiant Road, the Hope Valley Reservoir is zoned Infrastructure.

General Neighbourhood Zone

Represents approximately 74.1% of Holden Hill, the zoning encourages the development of a diverse range of housing types, that aims to increase housing supply and variety by allowing for different dwelling densities, including the potential for small dwellings, units, apartments and townhouses and smaller subdivisions, while still maintaining the character of established neighbourhoods. General Neighbourhood zones are designed to support the establishment of medium density housing development within existing residential areas.

Employment Zone

Represents approximately 26.3% of Holden Hill, employment zoning is specifically planned to accomodate a diverse range of business activites including light industrial, commercial and other low-impact enterprises aimed at creating employment opportunities within the local area. Employment lands in the north of Holden Hill are identified as employment precincts in the Greater Adelaide Regional Plan.

Local Activity Centre Zone

Represents approximately 0.4% Holden Hill and seeks to provide convenient access to everyday retail servces, including small scale shops, cafes and other businesses located typically within walking distance for residents aiming to create a vibrant and mixed-use neighbourhood.

State Significant Infill

The Greater Adelaide Regional Plan identified Local Activity Centres and Employment Zone on North East Road as state significant infill areas, due to their capacity to significantly contribute to the delivery of more homes in the right places.

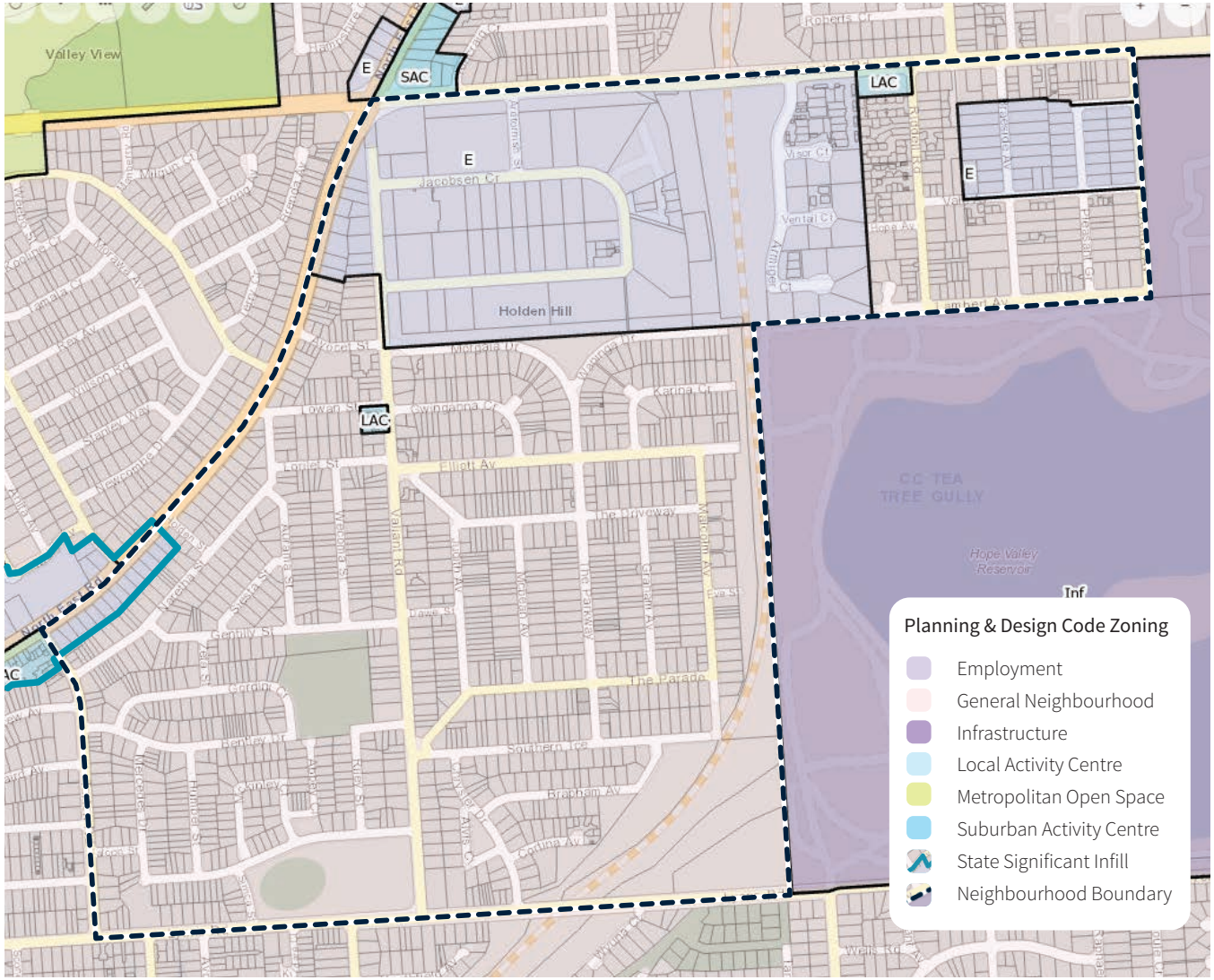


Image : Planning and Development Code Zoning, March 2025

Urban Renewal

Holden Hill has been undergoing gradual urban renewal for the past 20+ years. If urban renewal rapidly escalates this may lead to gentrification which is likely to adversely impact on the community.

Urban Renewal

Holden Hill has been undergoing a slow urban renewal predominantly through the turnover of housing stock and infill development gradually increasing housing densities, typically in the form of 1 existing housing allotment subdivided into 2 housing allotments or 1 one existing housing allotment subdivided into 3 housing allotments.

Gentrification

There is fine balance when implementing infrastructure upgrades in a neighbourhood undergoing gradual urban renewal, particularly where there has been a reduction in the affordability of the locality, increased housing prices, good proximity to public transport, services, schools and shopping centres. If a significant upgrade of the public realm occurs without managing the potential risks this may result in gentrification.

Gentrification can be defined as an increased rate of urban renewal that is typically market driven, that results in the displacement of existing residents due to an influx of wealthier residents driving up housing costs. It is noted that there is less focus on the social fabric of the neighbourhood and cultural shifts towards amenities catering to wealthier demographics.

It is our responsiblity to undertake a measured and responsible approach to the upgrade of infrastructure and amenity within Holden Hill to prevent the onset of rapid urban renewal leading to gentrification and displacement of lower-income residents and loss of affordable housing options.



Image: Infill development, March 2025

Historic Infill Development

Urban infill mapping of Holden Hill demonstrates the gradual transition of old housing stock into new housing stock predominantly single and two storey homes.

Infill Development

From 2022-2024, land division has resulted in 39 new housing allotments (refer right for the Holden Hill infill development plan) with a majority of subdivided blocks fully developed. Forecasting indicates this represents an increase in population of approxmately 153 residents over the two year period. If urban infill continues at the same rate, it is anticipated in a five year period to 2026, the population would increase by 383 residents or 12.7%.

This is in line with population growth of 12.8% or 343 residents over the 5 year period from 2016 to 2021.

Land Supply

The City of Tea Tree Gully Residential Growth Options Report - Background Report identified that under the current planning provision, land supply in the Holden Hill area has capactiy to double the amount of existing dwellings. Recommendation 5 of the Report relates to the urban renewal of ageing housing stock which seeks to investigate the potential to increase diverse housing choices, by applying a neighbourhood type zone which promotes housing diversity, connection to quality open space, transport options and non-residential uses which support a thriving community. The principles that apply to investigations include aging housing stock, proximity to reliable public transport and services ie shopping and commercial areas, community facilities, open space and where existing infrastructure can accomodate increased housing densities.

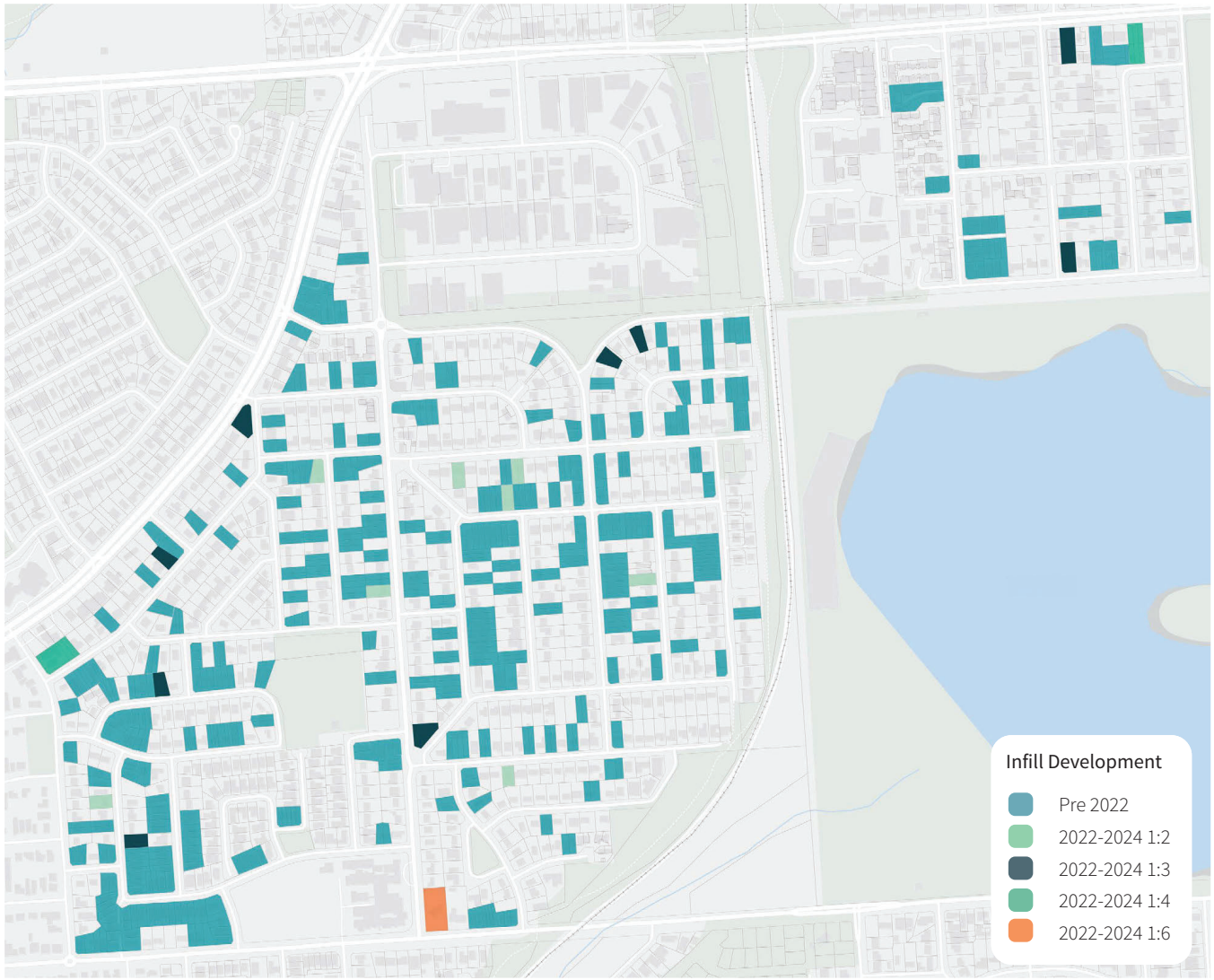


Image: Urban infill mapping data to January 2025

Housing Diversity

As of 2021, 81% of houses in Holden Hill were separate houses, when compared with the broader City of Tea Tree Gully separate housing accounts for 88.7%. Council is developing a Housing Diversity Strategy that will inform the future options for housing throughout the City

Dwelling Structure

In 2021, 19% of houses in Holden Hill were classified as medium density, and 81% as separate housing, substantially higher than the average of 11.2% medium density housing across the broader City of Tea Tree Gully. However it is noted that despite ongoing urban renewal the percentage of medium density housing in Holden Hill has varied over time from 15.1% in 2011 and 20.7% in 2016.

Comparatively the dwelling structure of neighbouring suburbs in 2021 is summarised below:

- Gillies Plains, 78% separate houses, 22% medium density
- Modbury, 75% separate houses, 25% medium density
- Hope Valley, 73% separate houses, 25% medium density
- Dernancourt, 90% separate houses, 10% medium density
- Highbury, 97% separate houses, 3% medium density

With the ongoing urban renewal, it is envisaged that the percentage of medium density houses in Holden Hill will increase overtime.

Housing Affordability

In 2021, the median house price for Holden Hill was $500k for separate houses and $325k for units.

In the three years since there has been a significant increase in housing costs, lifting median house prices to $760k and $488 for units significantly impacting the affordability of Holden Hill.

Rental Affordability

In Holden Hill 34.3% of houses are rentals, substantially higher than 18% of the broader City of Tea Tree Gully region and only second to Gilles Plains where 38.8% are rentals.

In 2021, the median rental price per week for Holden Hill was between $300-325/week for houses. In the three years since the census there has been significant increase in rental costs within Holden Hill, lifting the median rental price for a house being $600/week and for apartments $450/week. Representing an 100% increase on rental prices for houses.

Comparatively median weekly rental prices of houses / units in neighbouring suburbs from 2021-2025 is summarised below:

Suburb	Type	2021	2025	% increase
Holden Hill	House	$300	$600	100%
	Units	$288	$450	56%
Gillies Plains	House	$395	$620	57%
	Units	N/A	$400	-
Modbury	House	$375	$598	59%
	Units	$310	$550	78%
Hope Valley	House	$375	$580	54%
	Units	$310	$468	51%
Dernancourt	House	$575	$600	4.3%
	Units	N/A	N/A	-
Highbury	House	$395	$600	52%
	Units	N/A	N/A	-



Image: Infill development, March 2025

Community

The population of Holden Hill is growing, from 2,645 in 2016 to 3,024 in 2021 an increase of 13.9%. Forecasting informed by subdivision and increasing housing densities indicates that population growth is on track to increase by a similar amount between 2021 and 2026.

Population

Forcasting indicates that the population of Holden Hill will continue to grow by approximately 13-14% over a 5 year period, in line with population growth from 2016-2021.

The median age in Holden Hill is 37 years down from 38 in both 2011 and 2016. Holden Hill is the youngest locality in the City of Tea Tree Gully region which has a median age of 41 years. The highest median age of 46 years is Hope Valley.

Dwelling Characteristics

The average number of people per household has varied over time from 3.1 people per household in 2011, to 2.4 people per household in 2016 up to 2.7 people per household in 2021. Reflecting the changing demographic structure of Holden Hill.

Families

The average number of children per family is 1.7, for all households the average of children her home is 0.7, that with the median age indicates the Holden Hill has a greater percentage on young couples, retiries (typically in old housing stock) and two person households.

Cultural Diversity

The cultural diversity of Holden Hill is gradually transitioning. In 2011 to 2016 the top three places of ancestry were English (UK), Australian and Italian followed by German and Irish.

In 2021, it is noted that the population of Holden Hill is growing and the percentage of residents with English (UK), Australian, and Italian ancestry are increasing, the actual number of residents representing each ancestry is decreasing, due growth in residents of Indian ancestry previously outside the top responses:

- 27.3% of residents are English (UK)
- 23.2% of residents are Australia
- 9.8% of residents are Indian
- 9.1% of residents are Italian
- 6.4% of residents are German

Education

In 2011, education statistics did not specify the level of qualifications achieved by residents. However, from 2016 to 2021, the percentage of residents who have achieved a Bachelor degree or higher has increased from 15.9% to 25.9%.

However, the type of educational institutional attending at the time of census provides insight into the level of education sought by residents. In 2011, 14.6% of residents were attending university or other higher education increasing to 15.9% in 2016 and 19.1% in 2021.

Income and Work

In 2011, the median income of residents was $437 (personal) or $1120 (family). In 2016 , the median income of residents was $551 (personal) or $1346 (family) and in 2021, the median income of residents was $706 (personal) or $1671 (family).

The increase in income from 2011-2016 of 26.9% is substantially above the CPI increase of 9.8% over the same period. From 2016 to 2021 the increase in income of 28.13%, again substantially above the CPI increase of 9.5% over the same period. This with the increase in the level of tertiary attainment and attendance indicates that more educated, professionals are moving into Holden Hill.

Housing Structure

Over the three census periods the household composition has remain consisted, with 65% family housholds, 30% Single of lone households and 4.5% group households.



Image: Summer Garden Festival Civic Park, Modbury

Economy

Holden Hill economic output area contributes to approximately 20% of the economic output of the whole of the City of Tea Tree Gully, generating $1.4B annually.

Economic Output

Economic output data is captured in the Holden Hill statistical area (the area) that covers 2.39km2 and includes the whole of Holden Hill (in the City of Tea Tree Gully) and a portion of Modbury bounded by North East Road (west), Grand Junction Road (south), Reservoir Road (east) and Heysen Avenue (north).

The economic output of the area is $1.4B anually equating to 19.26% of the total output of $7.4B for the City of Tea Tree Gully (the region). The largest industry sector for economic output in the area is Manufacturing accounting for $362.7M or 25.46% of total output.

Employment

In the area 3,653 jobs in the area accounting for 14.11% of jobs for the region. The largest job cohorts are Construction 22.9%, Manufacturing 22.5% and Healthcare & Social Assistance representing 13.1% of jobs.

Business

There are 405 businesses registered in the Holden Hill neighbourhood area within the City of Tea Tree Gully, the top 5 sectors are:

- Transport, postal & warehousing 29.88%
- Construction 16.54%
- Manufacturing 8.89%
- Administrative & support services 8.15%
- Other 6.91%



Image: Local Activity Centre, Valiant Road, Holden Hill

Socio-economic Disadvantage

Holden Hill has a SEIFA rating of 947 under the Index of Relative Socio-economic Disadvantage which provides insight into the social and economic challeges within the community. It informs the potential impacts of urban renewal and type of upgrades that should be prioritised

Socio-economic Disadvantage

The Index of Relative Socio-economic Disadvantage (IRSD) is a general socio-economic index that summarises the economic and social conditions of people and households.

The index is divided into 10 deciles, the 1st is the most disadvantaged and the 10th is the least disadvantaged.

Over time Holden Hills IRSD score has gradually increased, from 914 (2nd decile) in 2011, to 927 (2nd decile) in 2016 and to 947 (3rd decile) in 2021. Demonstrating that overtime through population turnover/aging out, urban renewal attracting new younger home owners, the suburb is becoming less disadvantaged.

However what needs to be considered is how Holden Hill compares with neighbouring suburbs.

In 2021, Gillies Plains 944 (3rd decile), Modbury 953 (4th decile), Hope Valley 971 (5th decile), Dernancourt 1036 (8th decile) and Highbury 1044 (9th decile) indicating that Gilles Plains is more disadvantaged than Holden Hill and Highbury the least disadvantaged.

While the IRSD score has increased, Holden Hill still has one of the lowest areas IRSD scores in the City of Tea Tree Gully. A low score (lower decile) may indicate:

- A greater pecentage of households have a lower than average income
- There are less people with qualifications and more people are working in low skilled occupations
- Higher rates of employment in industries with shift work and casual employment such as retail, hospitality, health care and warehousing
- Less likely to have access to multiple cars or no car at all, increasing reliance on public transport for comuniting, schooling, shopping and accessing services
- Households are often more sensitive to increases to pricing linked to the cost of living
- Higher proportion of single parent families, retirees, younger people and new migrants



Image: Market Stall, Tea Tree Gully Sustainability market

Open Space Provision

Open space is integral to the quality of life and the health and wellbeing of Holden Hill residents. Council owned, useable and accessible open space equates to 7.2% of land, substantially lower when compared with the minimum allocation of usable open space applied in greenfield developments of 12.5%.

Provision of Open Space

The Planning, Development and Infrastructure Act 2016 states that for greenfield developments 12.5% of useable open space land within residential areas be allocated to the provision of open space. A summary of non-Council owned open space in or adjacent to Holden Hill:

- A portion of the land to the east of the O-Bahn is owned by the Commissioner of Highways (COH), is accessible to the community and includes a shared use path and represents 1.1% of open space.
- Portions of the Hope Valley Reservoir owned by SA Water (SAW) are accessible to the community in daylight hours (assistance animals exempt). Including unsealed paths, a small nature playspace, picnic areas, BBQ, public toilets and fitness equipment. Representing 4.3% of open space.
- Residents on Tarton Road and immediate surrounds are likely to access Tarton Reserve located in the City of Port Adelaide Enfield (PAE). The site includes grass kickabout space, playspace, shelter, park furniture and a small sports court representing 0.2% if open space

Land totalling 12.8% is accessible for open space purposes

- The oval, sports courts and open space infrastructure at Kildare College (Catholic Education) is fully fenced and not accessible to the broader community, the site includes the only active recreation facilities in Holden Hill representing 1% of open space

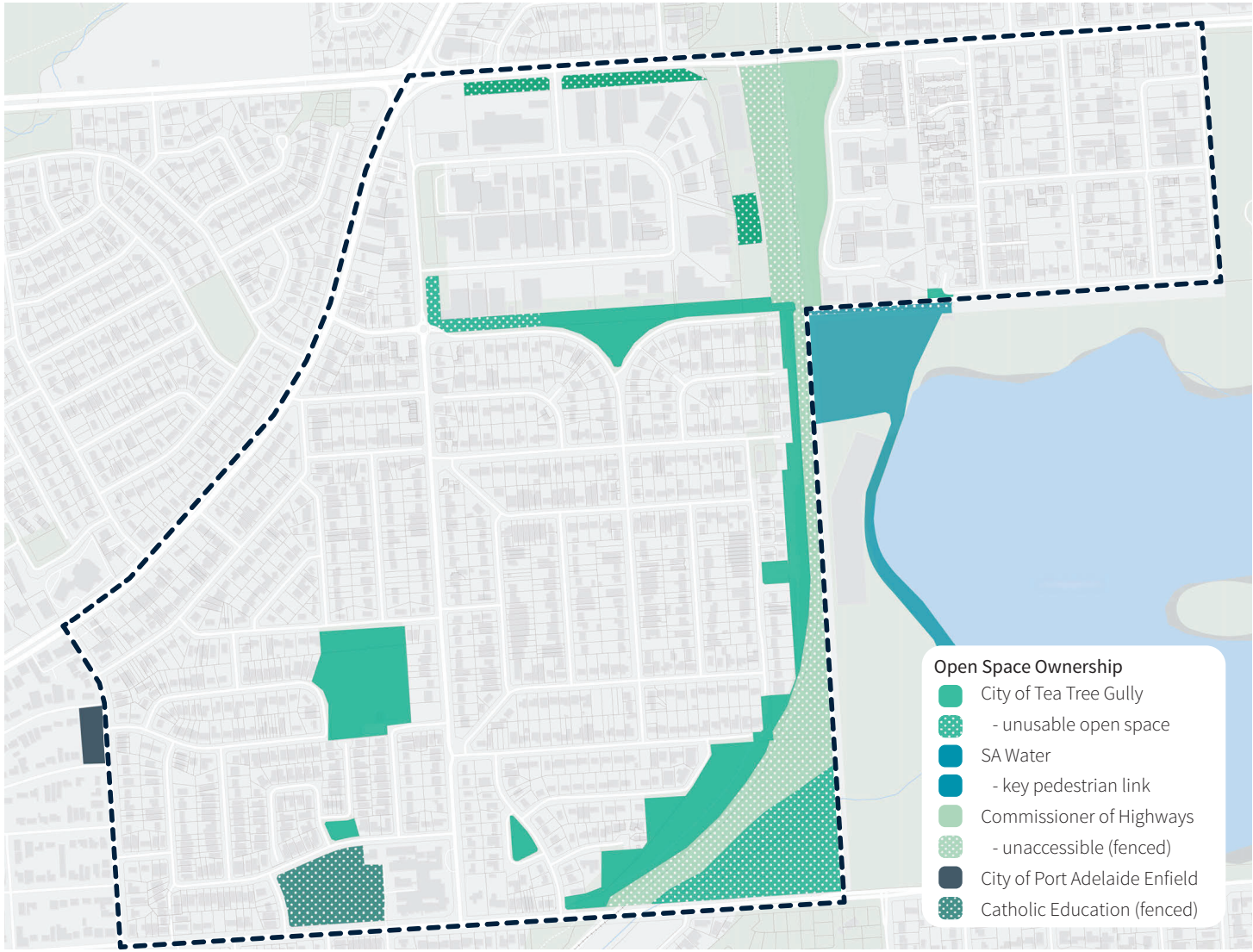


Image: Open space ownership, March 2025

Open Space

Holden Hill should include a range of open space experiences within the neighbourhood. The scale and diversity of experiences is determined by the hierarchy, classification and open space experiences service level catchments aiming to provide equitable access for residents.

The location and core function for each open space is provided below. For further detail refer concept plans.

1. Bentley Reserve - passive recreation
2. Malcolm Reserve - passive recreation
3. O-Bahn Linear Park Corridor South - green corridor
4. McKinley Reserve - water management
5. Alvis Reserve - natural area
6. O-Bahn Linear Park Corridor East (Commissioner of Highways) - green corridor
7. Lambert Reserve - passive recreation
8. O-Bahn Linear Park Corridor South - water management
9. O-Bahn Linear Park Corridor East (Commissioner of Highways) - operational
10. Hope Valley Reservoir (SA Water) - passive recreation / water management
11. Tarton Road Reserve (City of Port Adelaide Enfield) - passive recreation
12. Kildare College (Catholic Education) - active recreation (no community access)

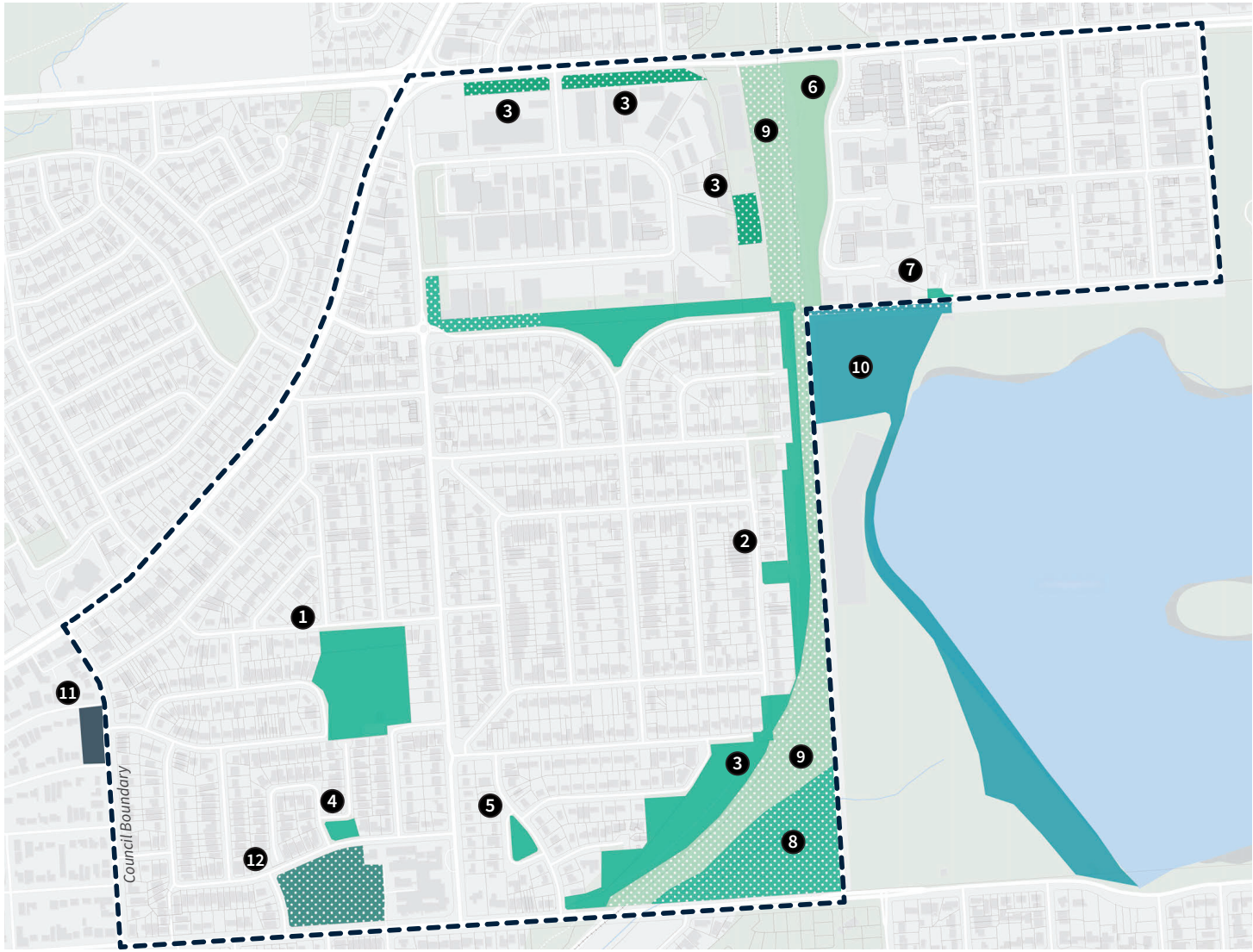


Image: Open space locations, March 2025

Public Transport

As indicated by the level of social disadvantage residents living in Holden Hill have increased reliance on public transport for commuting, school, shopping and accessing services.

Public Transport

Holden Hill is serviced by three buses within 500m walking distance of housing with the exception of houses located on Malcolm Avenue, directly west of the Hope Valley Reservoir, where walking distances are up to 750m

- The Paradise Interchange located on Gameau Road, Paradise is the closest access point to the O-Bahn. Approximately 6-7 mins by car, 10-13 minutes via the 503, 507 and 559 buses or 25-50 minutes walking.
- The 271 bus travels from Tea Tree Plaza to the City servicing residents of Holden Hill via bus stops on Grand Junction Road and North East Road, the bus operates approximately every 30 minutes.
- The 503 bus travels from Tea Tree Plaza to the City via the O-Bahn, servicing residents of Holden Hill via bus stops on Grand Junction Road, Jacobson Crescent, Valiant Road and Lyons Road, the bus operates approximately every 30 minutes.
- The 507 bus travels from Tea Tree Plaza to the City via the O-Bahn, servicing residents of Holden Hill via bus stops on North East Road, the bus operates approximately every 30 minutes.
- The 559 bus travels from Tea Tree Plaza to the City via the O-Bahn, servicing residents of Holden Hill via bus stops on North East Road and operates approximately every 60 minutes.

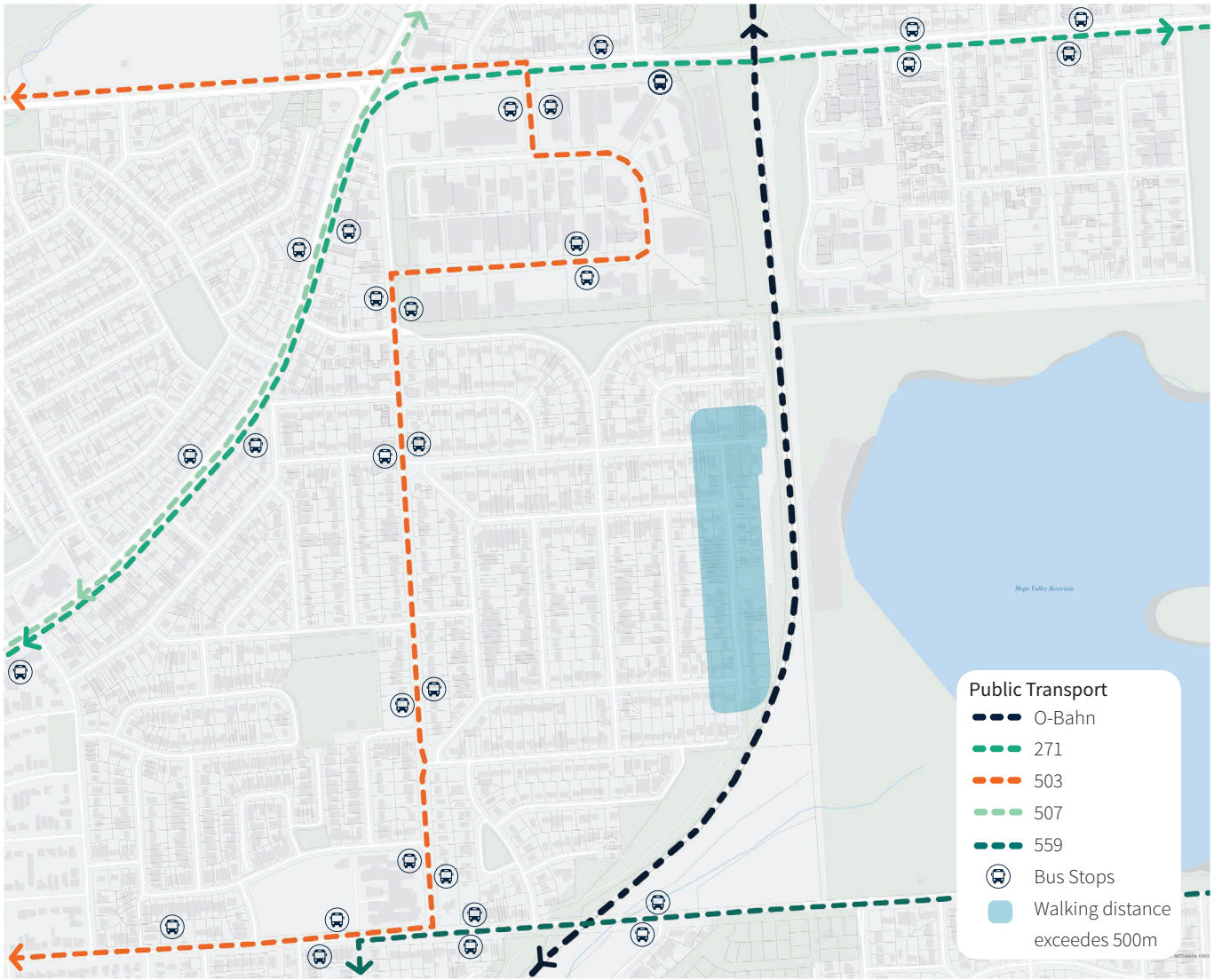


Image: Public transport routes and bus stop locations, March 2025

Pedestrian Networks

The upgrade and provision of quality pedestrian networks is vital to address the needs of the Holden Hill community, to provide safe access to pedestrian generators improve walkability and promote healthier lifestyles.

Pedestrian Access

Upgrades to pedestrian access from residential areas to pedestrian activators, including public transport, local activity areas, the Holden Hill Community Centre and shared use path networks, is a key outcome.

1. The SA Water owned concrete path / stormwater drain connects the eastern and western sides of Holden Hill from Lambert Avenue to the O-Bahn Linear Park Corridor shared use path and Waninga Drive. The only alternative east west connection is on Grand Junction Road.
2. The O-Bahn Linear Park Corridor shared use path, provides pedestrian and cyclist connections to Tea Tree Plaza and the CBD via a transition to the River Torrens Linear Park in Felixstow
3. The shared use path between Waninga Drive and Valiant Road is currently unsealed
4. The concrete path between Waninga Drive and Jacobson Cresent provides a key pedestrian access between the residential areas to the southern and western ares of Holden Hill
5. Pedestrian access adjacent to the local activity centre is poor and needs to provide a clear deliniation between car parking and pedestrians.

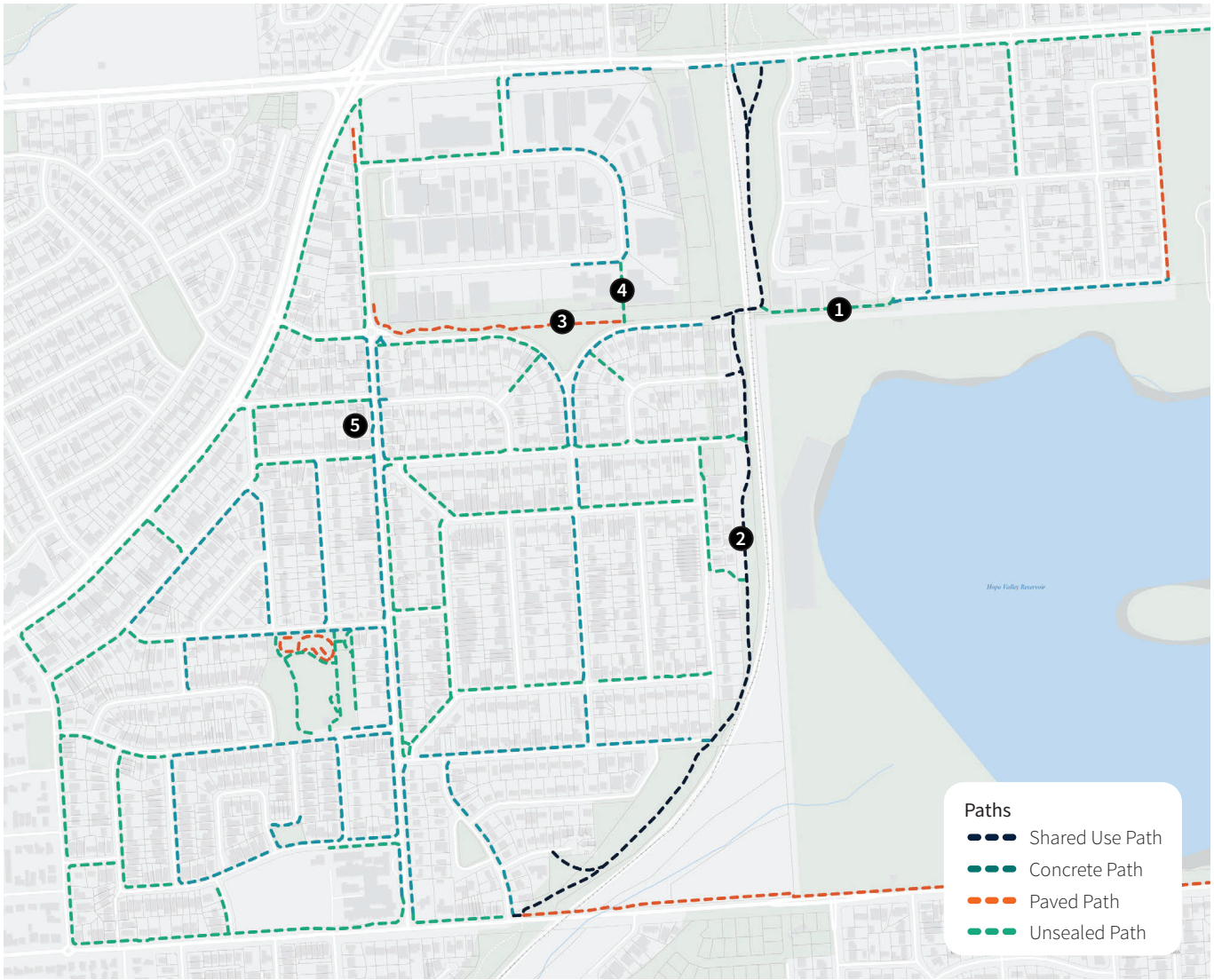


Image: Path Network, March 2025

Current Works

Public realm upgrades of North East Road from Tarton Road to Grand Junction Road and to Bentley Reserve are current initiatives Council is funding and delivering beyond the proposed upgrades identified in the Holden Hill Neighbourhood Plan.

North East Road (City Wide Main Roads and Gateways)

The upgrade of North East Road from its intersection with Tarton Road at Council's south western boundary to the approach to Grand Junction Road is funded through Council's City Wide Main Roads and Gateways Project.

Bentley Reserve

The addition of new lighting for the skate park has been completed. Upgrades to open space infrastructure in Bentley Reserve in the order of $500k is a current initiative that will contribute to the revitalisation of Holden Hill.



North East Road, Holden Hill, is a gateway to the City of Tea Tree Gully. Streetscape upgrades will seek to capture and reflect the identity and uniqueness of the city and the neighbourhood

Main Roads and Gateways

The streetscape upgrade of North East Road and Grand Junction Roads are identified as priority projects with funding to be attributed through the City Wide Main Roads and Gateways Project

The design principles guiding the design and delivery of the City-Wide Main Roads and Gateways include:

- Improved public realm
- Unique city
- Cooler streets
- Streets for all
- Sustainable design

Criteria for prioritising proposed upgrades include:

- Traffic volumes
- Undergrounding of power lines
- Pedestrian and cycling movements
- Tree canopy coverage and urban heat
- Asset life and condition of existing infrastructure
- Gateway and higher exposure streetscapes
- Opportunities to leverage external grant funding
- Economic development

The upgrade of North East Road adjacent Holden Hill is currently identified as a Priority 2 and the upgrade of Grand Junction Road is in two stages, the segment east of the O-Bahn crossing is currently identified as a Priority 3 project, a continuation of works undertaken on Grand Junction Road east of Reservor Road. The segment between the O-Bahn crossing and North East Road is currently identified as Priority 7.

North East Road

North East Road where it is bounded by Holden Hill includes the following Typologies:

- Typology 2 - At the gateway to the City of Tea Tree Gully, adjacent to the intersection of North East Road and Tarton Road
- Typology 3 - At the approaches to the intersection of North East Road and Grand Junction Road
- Typology 4 - The residential area on North East Road between Typology 2 and 3

The following page titled North East Road, outlines the scope of works for each typology and a typical section.

Grand Junction Road

Grand Junction Road where it is bounded by Holden Hill includes the following Typologies:

- Typology 3 - At the approaches to the intersection of North East Road and Grand Junction Road
- Typology 4 - The residential area on North East Road between Typology 2 and 3

The following page titled Grand Junction Road, outlines the scope of works for each typology and a typical section.

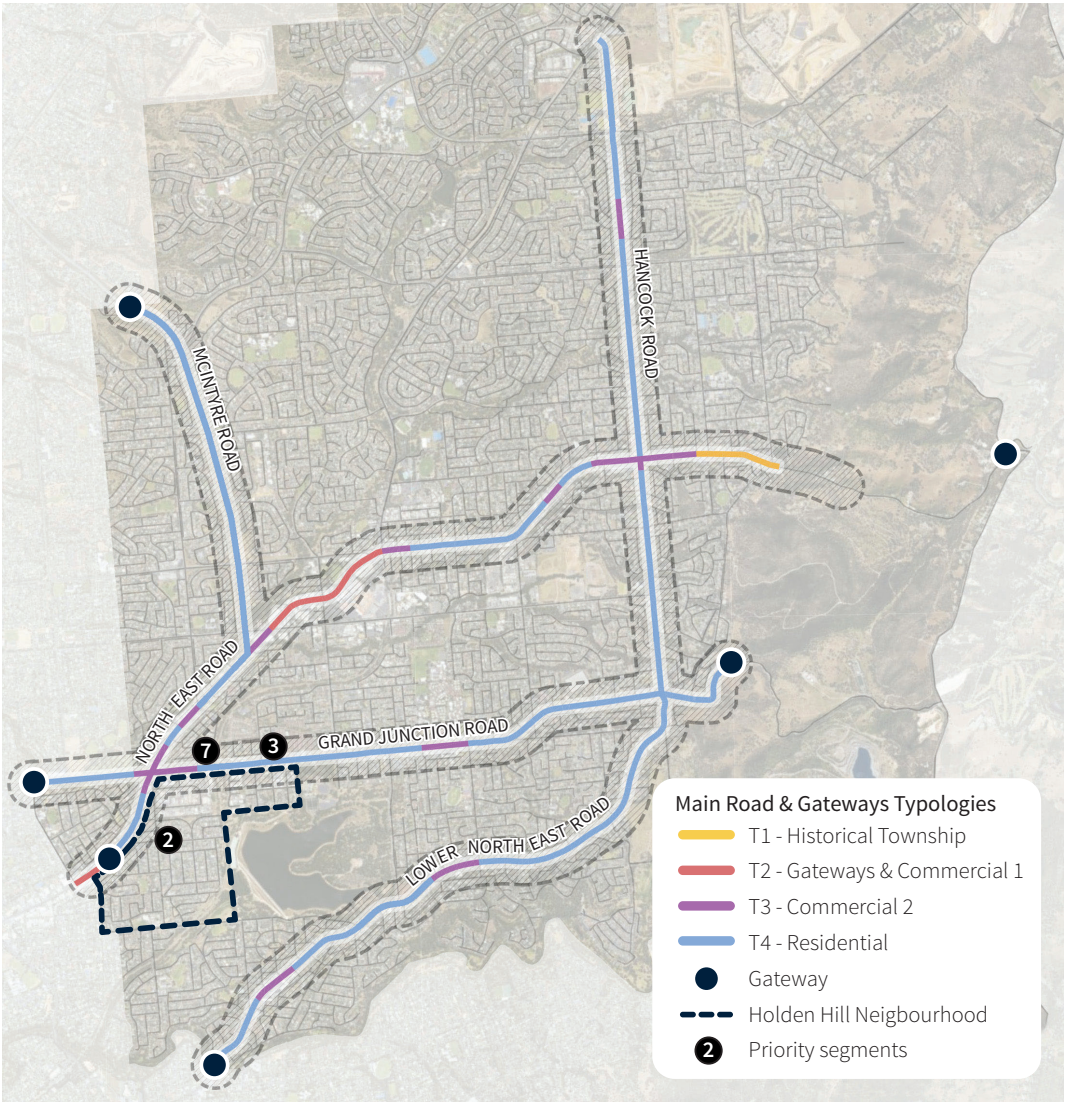


Image: City-wide Main Roads and Gateways Typology Map , 2024

North East Road

TYPOLOGY 2 - GATEWAYS & COMMERCIAL 1 - SOUTH EASTERN GATEWAY

- Priority 1 PLEC sites flexible timeframes
- Feature trees & low planting on verges & medians
- Longer irrigated mulched garden beds with formal edging compacted gravel on medians
- Full width exposed aggregate concrete path with tree cut outs with improved inclusive pedestrian access to residential areas & bus stops
- Gateway, suburb and wayfinding signage and public art



Image: Typical section, North East Road, Holden Hill, South Eastern Gateway Typology 2 - Gateways and Commercial 1 , 2024

TYPOLOGY 3 - COMMERCIAL 2 - INTERSECTION WITH GRAND JUNCTION ROAD

- No undergrounding of power lines due to the substation
- Feature trees & low planting on verges & medians
- Shorter irrigated mulched garden beds with formal edging & compacted gravel on medians
- Full width brushed concrete path with tree cut outs with improved inclusive pedestrian access to residential areas & bus stops
- Wayfinding and suburb signage and small scale public art



Image: Typical section, Typology 3 - Commercial 2 , 2024, North East Road, Holden Hill, approaches to intersection with Grand Junction Road

TYPOLOGY 4 - RESIDENTIAL - RESIDENTIAL AREA BETWEEN TYPOLOGY 2 AND 3

- New trees on verges and medians, species and size varies depends on power lines. Mulched tree pits with informal spade edging on median and verges with compacted gravel between tree pits
- Min. 1.5m wide brushed concrete path back of kerb unless underground services prevent tree planting, with improved inclusive pedestrian access to residential areas and bus stops and provide wayfinding and suburb signage
- No PLEC, public art or irrigation
- Existing residential landscaping to verge (i.e. irrigated turf or low plantings) where appropriate will be retained



Image: Typical section, Typology 4 - Residential, 2024, North East Road, Holden Hill, the residential area between Typology 2 and 3

Grand Junction Road

TYPOLOGY 3 - COMMERCIAL 2 - INTERSECTION WITH GRAND JUNCTION ROAD

- No undergrounding of power lines due to the substation
- Feature trees & low planting on verges & medians
- Shorter irrigated mulched garden beds with formal edging & compacted gravel on medians
- Full width brushed concrete path with tree cut outs with improved inclusive pedestrian access to residential areas & bus stops
- Wayfinding signage and small scale public art



Image: Typical section, Typology 3 - Commercial 2 , 2024, Grand Junction Road, Holden Hill, approaches to intersection with North East Road

TYPOLOGY 4 - RESIDENTIAL - RESIDENTIAL AREA BETWEEN TYPOLOGY 2 AND 3

- New trees on verges and medians, species and size varies depends on power lines. Mulched tree pits with informal spade edging on median and verges with compacted gravel between tree pits
- Min. 1.5m wide brushed concrete path back of kerb unless underground services prevent tree planting, with improved inclusive pedestrian access to residential areas and bus stops and provide wayfinding and suburb signage
- No PLEC, public art or irrigation
- Existing residential landscaping to verge (i.e. irrigated turf or low plantings) where appropriate will be retained
- Wayfinding signage to Hope Valley Reservoir



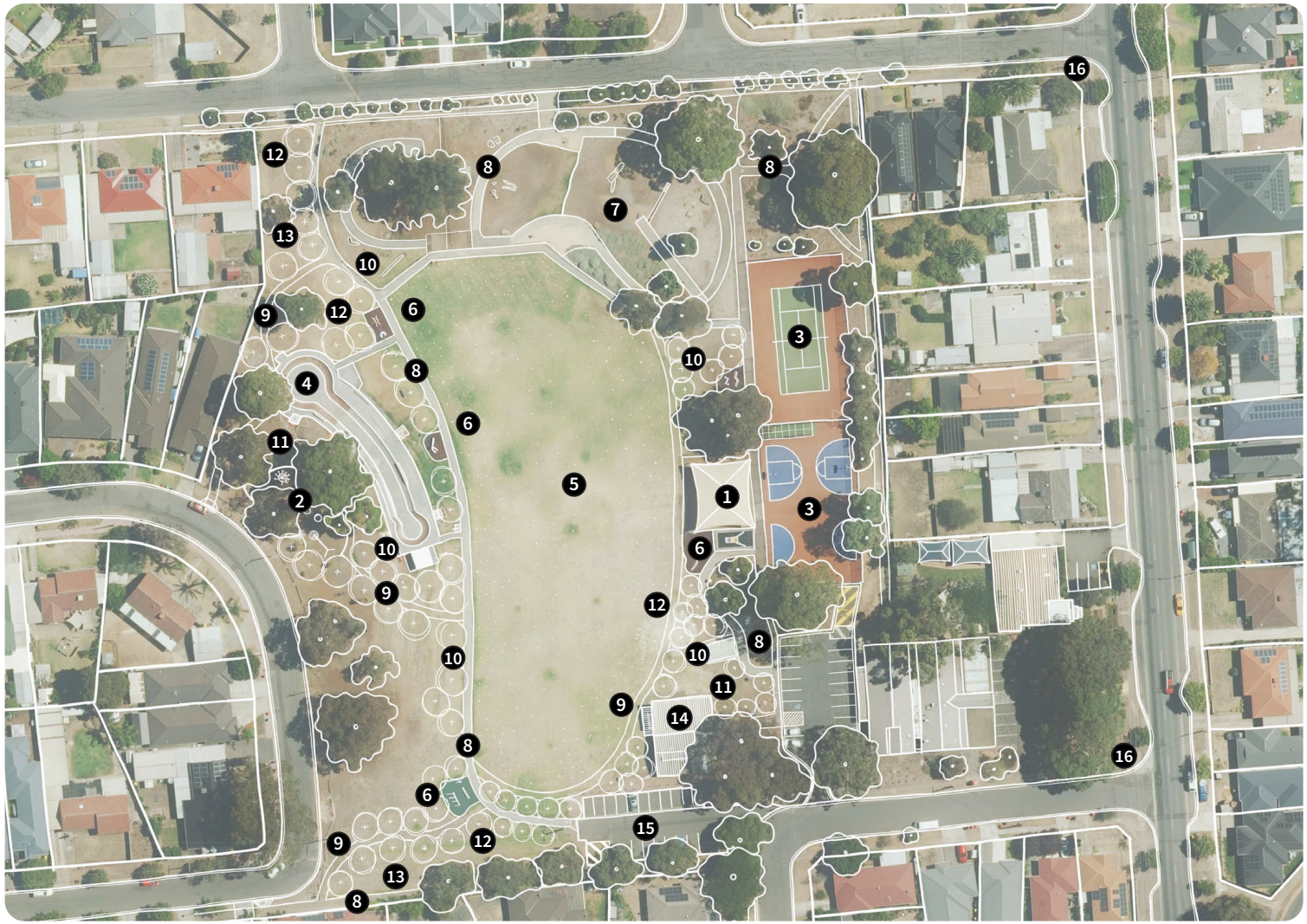
Image: Typical section, Typology 4 - Residential, 2024, Grand Junction Road, Holden Hill, between Typology 3 segments between the approach to North East Road and the completed segment in front of the Hope Valley shoping precinct.

Bentley Reserve

Bentley Reserve is a 23,158m2 district level reserve, located adjacent to the Holden Hill Community Centre. Its core function is for informal active and passive recreation for residents living within Holden Hill.

Upgrades to Bentley Reserve are funded separately to the funding from the proceeds of the land sale. Bentley Reserve provides a range of recreation opportunities including a local level fenced playspace with a shade sail, mixed sports courts including a full sized tennis court, basketball and netball minicourts, a skate park with lighting, irrigated grass kickabout space, fitness equipment, an off leash dog park, paths, picnic facilities, drinking fountain, public toilets, car parking and fencing.

1. Existing local level playspace for children aged 5-9 years
2. Proposed new play equipment for children aged 10+
3. Existing mini-sports courts
4. Existing skate park with recently installed lighting
5. Upgrade existing irrigated grass kickabout space
6. Existing fitness equipment
7. Existing off-leash dog park
8. Existing paths
9. Proposed new sealed paths
10. Existing park furiture
11. Proposed new park furniture
12. Proposed new trees
13. Infill planting
14. Existing public toilets
15. Existing car parking
16. Wayfinding signage to Bentley Reserve at key locations



Concept plan Bentley Reserve, March 2025

Bentley Reserve



Existing picnic facilities



Existing local level playspace with shade sail



Existing sports courts



Existing off-leash dog park



Existing skate park with lighting



Existing public toilets

Proposed Works

The Holden Hill Neighbourhood Plan identifies upgrades to revitalise the public realm in Holden Hill with projects proposed thoughout the neighbourhood to maximise the benefits for the broader community.

Streetscape Upgrades

The proposed projects include:

- Valiant Road North
- Valiant Road South
- Avocet Street
- Lowan Street

Open Space Upgrades

The proposed projects include:

- Malcolm Reserve
- O-Bahn Linear Park Corridor
- O-Bahn Linear Park Corridor Reserve South
- Alvis Reserve
- McKinely Reserve
- Lambert Reserve (wayfinding signage to be delivered with the O-Bahn Linear Park Corridor works)



Valiant Road North

Valiant Road from its intersection with Jacobson Cresent to Lyons Road is 1.2km. The northern section of Valiant Road is within the General Neighbourhood and Employment Zones. Key pedestrian generators include bus stops, the local activity centre and light industries.

The northern segment of Valiant Roads provides indented car parking, inconsistent tree canopy, mulched verges, and a mix of sealed and unseald footpaths and lacks park furniture and wayfinding.

The upgrade of Valiant Road north, will seek to provide separated pedestrian access in the Local Activity Zone, widen footpaths around key pedestrain generators, provide sealed access to bus stops and address non-compliant pedestrian pram ramps. Increase tree canopy coverage through infill tree planting, replace mulched verges with compacted gravel verges in line with the residential typology in accord with the City Wide Main Roads and Gateways.

1. Widening of footpaths on approaches to pedestrian generators and where feasible to back of kerb
2. Improved pedestrian pram ramps
3. Provision of a sealed path to the bus stop
4. Infill tree planting to create a consistent tree canopy
5. Seating
6. Improved wayfinding

TYPOLOGY - VALIANT ROAD RESIDENTIAL

- New trees on verges and medians, species and size varies depends on power lines.
- Mulched tree pits with informal spade edging on verges with compacted gravel between tree pits
- Min. 1.5m wide brushed concrete path behind indented parking bays, with improved pram ramps. Path may increase in width adjacent pedestrian generators
- No PLEC or irrigation
- Small scale/low infrastructure public art may be included in Local Activity Zones, i.e. wall murals
- Planting in roudabout limited to a single tree, mulched and surrounded with compacted gravel
- Existing residential landscaping to verge (i.e. irrigated turf or low plantings) where appropriate will be retained



Image: Typical section, Valiant Road, Holden Hill



Local Activity Centre on Valiant Road



Roundabout at intersection of Valiant Road and Avocet Street

Valiant Road South

The southern section of Valiant Road is within the General Neighbourhood Zone. Key pedestrian generators include the Holden Hill Community Centre, bus stops and Kildare College.

The southern segment of Valiant Road provides indented car parking, an inconsistent tree canopy, mulched verges, and a mix of sealed and unseald footpaths and lacks park furniture and wayfinding.

There are stormwater drainage issues at the intersection of Valiant Road and Southern Terrace, upgrades to this area are separate to this scope of works. The upgrade of Valiant Road south proposed to widen footpaths around key pedestrain generators where feasible, address non-compliant pedestrian pram ramps. Increase tree canopy coverage through infill tree planting, replace mulched verges with compacted gravel verges in line with the residential typology in accord with the City Wide Main Roads and Gateways.

1. Widening of footpaths on approaches to pedestrian generators and where feasible to back of kerb
2. Infill tree planting to create a consistent tree canopy
3. Seating
4. Improve wayfinding

TYPOLOGY - VALIANT ROAD RESIDENTIAL

- New trees on verges and medians, species and size varies depends on power lines.
- Mulched tree pits with informal spade edging on verges with compacted gravel between tree pits
- Min. 1.5m wide brushed concrete path behind indented parking bays, with improved pram ramps. Path may increase in width adjacent pedestrian generators
- No PLEC or irrigation
- Small scale/low infrastructure public art may be included in Local Activity Zones, i.e. wall murals
- Planting in roudabout limited to a single tree, mulched and surrounded with compacted gravel
- Existing residential landscaping to verge (i.e. irrigated turf or low plantings) where appropriate will be retained



Image: Typical section, Valiant Road, Holden Hill



Pedestrian path, Valiant Road



Indented car parking on Valiant Road

Avocet Street

The streetscape upgrade of Avocet Street extends from the streetscape intersection works on North East Raod to be delivered under the City Wide Main Roads and Gateways project to its intersection with Valiant Road.

Avocet Street is a key entry point into Holden Hill from North East Road with the footpath and powerlines both on the southern side and established trees along the street to be retained.

The upgrade of Avocet Street proposes to widen the footpath, address non-compliant pedestrian pram ramps and increase tree canopy coverage through infill tree planting where feasible, replace mulched or dryland grass verges with compacted gravel in line with the residential typology in accord with the City Wide Main Roads and Gateways.

1. Widening of footpaths where feasible to retain the existing tree canopy
2. Infill tree planting to create a consistent tree canopy
3. Improve wayfinding at North East Road and Valiant Road intersections including finger blade signage to local shops

TYPOLOGY - AVOCET STREET RESIDENTIAL

- New trees on verges and medians, species and size varies depends on power lines.
- Mulched tree pits with informal spade edging on verges with compacted gravel between tree pits
- Min. 1.5m wide brushed concrete path with improved pram ramps. Path may increase in width adjacent pedestrian generators
- No PLEC or irrigation
- Planting in roudabout at intersection with Valiant Road is limited to a single tree, mulched and surrounded with compacted gravel
- Existing residential landscaping to verge (i.e. irrigated turf or low plantings) where appropriate will be retained



Image: Typical section, looking east, Avocet Street, Holden Hill



Loock East to Avocet Street from North East Road



Widen footpath to 1.5m where feasible



Infill tree planting where feasible

Lowan Street

The streetscape upgrade of Lowan Street extends from the streetscape intersection works on North East Raod to be delivered under the City Wide Main Roads and Gateways project to its intersection with Valiant Road.

Lowan Street is a key entry point into Holden Hill from North East Road with the footpath on the southern side and powerlines on the northern side and established trees along the street to be retained.

The upgrade of Lowan Street proposes to widen the footpath, address non-compliant pedestrian pram ramps and increase tree canopy coverage through infill tree planting where feasible, replace mulched or dryland grass verges with compacted gravel in line with the residential typology in accord with the City Wide Main Roads and Gateways.

1. Widening of footpaths where feasible to retain the existing tree canopy
2. Infill tree planting to create a consistent tree canopy
3. Improve wayfinding at North East Road and Valiant Road intersections including finger blade signage to local shops
4. Investigate potential public mural artwork on the commerical building facade

TYPOLOGY - LOWAN STREET RESIDENTIAL

- New trees on verges and medians, species and size varies depends on power lines.
- Mulched tree pits with informal spade edging on verges with compacted gravel between tree pits
- Min. 1.5m wide brushed concrete path with improved pram ramps. Path may increase in width adjacent pedestrian generators
- No PLEC or irrigation
- Planting in roudabout at intersection with Valiant Road is limited to a single tree, mulched and surrounded with compacted gravel
- Existing residential landscaping to verge (i.e. irrigated turf or low plantings) where appropriate will be retained



Image: Typical section, looking east, Lowan Street, Holden Hill



Lowan Street from its intersection with Naperthy Street adj. North East Road



Lowan Street from the intersection with Valiant Road



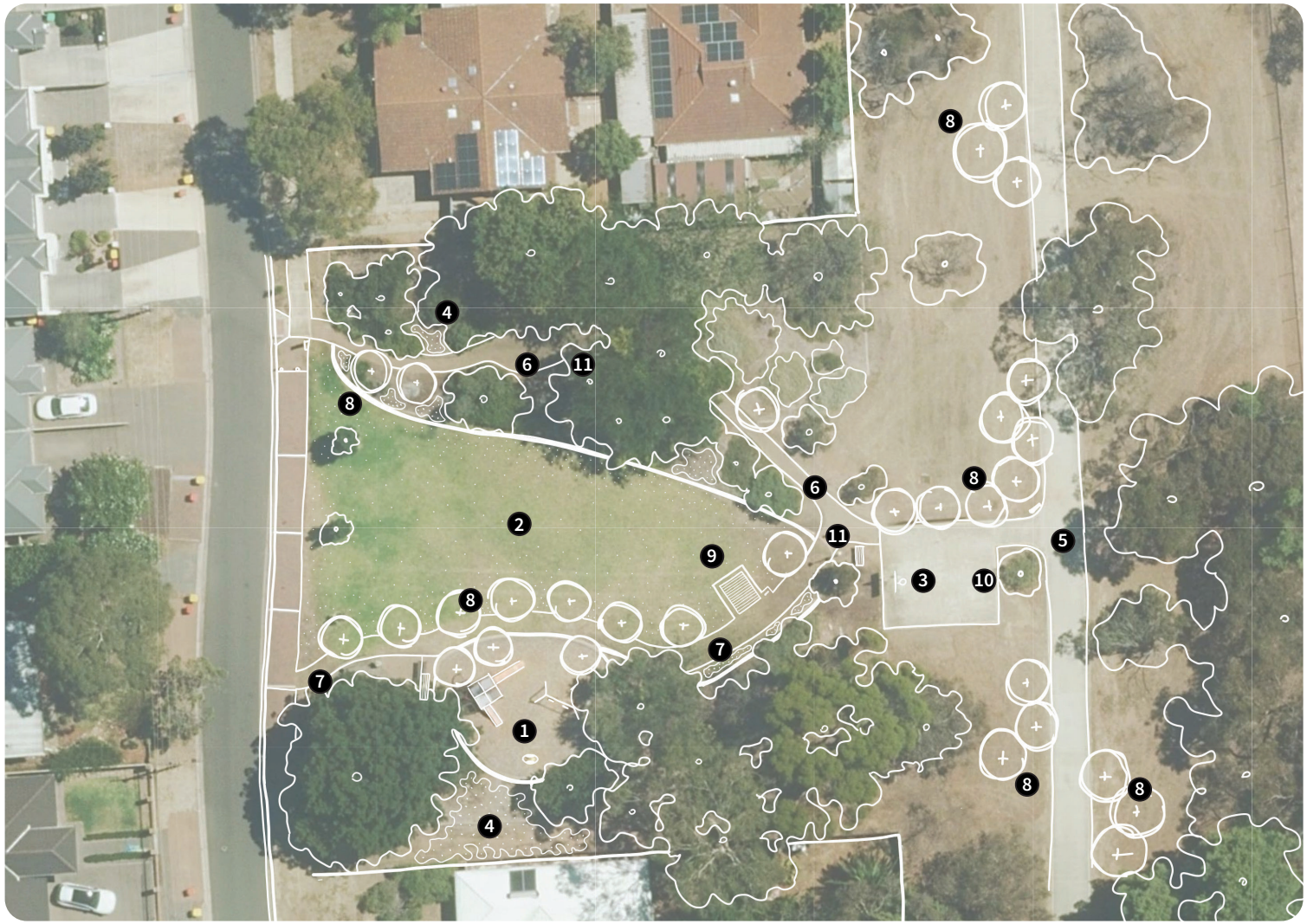
Open Space is integral to the character of the City of Tea Tree Gully and is a major contributor to the quality of lifestyle experienced by residents and visitors to Holden Hill.

Malcolm Reserve

Malcolm Reserve covers 2,163m2 and is a local level reserve, that provides a pedestrian connection between Malcolm Avenue and the O-Bahn Linear park shared use trail. While the southern 625m2 portion of the reserve is road reserve, it is functioning as open space.

Malcolm Reserve provides informal passive recreation opportunities including a local level playspace, basketball mini court, park furniture, paths, an irrigated grass kickabout space and wayfinding signage. Upgrades to the reserve could include improving accessiblity by upgrading the existing undulating paths and providing a new path connection between the playspace and basket ball mini court. A new shelter and upgraded park furniture to provide more inclusive access. Shade trees to be planted on the northern side of the playspace, existing garden beds replanted and public art and linemarking on the pavement of the basketball mini court.

1. Existing local level playspace
2. Existing Irrigated grass kickabout space
3. Existing basketball mini-court with new public art
4. Infill planting of existing garden beds
5. Existing shared use path
6. Existing paths to be upgraded
7. New path
8. New trees
9. New shelter, drinking fountain, picnic table and seating
10. New netball ring
11. Upgrade existing luminaires from sodium to LED



Concept plan Malcolm Reserve, March 2025

Malcolm Reserve



Existing local level playspace



Existing basketball mini-court



Existing wayfinding signage and narrow path access



Existing O-Bahn Linear Park Corridor shared use path



Existing undulating paved path



Existing wayfinding signage

O-Bahn Linear Park Corridor

The section of the O-Bahn Linear Park Corridor in Holden Hill extends for 1.6km from Grand Junction Road through to Lyons Road. The Corridor provides key connections to Tea Tree Plaza in the north east and to the CBD in the south west via a transition to the River Torrens Linear Park in Felixstow.

The O-Bahn Linear Park Corridor runs centrally between the eastern and western sides of Holden Hill. Crossing points of the O-Bahn are at Grand Junction Road, Lyons Road and an underpass that connects Lambert Avenue on the east to Waninga Drive on the west.

As identified in the Open Space provision mapping, segments of the corridor are not owned by Council, and are not accessible to the community or have defined functions i.e. stormwater that preclude the development of open space infrastructure including being the overland flow path for the Hope Valley Reservoir. Further there are limited locations in Council owned sections to provide open space infrastructure beyond the existing shared use path and proposed upgrades to park furniture and wayfinding due to the site levels or being in close proximity to existing open space infrastructure ie Malcolm Reserve.

The concept plan shows a segment of the path with proposed upgrades to be implemented along the length of the path.

1. New park furniture
2. New tree planting
3. New wayfinding maps to highlight informal recreation opportunities and open space infrastructure (ie drink fountains, picnic facilities and other reserves)
4. New path connections to O-Bahn Linear Park South
5. Existing O-Bahn underpass (potential mural public art)



Concept plan for a section of the O-Bahn Linear Park Corridor



Existing O-Bahn Linear Park Corridor shared use path



Existing O-Bahn Linear Park Corridor shared use path at Malcolm Reserve

O-Bahn Linear Park South Reserve

The section of O-Bahn Linear Park South Reserve at the intersections of Morgala Drive and Waninga Drive is approximately 5,305m2. The reserve is currently a dryland reserve with an established grove of trees and a compacted gravel path that links between Valiant Road and the O-Bahn Linear Park shared used path.

The Open Space Asset Management identifies a potential local level playspace to be located within this section of the O-Bahn Linear Park Reserve. While it is noted that there is a gap in the provision of play in this northern section of Holden Hill, the areas is predominantly in the Employment Zone and the catchments for Malcolm Reserve and Bentley Reserve cover a large portion of the area identified as General Neighbourhood. It is recommended that any decisions regarding the provision of a playspace in this area be considered as part of broader playspace planning and the open space review. Minor upgrades could include the upgrade of the compacted gravel paths to a sealed path and the improvement of the path from Waninga Avneue through to Jacobson Drive to provide more inclusive access and the provision of park furniture including park benches and a picnic table within the shade of existing trees.

1. Upgrade shared use path to a sealed path
2. Upgraded pedestrian path from Waninga to Jacobson
3. New park seating
4. New picnic table in the shade of existing trees
5. New map wayfinding signage at path intersections
6. Path upgrade continues to bus stop 34E east side on Valiant Road
7. New sealed path to connect to the O-Bahn Linear Park Corridor underpass





Existing grove of trees within the reserve



Informal track adjacent Waninga Drive



Existing unsealed path through the reserve

Alvis Reserve

Alvis Reserve is a 1,875m2 dryland reserve with no open space infrastructure, the existing tree canopy has failed to establish over the past 17+ years.

Current planning indicates that Alvis Reserve is not required for future stormwater requirements. Accordingly it is proposed that Alvis reserve be retained as a dryland reserve with minor open space upgrades including the establishment of a tree canopy with tree species more suitable to local conditions and the inclusion of park furniture utilising the shade of the one established tree.

1. New trees
2. Potential new picnic table with path access



Alvis Reserve concept plan



Alvis Reserve looking south west



Alvis Reserve looking south

McKinley Reserve

McKinley Reserve is a 1,353m2 dryland reserve where the core function of the reserve is for water management purposes. Current open space infrastructure is limited to a footpath around the reserve, indented car parking on the northern side, a park bench and a few established trees.

Due to its core function for water management, opportunities to upgrade open space infrastructure in McKinley Reserve are limited to areas outside of the detention basin, with the exclusion of irrigation which can be within the basin. The planting of additional trees around the edges and the inclusion of a picnic table utilising the shade of exisiting trees can be accomodated while not adversely impacting on the water detention capacity of the reserve.

1. Existing indented car parking
2. Existing established trees
3. Existing paths
4. Existing park bench
5. Proposed new trees
6. Proposed picnic table



McKinley Reserve concept plan, March 2025



McKinley Reserve looking north east



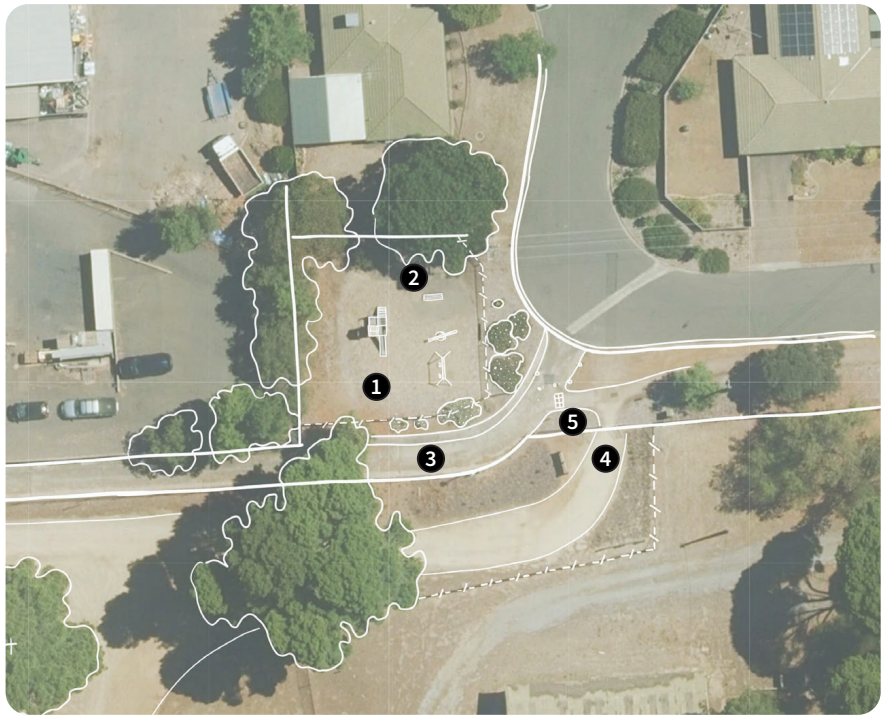
McKinley Reserve looking south west

Lambert Plantation

Lambert Plantation consists of two parcels of land totalling 8,37m2 owned by SA Water. The core function of the reserve is for stormwater management purposes and pedestrian access. The reserve provides the only pedestrian access path under the O-Bahn between the eastern and western sides of Holden Hill aside from the footpath on Grand Junction Road.

The majority of the plantation is owned by SA Water and in its whole is a concrete lined channel and is a critical path for stormwater for housing on the western side of the O-Bahn. Only a 20m2 section of the plantation is owned by the City of Tea Tree Gully, which is a narrow strip along the western fence of the playspace at the end of Lambert Avenue. The Lambert Plantation playspace is local level and is located within the road reserve at the western end of Lambert Avenue. It is noted that there is a nature playspace, public toilet, picnic facilities and irrigated grass with the Hope Valley Reservoir approximately 150m from the Lambert Plantation playspace and access is immediately adjcant to the playspace.

1. Existing local level playspace (fenced)
2. Existing park bench
3. Existing stormwater drain / pedestrian path
4. Existing access path to Hope Valley Reservoir
5. Improved wayfinding to be delivered as part of the O-Bahn Linear Park Corridor Project



Lambert Plantation Existing Infrastructure Plan, March 2025



Lambert Plantation, view from Lambert Avenue towards pedestrian path / stormwater drain, March 2025



Lambert Plantation fenced local level playspace



Lambert Plantation, local level playspace and park furniture

Proposed Priority Projects

Project priorities are for the delivery of upgrades to Holden Hill are in accord with Council resolutions to utilise the $1.575M in funding, proceedes from the sale of land on Valiant Road and Grand Junction Road.

The proposed upgrades within Holden Hill seek to:

- Ensure that the proposed works continues to support a similar rate of urban infill and turnover of housing to avoid gentrification.
- To provide upgrades in multiple locations within the neighbourhood to ensure a greater percentage of residents that will benefit from the land sale process
- Prioritise areas of greater need and provide a greater positive impact to the community

Current works

- The delivery of upgrades of North East Road and Grand Junction Road is prioritised and funded through the City Wide Main Roads and Gateways project
- Upgrades to Bentley Reserve are funded separately to the proceeds from land sale funds

Future upgrades and timing of works within Holden Hill will be informed by the development of strategies, the City Master Plan and the City-Wide Main Roads and Gateways Project.

Proposed Priority Works

Valiant Road North to South Streetscape Upgrades $1.100M

- Provision of sealed footpaths and the upgrade of non-compliant pedestrian pram ramps
- The upgrade of the footpath and the deliniation car park in front of the local activity centre
- Infill planting to increase of tree canopy coverage
- The provision of wayfinding signage and park furniture
- Works to commence at Jacobsen Cresecnt and proceed in a southerly direction to approximately the intersection of Gentilly Street

Avocet Street Streetscape Upgrades $50k

- Provision of a 1.5m wide (where feasible) concrete footpath and the upgrade of non-compliant pedestrian pram ramps
- Infill tree planting
- Wayfinding signage

Lowan Street Streetscape Upgrades $50k

- Provision of a 1.5m wide (where feasible) concrete footpath and the upgrade of non-compliant pedestrian pram ramps
- Infill tree planting
- Wayfinding signage and potential public art on the building facade at the local shops

Malcolm Reserve $125k

- The replacement of the existing brick paved path and widening with a new flexible ashphalt path to prevent trip hazards due to established trees.
- A new path connecting the playspace and basketball mini court
- A new netball ring installed on the eastern side of the existing basketball mini court
- Change existing luminares from sodium to LED
- New park furniture, picnic table and shelter
- Public art and linemarking on the basketball mini-court

Alvis Reserve $25k

- Planting of more suitable species to establish a tree canopy with a view that once established will replace the existing Jacaranda trees that have failed to grow
- A new picnic setting on a concrete slab, short path connection and pram ramp crossings in the shade of the existing tree

McKinley Reserve $35k

- New tree planting adjacent to footpaths to improve tree canopy coverage and not adversely impact the capacity of the detention basin
- Re-establishment of irrigation to the reserve, connecting to the existing water meter
- The provision of a picnic setting and path access in the shade of existing trees

O-Bahn Linear Park Corridor $30k

- Park furniture installed at regular locations with views to Hope Valley Reservoir and the City
- Wayfinding signage at intersections to key infrastructure in Holden Hill i.e. Hope Valley Reservoir, Lambert, Malcolm and Bentley Reserves and to supporting infrastructure including existing drinking fountains and picnic facilities
- Council to seek to collaborate with SA Water and SA Power Networks to transition existing lights between Waninga Drive and Lambert Avenue to LED

O-Bahn Linear Park Corridor South Reserve $160k

- Upgrade of existing unsealed path from bus stop 34E east side, on Valiant Road to the current termination point opposite 18 Waninga Avenue and the extension of the path within the reserve to connect with the O-Bahn Linear Park Corridor underpass. Minor upgrades to the pedestrian path connecting Waninga Drive and Jacobsen Cresent
- Park furniture installed at regular locations adjacent the shared use path using the shade of existing trees
- Wayfinding and map signage at intersections to key infrastructure in Holden Hill i.e. Hope Valley Reservoir, Lambert, Malcolm and Bentley Reserves and supporting infrastructure including existing drinking fountains and picnic facilities

Notes

All projects include contingency, the final extent of Valiant Road works will be dependent on the outcomes of tender processes, however upgrades will be prioritised from north to south.

Total Budget and Proposed Expenditure $1.575M

Potential Future Projects

Potential future projects identified in the Holden Hill Neighbourhood Plan are currently unfunded initiatives and are subject to future budget processes, timing, opportunities to leverage external grant funding, negotiations with external stakeholders and broader Council priorities.

Potential future upgrades to within Holden Hill will seek to:

- Ensure that the potential works continues to support a similar rate of urban infill and turnover of housing to avoid gentrification
- Meet the current and future needs of the Holden Hill community and improve the health and wellbeing of the community
- Prioritise areas of greater need and provide a greater positive impact to the community
- Deliver projects through a range of budgetary processes that may include operational and capital works programs
- Leveraging external grant funding to reduce direct costs to Council
- Include engagement with the State Government for future upgrades to play in the Hope Valley Reservoir and with Catholic Education regarding potential access to recreation grounds

Cost estimates have not been undertaken for the future potential projects.

Projects identified in this section will be subject to the future endorsement of Council and may be amended in accord with the future resolutions of Council.

Potential Future Projects

Hope Valley Reservoir Shared Use Path

- The path between Lambert Avenue and the O-Bahn Linear Park Corridor is currently within a open stormwater channel on SA Water owned land. The path provides a critical connection between the eastern and western sides of Holden Hill
- Council to seek to engage collaborate with the State Government and SA Water to relocate fencing for the Hope Valley Reservoir to enable the construction of a shared use path separate to the stormwater drain
- This project may be undertaken concurrently or as a separate initiative to the proposed Hope Valley Reservoir playspace (below)

Hope Valley Reservoir Playspace

- Hope Valley Reservoir currently provides a small nature playspace, fitness equipment, irrigated grass kickabout space, shelters, picnic facilities, BBQ's, drinking fountains and public toilets
- The Lambert Plantation Playspace installed in 2015 is currently located within the road reserve and there is limited space to upgrade the playspace
- The relocation of future play equipment from Lambert Plantation Playspace to the Hope Valley Reservoir Reserve nature play area will enable the provision of more diverse play experiences and leverage off infrastructure already installed within the reservoir.
- Council to seek to collaborate with the State Government and SA Water to develop a long-term plan to upgrade the playspace within the Hope Valley Reservoir Reserve, either prior to the Lambert Plantation playspace reaching the end of its asset life (2-3 years prior), or when opportunities arise including but not limited to external grant funding, state and federal elections or in line with the future Open Space Plan.
- The scope of works may include the removal of the existing Lambert Plantation Playspace, the installation of additional play equipment within the vicinity of the Hope Valley Reservoir nature playspace and the relocation of the fence to increase access to the playspace outside of the operating hours of the Hope Valley Reservoir.

O-Bahn Linear Park Corridor Shared Use Path Lighting

- The installation of pedestrian lighting along the O-Bahn Linear Park Corridor shared use path from Grand Junction Road to council's south west boundary
- With the first priority area being the segment between the existing O-Bahn underpass (between Waninga and Lambert) and Malcolm Reserve.
- Council to seek to collaborate with Campbelltown City Council and Port Adelaide Enfield Council to deliver lighting through to the Paradise interchange

O-Bahn Linear Park Corridor Biodiversity Plantings

- Identify locations along the O-Bahn Linear Park Corridor to be developed as future biodiversity planting areas, with locations to be selected to consider Crime Prevention Through Environmental Design (CPTED) principles so as to not adversely impact pedestrian and cyclist safety

Investigate locations for formal recreation

- Council seeks to engage with Catholic Education and Kildare College to identify any potential opportunities or agreements to allow access to outdoor recreation areas outside of school hours and organised activities ie community use and/or sporting clubs

Notes

All projects are unfunded initiatives and are subject to future budget processes, timing, opportunities to leverage external grant funding, negotiations with external stakeholders and broader Council priorities.



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