

Torrens to Darlington Project

Combined Community and Business Reference Groups

Meeting Notes of Discussion

Reference Group:	Torrens to Darlington Project Combined Community and Business Reference Groups (Southern Tunnel)
Meeting No:	9
Date:	Wednesday, 1 December 2021
Time:	6:30PM – 8:30PM
Location:	Edwardstown Football Club

Business Attendees	Position	Attendance
Glenn Hanson	Castle Plaza	Present
Vernon Hembrow	Professional Business Solutions	Present
Richard Johnson	Energy Hot House	Present
Phil Kurmis	Total Gate Auto	Present
David McNaughton	Jarvis Toyota	Present
Anthony Roe	Roe Financial	Present
Greg Garrihy	Business Association – Southern Business Connections	Apology
Donna Griffiths	City of Marion	Apology
Heather Holmes-Ross	City of Mitcham	Apology
Cr John Sanderson	Elected Member – City of Mitcham	Apology
Stephen Lochert	Stratco	
Vince Rigger	Renewal SA (Tonsley Innovation District)	
Peter Russo	McDonalds	
Community Attendees	Position	
Michael Ahern	Mitcham Plains Action Group	Present
Martin Angus	Local Resident	Present
Tanya Firth	Local Resident	Present
Anne Jantzen	SRISAG Representative	Present
Cr Don Palmer	Elected Member - City of Unley	Present
Cr Elisabeth Papanikolaou	Elected Member – City of West Torrens	Present
Tegan Stehbens	Local Resident	Present
Phillip Boehm	SRISAG Representative	
Iris Iwanicki	Local Resident	
Cr Sasha Mason	Elected Member – City of Marion	
Andrea McDougall	Local Resident	
DIT attendees	Position	
Mark Douglas	Facilitator (Independent)	Present
Malcom Short (MS)	North-South Corridor Program Delivery Office, Director Engineering, DIT (Presenter)	Present
Nancie-Lee Robinson (NLR)	North-South Corridor Program Delivery Office, DIT	Present
Stephanie Hensgen (SH)	North-South Corridor Program Delivery Office, DIT	Present
Amy Zelinski	North-South Corridor Program Delivery Office, DIT	Present

1. Opening Formalities

1.1. Welcome and Apologies

- Mark welcomed everyone, and members introduced themselves to the combined group.

1.2. Work Health and Safety

- Nil

2. Items for Discussion

2.1. Previous meeting actions / Notes of Discussion

- Noted and accepted.

2.2. Southern Tunnel update (presented by Malcolm)

- Malcolm talked through the Southern Tunnel Southern Portal, including portal location and cut and cover tunnel construction.
- A new motorist & pedestrian link has been incorporated at Crystal Avenue to provide enhanced east-west connectivity and access to school.
- Discussed the Tunnels Facilities Compound, which will be located just south of Celtic Avenue at Clovelly Park, and just north of Glengarry Avenue at Glandore.
- Talked through the Southern Tunnel Northern Portal, including on/off access, pedestrian/cycle bridge over South Road and motorway, school drop-off zone, cut and cover construction area.
- Anzac Highway connection and elevated ramp. Malcolm discussed the new map showing the elevated ramp flowing on to Anzac Highway. He advised the project would work with veterans' groups to ensure that the memorial nature of this area is retained.

2.3. Reference Design – Stage 2 (presented by Malcolm)

- Malcolm talked the group through the Northern Tunnel Southern Portal and Tunnels Connector motorway, highlighting on/off ramps, east-west connections, and cut & cover tunnel construction area.
- Reconfigured intersection at James Congdon Drive, enhancing functionality.
- Northern Tunnel Northern Portal and north connector – discussed construction constraints in this area (heritage sites) and the stacked ramp over motorway.
- **Question** - How do Glandore residents access the motorway or the elevated ramp or travel citybound on Anzac Highway? There is angst amongst Glandore residents that there will be a large structure built which they won't be able to access.
Response - Malcolm advised that traffic modelling shows only a small number of these movements are undertaken. The Reference Design has tried to strike a balance between vehicle movement need and acquiring more land.
- **Question** - Why have east-west connections have been reduced considerably (which was previously raised in March)?
Response - MS advised that now that the Reference Design is complete, this triggers the start of a new process for gain further feedback on these matters and for everyone to have their say.

- **Question** – Why have right-turn movements from Anzac Highway been removed?

Response - MS advised increased vehicle turning movements need to be considered in terms of safety requirements. If more vehicle turning movements are included at this intersection, then further land acquisition would almost certainly be required

- **Question** – If the road (from the motorway onto Anzac Highway) is going to be raised, why do you need more land acquisition to accommodate right hand turns?

Response - MS explained that as part of the Reference Design released to the public in December 2021, the right turns from Anzac Highway onto South Road (heading south from Glenelg or heading north from the City) are proposed to be removed to accommodate the projected volumes of traffic using both South Road and Anzac Highway. Removing these right turn movements would provide more 'green time' for east-west traffic movements and keep east-west traffic flowing more freely. Reinstating right turns into the upgraded intersection would require major alterations to the existing intersection footprint, including significant additional land acquisition. Currently turning movements from Anzac Highway at this intersection make up a low proportion of total movements.

- **Question** – Residents were of the opinion that these configurations were existing on the surface road and therefore would remain. Why has this changed so much? If the road still exists, why can't it fit?

Response - advised that space needs to be allowed to ensure traffic on Anzac Highway is still free-flowing and there is enough space for merging movements.

- **Question** – What is the height of the ventilation stack?

Response - MS advised approximately 15 metres high (similar to the height of Bunnings at Edwardstown). This is lower than others around Australia. External air quality will be unaffected. The stack will achieve Civil Aviation Safety Authority and EPA requirements.

- **Question** – Is this height enough to ensure pollution is dealt with effectively?

Response - MS explained that typical outcomes of these systems are an improved air quality surrounding these structures. Air quality modelling is being undertaken of current conditions for comparison.

- **Question** – Will there be days during the year when the air quality around the ventilation stack does in fact exceed the recommended environmental limits?

Response - MS advised that this can be the case for a number of reasons (eg. bushfires, other pollutants in the background air), however pollutants from the tunnels is unlikely to be the sole contributor.

- **Question** – Will the Emerson overpass / Cross Road planning be considered as part of this Reference Design?

Response - MS advised that this will be considered, and there will be no change to the current intersection as part of this project.

Comments / points raised regarding the removal of right-hand turns at the intersection with Anzac Highway:

- How will people access the Tennyson Centre from Anzac Highway? This will put pressure on local streets. People go here for important treatments; you can't remove the direct access.
- Glandore parents taking kids to school. If you can't turn right onto Anzac Highway heading east, this is exacerbating the problem. In addition, you won't be able to turn right into Forest Avenue. Removing two main access points is disconnecting the community that this road is going through.
- The design 'connects the broader community' but doesn't connect the locals.

2.4. Project Assessment (presented by MS)

- Talked through slides and discussed the Project Assessment process, Project Assessment Report and timeline.
- Consultation opportunities – kiosks and drop in sessions, interactive webpage.
- Activities in February & March 2022 – street meetings, interest-based workshops and briefings, webinars.
- PAR process is not only about community and stakeholder impacts, but also environmental, economic, social, heritage and sustainability.
- MS advised that all the assessment criteria items will be made public. N-LR advised that responses to this feedback are also made public, and that consultation in 2022 will be more targeted.
- **Question** – With the main issues raised by the group today, what would it take to make these things happen? What is the cost in terms of dollars, acquisition etc.?
Response – Project team to provide response back to the group.

2.5. Review of Reference Groups (presented by NLR)

- Discussed responses received from the Evaluation Survey.
- Members agreed that it would have been nice to know beforehand that the Reference Design was going to be released.
- The group expressed appreciation of the way that DIT has performed, noting that it is better than on other projects. However, there is still a level of frustration with the east-west connectivity.
- David said he scored low as he asked for time if being acquired, and that wasn't heard. Now have limited time having a business acquired with 70+ employees.
- **Question** – Timing of land acquisition and release of RD. Why has this process started when the design is still out for consultation?
Response – NLR advised that while there may be changes made to the design, the land impact footprint is unlikely to change. SH advised that identifying land is one of the first things to happen when preparing the Reference Design.
- **Question** – Is there any other land that will need to be acquired?
Response – SH advised that south of Anzac Highway, the formal acquisition process has commenced. Properties north of Anzac Highway have received an early notice of acquisition. MS advised that no further land acquisition will be required as part of this Reference Design.
- Reference Groups over the next 6 months. NLR explained that the next phase of the Reference Groups will look more in depth at the Project Assessment Report (PAR) items.
- The group confirmed that having a forward plan schedule of meeting dates is preferable for members to be able to plan.
- **Question** – Will the structure change to more localised groups?
Response – NLR advised this is something that would be looked at in the future. SH noted that the absence of a representative from Clovelly Park has been raised.
- SH explained that DIT has committed to undertaking local road network traffic impact studies, in conjunction with the local councils.
- **Question** – What does DIT do to support this businesses impacted by land acquisition?

Answer - As a business operator with an interest in land to be acquired, you are allocated Acquisition Case Managers who will meet with you and support you throughout the process. Should you require assistance in locating a replacement premises for your business, the acquiring authority will provide the service of a real estate advocate at no cost to you.

Comments / points raised regarding the Reference Groups

- The group supported the combined Community and Business Reference group meetings
- Raised that a lot of the people surrounding the Anzac Highway area have the same issues but are in a different Reference Groups (north or south).
- A good way to empathise with others, and to understand how the project may impacts business customers from the surrounding suburbs. Good job overall.
- Reference Group process has been very worthwhile. Looking at it from a business continuity point of view there are often different interests, impacts, and points of view to consider.
- MS stated that, listening to comments from tonight, it makes sense to connect the areas from Cross Road to Richmond Road in the same Reference Group.
- Group concerned that issues are not being heard from Clovelly Park area. SH advised that there have been lots of one-on-one conversations with people in this area.
- **Question** – Does the Project Team think the input from the Reference Groups has influenced the Reference Design?
Response – NLR advised that all comments raised in this group are taken back to the design team. These groups have been a good test for knowing what will spark issues in the community. The project team knows that decisions will have to be very well supported and explained. A number of items in the design can be attributed to this group. SH noted in particular, that moving the surface road away from Black Forest Primary School and incorporating a drop off zone etc, was as a direct result of this group.
- PAR – SH advised that Human Health and Wellbeing is not usually an item in its own right in a PAR process, however it has been included for this project.
- **Question** – would like to see an outcome measure of people whose property has been acquired. How many have been able to stay in the area, and how many have had to move away?
MS noted that a project this size will always have a land impact, and the project has worked hard to reduce the acquisition burden. SH noted that this information would be difficult to obtain due to privacy issues.
- **Question** – What happens to the houses that are left? Value, amenity.
Response – SH & NLR explained the one-on-one new neighbour meetings that have been undertaken so far. The next level of neighbour consultation that will be undertaken next year. Anne said it would be useful to communicate these further meetings before the end of the year, so residents know that this opportunity will be coming up.

3. Wrap-up / Next meeting

- First meeting for 2022 will be in February – date to be advised.
- NLR thanked the group for their time and participation in these groups.
- Thank you to Mark for his facilitation of these sessions.