

His Worship the Mayor
Councillors
City of Marion

Notice of Planning and Development Committee

Council Chamber, Council Administration Centre
245 Sturt Road, Sturt

Tuesday, 5 October 2021 at 6.30 pm

The CEO hereby gives Notice pursuant to the provisions under Section 83 of the *Local Government Act 1999* that a Planning and Development Committee will be held.

A copy of the Agenda for this meeting is attached in accordance with Section 83 of the Act.

Meetings of the Council are open to the public. Due to COVID-19, interested members of the community are welcome to attend by electronic means. Access to the meeting is via the link published on the City of Marion website (<https://www.marion.sa.gov.au/about-council/council-meetings/council-meeting-live-stream>) on the day of the meeting.



Tony Harrison
Chief Executive Officer

1	OPEN MEETING.....	3
2	KAURNA ACKNOWLEDGEMENT	3
3	ELECTED MEMBER DECLARATION OF INTEREST (IF ANY)	3
4	CONFIRMATION OF MINUTES	3
	4.1 Confirmation of Minutes of the Planning and Development Committee Meeting held on 3 August 2021	3
5	BUSINESS ARISING	11
	5.1 Business Arising Statement - Action Items	11
6	REPORTS FOR DISCUSSION - NIL	20
7	WORKSHOP / PRESENTATION ITEMS	20
	7.1 North-South Corridor T2D Update	20
8	REPORTS FOR NOTING	70
	8.1 Code Amendments Update.....	70
	8.2 Planning Reforms Update.....	72
9	CONFIDENTIAL ITEMS	75
	9.1 Cover Report - Lot 707 Marion Road, Bedford Park.....	75
10	OTHER BUSINESS	76
11	MEETING CLOSURE	76

1 Open Meeting**2 Kaurna Acknowledgement**

We acknowledge the Kaurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest (if any)**4 Confirmation of Minutes****4.1 Confirmation of Minutes of the Planning and Development Committee Meeting held on 3 August 2021**

Report Reference	PDC211005R4.1
Originating Officer	Governance Administration Officer – Anne Mitchell
Corporate Manager	Manager Office of the Chief Executive – Kate McKenzie
General Manager	Chief Executive Officer – Tony Harrison

RECOMMENDATION

That the minutes of the Planning and Development Committee Meeting held on 3 August 2021 be taken as read and confirmed.

ATTACHMENTS

1. PDC210803 - Final Minutes [4.1.1 - 7 pages]



**Minutes of the Planning and Development Committee
held on Tuesday, 3 August 2021 at 6.30 pm
Council Chamber, Council Administration Centre
245 Sturt Road, Sturt**



**PRESENT**

His Worship the Mayor Kris Hanna (from 7:14 pm)
Councillor - Sasha Mason
Councillor - Luke Hutchinson (via Zoom)
Councillor - Kendra Clancy
Councillor - Raelene Telfer
Councillor - Jason Veliskou

In Attendance

General Manager City Development - Ilia Houridis
Manager Office of the CEO - Kate McKenzie
Manager Development & Regulatory Services - Warwick Deller-Coombs
Manager City Property – Thuyen Vi-Alternetti
Manager Engineering, Assets & Environment - Mathew Allen
Unit Manager Engineering - Carl Lundborg
Team Leader – Planning - Alex Wright
Senior Policy Planner - David Melhuish
Executive Officer to the General Manager City Development – Louise Herdegen
Future Urban - Michael Osborn, Director
Southgate Institute for Health, Society and Equity - Professor Fran Baum, Director
Southgate Institute for Health, Society and Equity - Dr Michael McGreevy, Research Fellow
Southgate Institute for Health, Society and Equity - Dr Connie Musolino, Research Fellow
Wellbeing SA - Ms Laurianne Reinsborough, Director Health Promotion Branch, Prevention and Population Health Directorate

1 Open Meeting

The Chair opened the meeting at 6.38pm.

2 Kurna Acknowledgement

We acknowledge the Kurna people, the traditional custodians of this land and pay our respects to their elders past and present.

3 Elected Member Declaration of Interest

The Chair asked if any member wished to disclose an interest in relation to any item being considered at the meeting

Nil interests were disclosed.

Order of Agenda Items – 4.2 Presentation from Future Urban re Lot 707, Marion Road, Bedford Park

The Chair sought and was granted leave of the meeting to vary the order of the agenda and consider the item *4.2 Presentation from Future Urban re Lot 707, Marion Road, Bedford Park* at Item 7 – Confidential Items of the agenda.



4 Workshop / Presentation Items

4.1 Healthy Liveable Neighbourhoods

Report Reference PDC210803R4.1

The Southgate Institute for Health Society and Equity at Flinders University, with support from Wellbeing SA, gave a presentation to outline the findings from the Healthy Urban Neighbourhood Transition Tool (HUNTT) project.

Presenters:

- Professor Fran Baum, Director, Southgate Institute for Health, Society and Equity
- Dr Michael McGreevy, Research Fellow, Southgate Institute for Health, Society and Equity
- Ms Laurianne Reinsborough, Director Health Promotion Branch, Prevention and Population Health Directorate, Wellbeing SA

The presentation focused on the walkability element of the report, such as how the infrastructure within a neighbourhood can encourage or impede the community getting out and about ie wider footpaths, trip hazards, ramps to the roadway, obstacles within the walkway such as light/powerpoles/signs, space between road and path, feeling safe, trees and landscaping.

Discussion points noted:

- Consider incorporating elements of the report into neighbourhood transition planning to enhance the needs of the community.
- Requirements of new developments regarding open space areas.
- Footpath quality, condition, safety issues, ramps can impact people wanting to walk.
- COVID impacts - people working from home more and have noticed an increase in pedestrian activity around neighbourhoods.
- Neighbourhoods benefit from housing diversity. As life changes people have the option of staying in the same area ie move from larger home to smaller home in the same area.
- Targeted policy change process may be required.
- The report provides ideas for long term projects as change over time is incremental however needs a starting point.

7:14 pm Mayor Hanna entered the meeting.

5 Confirmation of Minutes

5.1 Confirmation of Minutes of the Planning and Development Committee Meeting held on 4 May 2021

Report Reference PDC210803R5.1

Moved - Councillor Clancy

Seconded - Councillor Hutchinson

That the minutes of the Planning and Development Committee Meeting held on 4 May 2021 be taken as read and confirmed.

Carried Unanimously



6 Business Arising

6.1 Business Arising Statement - Action Items

Report Reference PDC210803R6.1

Correction to the date a letter was sent to Mr Jessup to be amended to 27 May 2021.

Moved – Mayor Hanna

Seconded - Councillor Telfer

That the Planning and Development Committee:

1. Notes the business arising statement, meeting schedule and upcoming items.

Carried Unanimously

7 Confidential Items

4.2 Presentation from Future Urban re Lot 707, Marion Road, Bedford Park

Report Reference PDC210803R4.2

Moved – Mayor Hanna

Seconded - Councillor Clancy

Pursuant to Section 90(2) and (3)(d)(i) and (ii) of the *Local Government Act 1999*, the Committee orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager Corporate Services, General Manager City Services, Manager Corporate Governance, Manager Development and Regulatory Services, Manager City Property, Team Leader Planning, Senior Policy Planner and Executive Officer to General Manager City Development be excluded from the meeting as the Committee receives and considers information relating to *Presentation from Future Urban re Lot 707, Marion Road, Bedford Park*, upon the basis that the Committee is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to commercial in confidence information provided by a third party regarding future development of the site.

Carried Unanimously

7:23 pm the meeting went into confidence.

Mr Michael Osborn, Director, Future Urban gave a presentation on the proposed privately funded Code Amendment for Lot 707, Marion Road, Bedford Park. The presentation provided an explanation of the land, location, current zoning and a high level vision for the proposal. It was advised by Mr Osborn that the Minister for Aboriginal Affairs has written a letter for the proposed development noting there are no issues from an Aboriginal Cultural Heritage Perspective.

Discussion points noted below:

- Proponents would like to continue the discussion and work with Council to advance investigations as needed, with the intention of progressing the privately funded code amendment, having a level of support from Council as part of the process.



5

- Members concerned that the development is not sympathetic to the natural environment, respectful of the cultural significance of the site and how a development of this nature would impact/integrate with the potential Kaurna Elders Village.
- A number of attempts to use the Council owned land adjacent to the proposed site have been declined in the past due to impacts of a cultural area. Given the current proposal, Council may have an opportunity to investigate options with the Minister to unlock the land.

Action: How can we ensure the Minister for Aboriginal Affairs had the same information that council had when he gave the authorisation? (Mayor Hanna)

Moved – Mayor Hanna

Seconded - Councillor Veliskou

That the Planning and Development Committee:

1. Notes the presentation and anticipates the developer will prepare a code amendment.

Carried Unanimously

8:06 pm the meeting came out of confidence.

8 Reports for Discussion

8.1 Morphettville/Glengowrie Horse Related Activities Code Amendment

Report Reference PDC210803R8.1

Moved – Mayor Hanna

Seconded - Councillor Hutchinson

That the Planning and Development Committee:

1. Recommends that Council endorses the 'Morphettville/Glengowrie Horse Related Activities Code Amendment' - Proposal to Initiate' and seeks that the Proposal to Initiate be forwarded to the Minister for consideration.

Carried Unanimously

8.2 Morphettville Racecourse - Zone Amendment (western side of Morphett Road)

Report Reference PDC210803R8.2

Moved – Mayor Hanna

Seconded - Councillor Telfer

That the Planning and Development Committee:

1. Advise the South Australian Jockey Club (SAJC) to contact Planning and Land Use Services regarding the proposed rezoning of the SAJC land on the western side of Morphett Road.
2. Reiterate to SAJC that Council is supportive on their overall vision for the site.

Carried Unanimously



9 Reports for Noting

Moved - Mayor Hanna

Seconded - Councillor Telfer

That the following items be moved en bloc:

- 9.1 North-South Corridor T2D Update
- 9.2 Code Amendments Update
- 9.3 Planning Reforms Update

Carried Unanimously

9.1 North-South Corridor T2D Update

Report Reference PDC210803R9.1

Discussion points noted:

- DIT are engaging with property owners impacted as part of the mandatory property acquisition process to commence consultation and negotiation.
- Impact on Council infrastructure such as Cosgrove & Clovelly Halls to be determined. City of Marion have representatives on 3 Reference Groups established by the State Government and will continue to put forward Council's concerns.
- Immediate impacts on connectivity from Clovelly Park have been raised with DIT and they are suggesting movement through that area will be minimised.
- Anticipating rate revenue will decrease next financial year as a result of property acquisitions.

Moved - Mayor Hanna

Seconded - Councillor Telfer

That the Planning and Development Committee:

1. Notes the report.

Carried Unanimously

9.2 Code Amendments Update

Report Reference PDC210803R9.2

Moved - Mayor Hanna

Seconded - Councillor Telfer

That the Planning and Development Committee:

1. Notes the report.

Carried Unanimously

**9.3 Planning Reforms Update****Report Reference** PDC210803R9.3

Brief discussion points noted:

- Acknowledge workload has increased under the new code.
- The team are working to capacity and with additional temporary resources to assist, legislative timeframes are being met.
- Staff have put in the effort to understand the new requirements and are working efficiently to process applications in a timely manner.

Moved – Mayor Hanna**Seconded - Councillor Telfer**

That the Planning and Development Committee:

1. Notes the report.

Carried Unanimously**10 Other Business - Nil****11 Meeting Closure**

The meeting was declared closed at 8:23 pm.

CONFIRMED THIS 5TH DAY OF OCTOBER 2021.

CHAIRPERSON

5 Business Arising

5.1 Business Arising Statement - Action Items

Report Reference	PDC211005R5.1
Originating Officer	Executive Officer to the General Manager City Development – Louise Herdegen
Corporate Manager	Manager Office of the Chief Executive – Kate McKenzie
General Manager	General Manager City Development – Ilia Houridis

REPORT OBJECTIVE

The purpose of this report is to review the business arising from previous meetings of the Planning and Development Committee meetings, the meeting schedule and upcoming items.

RECOMMENDATION

That the Planning and Development Committee:

- 1. Notes the business arising statement, meeting schedule and upcoming items.**

ATTACHMENTS

1. PDC211005 Combined Business Arising & Forward Agenda [5.1.1 - 8 pages]

**CITY OF MARION
BUSINESS ARISING FROM THE PLANNING & DEVELOPMENT COMMITTEE MEETINGS**

ATTACHMENT 1
AS AT 28 SEPTEMBER 2021



Date of Meeting	Item	Response by	Due Date	Status/Response	Completed / Revised Due Date
2 March 2021	Development Plan Amendments Update (Report Reference: PDC210302R04) <ul style="list-style-type: none"> Discussion with Rates of where a property sits across two Council boundaries. How has this worked and examples. 	W Deller-Coombs / R Barnwell	4 May 2021	<p>Staff are not aware of any examples where rates have been levied on one property by two councils. The property owned by Eldercare at 86 Oaklands Road, Glengowrie spans both City of Marion and Holdfast Bay Councils. In 2019, a suburb boundary alteration was undertaken to allow for a portion of the property located in Holdfast Bay Council to be incorporated into City of Marion. Another section of the property remains in Holdfast Bay Council – as a separate allotment – and is therefore rated by Holdfast Bay Council. As this is a separate allotment, it does not constitute the same property although buildings on the property span across the boundary.</p> <p>We have had confirmation from the Valuer-General's office, verbally, that if a property straddled two Council boundaries – they would issue two valuations thereby allowing each council to rate their portion of the property separately.</p>	Completed

**CITY OF MARION
BUSINESS ARISING FROM THE PLANNING & DEVELOPMENT COMMITTEE MEETINGS**

ATTACHMENT 1
AS AT 28 SEPTEMBER 2021



Date of Meeting	Item	Response by	Due Date	Status/Response	Completed / Revised Due Date
4 May 2021	Centre zoning review and Urban Activation opportunities (Report Reference: PDC210504R04) <ul style="list-style-type: none"> Dwyer/Johnstone, Oaklands Park – leave as is however follow up with the Ward Councillors and the property owner. Addison Road, Warradale – rezone the residential property. Follow up with the Ward Councillors. 	D Melhuish		Administration is following up with the property owners. The other 3 Code Amendments have been submitted to PLUS and this matter will now be progressed.	In progress
	1. Recommends to Council that a Code Amendment process for Local and Suburban Activity Centre Zones commence to realign historical errors in the spatial application of the zones and engage with identified owners and communities about the future of their centre zoning. Noting that community consultation will be undertaken as part of the process and Ministerial approval is required for any amendment to the Planning and Design Code.	D Melhuish	Late 2021	The other 3 Code Amendments have been submitted to PLUS and this matter will now be progressed. Administration is following up with all affected property owners via letter. Once comments are received Council will undertake further analysis and a 'Proposal to Initiate' a Code Amendment.	In progress
	2. Request Administration prepare a report for Council highlighting potential urban activation locations across the City of Marion and seeks proposed budget resourcing requirements up to \$150,000, depending on the scope per site, with annual reviews and acknowledge the use of existing staff resources for design and project management.	B Grimm / M Taintey	Oct 2021	A report to be presented to the Executive Budget Committee meeting in October prior to presenting to Council.	In progress

**CITY OF MARION
BUSINESS ARISING FROM THE PLANNING & DEVELOPMENT COMMITTEE MEETINGS**

ATTACHMENT 1
AS AT 28 SEPTEMBER 2021



Date of Meeting	Item	Response by	Due Date	Status/Response	Completed / Revised Due Date
4 May 2021	Morphettville and Glengowrie Residential/Horse Stabling Area - Rezone (Report Reference: PDC210504R06)				
	1. Recommend to Council to commence a Code Amendment process for the residential/horse stabling areas in Morphettville and Glengowrie to the General Neighborhood Zone. Noting that community consultation will be undertaken as part of the process and Ministerial approval is required.	D Melhuish	3 August 2021	Draft 'Proposal to Initiate' has been created for consideration by the Planning and Development Committee (3 August 2021) and following that, General Council. Submitted proposal to initiate to Minister through online portal 2/9/21	Completed
3 August 2021	Presentation from Future Urban re Lot 707, Marion Road, Bedford Park (PDC210803R4.2) How can we ensure the Minister for Aboriginal Affairs had the same information that council had when he gave the authorisation? (Mayor Hanna)	W Deller-Coombs / B Grimm		We cannot be sure what information the Minister had when making the authorisation. Administration understands that a Cultural Heritage Survey was undertaken for Lot 707 and the Minister for Aboriginal Affairs and Reconciliation subsequently approved a Section 21 + 23 request for ground-disturbing works with approved Cultural Heritage Management Plan on Lot 707. Administration believes development on the Marion Council owned portion of land adjacent the Southern Expressway may be possible with a relevant Section 21 + 23 approval and accompanying Cultural Heritage Management Plan. It is advised discussion on this matter should be in confidence to protect any potential breaches of the Aboriginal Heritage Act 1988.	Completed

**CITY OF MARION
BUSINESS ARISING FROM THE PLANNING & DEVELOPMENT COMMITTEE MEETINGS**

ATTACHMENT 1
AS AT 28 SEPTEMBER 2021



Date of Meeting	Item	Response by	Due Date	Status/Response	Completed / Revised Due Date
3 August 2021	Morphettville/Glengowrie Horse Related Activities Code Amendment (PDC210803R8.1) <ol style="list-style-type: none"> 1. Recommends that Council endorses the 'Morphettville/Glengowrie Horse Related Activities Code Amendment' - Proposal to Initiate' and seeks that the Proposal to Initiate be forwarded to the Minister for consideration. 	D Melhuish		Submitted proposal to initiate to Minister through online portal 2/9/21	Completed
3 August 2021	Morphettville Racecourse - Zone Amendment (western side of Morphett Road) (PDC210803R8.2) <ol style="list-style-type: none"> 1. Advise the South Australian Jockey Club (SAJC) to contact Planning and Land Use Services regarding the proposed rezoning of the SAJC land on the western side of Morphett Road. 2. Reiterate to SAJC that Council is supportive on their overall vision for the site. 	D Melhuish		Email sent to Grant Mayer of SAJC 2/9/21	Completed
		D Melhuish		Email sent to Grant Mayer of SAJC 2/9/21	Completed

* Completed items to be removed are shaded

Planning & Development Committee

Meeting Schedule 2021



2 March	6.30 – 9.30
4 May	6.30 – 9.30
3 August	6.30 – 9.30
5 October	6.30 – 9.30
7 December	6.30 – 9.30

2021 Committee Membership

- Membership – 6 Elected Members plus the Mayor
- Quorum - 4 Committee Members

Presiding Member –Sasha Mason**Members**

- Luke Hutchinson
- Joseph Masika
- Kendra Clancy
- Jason Veliskou
- Raelene Telfer

Planning & Development Committee

Meeting Schedule 2021



Planning and Development Committee		Date: Tuesday, 2 March	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Confidential - Seacliff Group Presentation	F	Presentation – 1 st item	Michael Visintin (Design IQ) Frank Gasparin and Andrew Brazzale (Seacliff Group)	W Deller-Coombs	
Commercial and Industrial Land Workshop		Presentation – 2 nd item		W Deller-Coombs	
Planning Reforms Update	R	Standing report		A Wright	
Development Plan Amendment Update	R	Standing report		D Melhuish	
North-South Corridor	R	Standing report		B Grimm	
Forward Agenda	R			L Herdegen I Houridis	

Planning and Development Committee		Date: Tuesday, 4 May	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
North South Corridor Update	R	Standing report		B Grimm	
Planning Reforms Update	R	Standing report		W Deller-Coombs	
Code Amendment Update	R	Standing report		D Melhuish	
Revitalisation of the Edwardstown Employment Precinct – Brand	R	Brand concept for endorsement		D Griffiths K Silkstone	
Hamilton Estate – Character Area		To seek the Committee's consideration and direction on whether a rezoning of Hamilton Estate should be undertaken.		D Melhuish	
Morphettville Residential / Horse Stabling Area – Rezone	R	To seek the Committee's consideration and direction on the potential rezoning of the residential/horse stabling area in Morphettville		D Melhuish	
Centre Zone Review – Commercial and Industrial Zoning Review		To provide the Committee with an update of work undertaken and seek the Committee's consideration on the Centres component of the Commercial and Industrial Zoning Review (PDC210302)		D Melhuish	

Planning & Development Committee

Meeting Schedule 2021



Planning and Development Committee		Date: Tuesday, 3 August	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Planning Reforms Update	R	Standing report		D Melhuish / A Wright	
Code Amendment Update	R	Standing report		D Melhuish	
North South Corridor Update	R	Standing report		B Grimm	
Morphettville/Glengowrie Horse Related Activities Code Amendment				D Melhuish / A Wright	
Morphettville Racecourse - Zone Amendment (western side of Morphett Road)				D Melhuish / A Wright	
Transition management of established suburbs into healthy liveable neighbourhoods		Presentation to outline research findings and obtain feedback on potential next steps for distributing the HUNTT and initiating neighbourhood liveability transitions. Presenters will be Southgate Institute for Health Society and Equity at Flinders University and Wellbeing SA	See description	W Deller-Coombs	
Confidential - Presentation from Future Urban re Lot 707, Marion Road, Bedford Park (7:30 pm)			Future Urban	W Deller-Coombs	

Planning and Development Committee		Date: Tuesday, 5 October	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Planning Reforms Update	R	Standing report		W Deller-Coombs	
Code Amendment Update	R	Standing report		D Melhuish	
North South Corridor Update	R	Standing report		B Grimm	
Lot 707	R	Update on development matters (confidential)		W Deller-Coombs	

Planning & Development Committee

Meeting Schedule 2021



Planning and Development Committee		Date: Tuesday, 7 December	Time: 6.30pm – 9.30pm	Venue: Chamber	
Topic	Type of Report	Description	External Attendees	Staff Responsible	
Planning Reforms Update	R	Standing report		W Deller-Coombs	
Code Amendment Update	R	Standing report		D Melhuish	
North South Corridor Update	R	Standing report		B Grimm	

6 Reports for Discussion - Nil

7 Workshop / Presentation Items

7.1 North-South Corridor T2D Update

Report Reference	PDC211005R7.1
Originating Officer	Acting Manager City Activation – Brett Grimm
Corporate Manager	N/A
General Manager	General Manager City Development - Ilia Houridis

REPORT HISTORY

Report Reference	Report Title
PDC210405R07	North-South Corridor T2D

REPORT OBJECTIVE

To provide Council with a project update.

EXECUTIVE SUMMARY

The Department for Infrastructure and Transport (T2D) project team continue to engage with Business, Community and Council staff reference groups.

The T2D project team are progressing the reference design and project assessment report. Details on the reference design and project assessment report are scheduled for completion and community/ stakeholder engagement towards the end of 2021.

This report provides a summary of activities and updates that occurred during August 2021.

Administration is also seeking the Committee's input on some key questions to inform our ongoing work and engagement with the State Government.

RECOMMENDATION

That the Planning and Development Committee:

- 1. Notes the report.**

DISCUSSION

The Torrens to Darlington (T2D) comprises of 10.5 km of motorway which will be the state's biggest infrastructure project to date. The South Australian Government has announced that a hybrid+ option is the preferred way to deliver the T2D Project, which will see a combination of tunnels, lowered and ground-level motorways, as well as overpasses / underpasses at key intersections to successfully complete the free-flowing transport route.

The project is proposed to be delivered in two stages:

Stage 1 Southern Tunnel- Anzac Highway to Darlington

- Approximately 6 km of motorway including over 4 km of tunnel to address this very congested section of South Road.

Stage 2 River Torrens to Anzac Highway including airport line

- Approximately 4.5km of motorway combination of tunnel and grade separated motorway.

1. Land and Property

As per project update PDC2108003R9, approximately 64 homes and businesses will be acquired and demolished on the western side of South Rd between Princes Parade and Selgar Avenue at Clovelly Park. The area will be used as the assembly point for two tunnel-boring machines, construction of the southern tunnel portal and construction compound. Demolition and site mobilisation work is set to start in this locality in 2022 and take 12-18 months.

We have also recently been advised that an SAPN substation is proposed to be located to the southern extent of the southern laydown area adjacent to South Rd north of Tonsley Boulevard. The land is currently occupied by a Mitsubishi building and Bedford Medical owned by Renewal SA- which will be demolished. A substation is required to power the tunnel systems. Verbal comment from the T2D project team is it will only occupy the northern half of the current land parcel with the southern half surplus to requirements to be integrated into the Tonsley Innovation development as developable land. We are yet to receive any plans illustrating the proposed substation. City of Marion staff will monitor this proposal to ensure appropriate design integration and landscape screening is accommodated.

Properties on Selgar Avenue will be provided with a two-way link road connecting between No6 and No8 Selgar Avenue to MAB Circuit. DIT project team are currently working through detail designs and Road Safety Audit assessments to ensure turning movement compliance is accommodated. Council staff have advocated for the retention of a significant tree on Selgar Avenue which is confirmed to be retained. The road reserve will be in the care and control of Council as public road once created by land division. Capital works are planned to commence early 2022.

Local Councils impacted by the project have requested confirmation that Local Area Traffic Management (LATM) studies be included in the project scope. DIT have verbally confirmed a scoping paper will be developed for neighbouring Councils to inform objectives and deliverables. DIT are to facilitate this work with council traffic engineers providing advice and review of study content. It is likely the study areas will be defined by the reference design tunnel entry and exit locations (Clovelly Park/St Marys to the south and Glandore/Blackforest to the north). Council staff have raised the opportunity to investigate connecting York Avenue to Selgar Avenue as part of the LATM study.

Council staff have recently written to the T2D project team regarding concerns of potential impacts on the surrounding locality of Clovelly Park. Of note we have requested clarification on community engagement within Clovelly Park and in particular key stakeholders and user groups associated to Cosgrove Hall and Clovelly Park Hall. We have requested the management committee of both facilities be directly engaged by the project team with ongoing dialogue. In addition, staff have requested a review of reference group membership to ensure the suburb of Clovelly Park has greater representation.

As reported DIT anticipates approximately 390 properties will be acquired along the whole of the project corridor.

Staff have recently been advised that approximately 110 properties will be acquired to the northern end of the Stage 1 tunnel in the vicinity of Glandore City of Marion and West Torrens. We understand letters have been sent to property owners that are affected and DIT project team and will be consulted directly as per Land Acquisition Act 1969. Drawings illustrating the extent of the area have not been presented to date.

Council staff recently wrote to T2D to request clarification on any potential impacts on Glandore Oval. We have received an email response noting that the reference design is currently underway and as such the project is unable to confirm the alignment of the tunnels and related infrastructure requirements at this point in time. More recent advice is that Glandore Oval will not be affected by permanent works or intended use for construction.

2. Financial

Councils rates team have reviewed the announced southern compound compulsory acquisitions. The calculated current year rates levied on these properties equates to \$291,540. Further loss in revenue is subject to additional property acquisitions to the north of the stage 1 scope of works, which is yet to be formally advised.

Assuming there is no impact for 2021/22, rates revenue loss will have to be factored into our 2022/23 budget and LTFP going forward.

Options for surplus land development opportunities will be discussed as the project develops.

3. T2D Community Engagement

The T2D project team undertook community consultation during June/July 2021 as part of the planning process to support the development of the reference design. The consultation considered the proposed motorway functionality and sought community feedback on opportunities to improve South Rd.

Summary of findings (detailed report is provided attachment 1).

- More than 3600 people responded to the community survey.
- 75% of survey respondents had a positive sentiment towards the project
- Specific comments focused on
 - getting the project done as quickly as possible
 - communications on land requirements sooner rather than later
 - critical importance for good communication during construction
- Functionality of motorway responses
 - 50% indicated the motorway will provide easier access to local destinations
 - 80% indicated that the motorway will provide easier long distance travel
 - 17% respondents indicated that local travel trips will be made more difficult
 - A large percentage commented on Southern tunnel connectivity and more direct access from Cross Roads
 - Comments on Emerson Station as an impediment to long term functionality
- Opportunities to improve South Rd as a level of importance
 - Safety was nominated as the main priority (95%)
 - East- west connectivity (90%)
 - Green canopy (88%)
 - Access in and out of local business (88%)
 - Water sensitive urban design (86%)
 - Improving walking and cycling facilities (84%)
 - Specific comments were made as to east- west connectivity
 - With a focus on Celtic Avenue, Selgar Avenue and connectivity to Tonsley and St Marys
 - Within the Edwardstown area with opportunity to improve Edwards Street/ Raglan Avenue and Castle Plaza

Upon review of the findings report it is evident that Clovelly Park has provided limited response to the survey. This highlights our concern and request for the T2D project team to seek improvement of representation and engagement in this locality.

Comments on the motorway functionality access and egress from Cross Roads and integration of the Emerson Station and rail corridor are highlighted. DIT advise that they are currently conducting

a separate corridor planning study for Cross Roads. The transport corridor planning studies investigate:

- How people live, work, visit and travel along the road corridor;
- Current challenges with how the road corridor functions; and
- Potential opportunities to improve the road corridor for all users.

Consideration is given to the current and future needs of a road corridor based on anticipated changes to population and activity in and along the road corridor. A range of indicators are examined including road safety, travel times, public transport, walking and cycling, land use, heritage, environment and place experience.

At this stage funding is for the planning studies only. The studies will inform the development of a 'pipeline' of integrated, evidenced-based potential projects should funding become available.

City of Marion staff have requested confirmation that project teams are collaborating to ensure study findings are reviewed to synthesize T2D design functional requirements.

4. Community and Business Reference Groups

The following table provides a summary of specific topics and content discussed at the August reference group meetings. Similar points of discussion occurred at both meetings, hence the below provides a synopsis of both. Detailed meeting minutes are attached (attachment 2)

Project Topic and Discussion	CoM comments
Greening target to increase canopy across metropolitan Adelaide by 20% by 2045. Discussions on integrating Green Adelaide and Council projects.	Further detail required on how the project sets out to achieve this. Project KPI should not be reliant on Council programs and initiatives, however opportunities to reinforce vegetation canopy and habitat corridors should be explored. Vegetation buffers to support areas of impact around Clovelly Park and Glandore to be incorporated as early works programs to enable establishment during construction activity and long term solutions.
Current greening status - South Rd (Darlington to Anzac) is 8.5%. Canopy base line data (2019).	Updated data to be presented. Request project scope include investment in green infrastructure City Shaping initiatives that proportionately respond to the lack of canopy and habitat along the South Rd Corridor.
DIT are looking to engage with local groups that would want to partner in greening projects.	Support a process of community engagement and capacity building to help sustain a sense of place and prioritisation of works programming. Keen to understand the proposed roles and responsibilities of potential programs.

Project Topic and Discussion	CoM comments
Sustainability and related environmental impacts to be assessed against the Infrastructure Sustainability rating tool.	A Project Assessment Report (PAR) is to be provided for community and stakeholder feedback late 2021. Reporting should provide assessment of the project against a number of criteria such as visual amenity, noise and acoustic barriers, flora and fauna, vibration, air pollution emissions, circular economy initiatives. Assessment to be aligned to relevant standards compliance.
Pedestrian and cyclist baseline quantitative data has been captured to inform the reference design. Concerns on areas where the corridor will be widened with east-west connectivity. Design to respond with informed movements being considered with pedestrian bridges.	Presentation of the base line data has not been provided to support stakeholder feedback and discussion. Request clarification on the findings and assumptions to ensure community connections to facilities such schools, Castle Plaza, and desired east-west movements are all accommodated and enhanced.
Land Acquisition process. The process is a private and confidential matter between existing landowners and DIT. DIT are unable to legally take land that isn't required as part of the project.	Future surplus land post construction and demobilisation of site compounds to be considered for long term solutions. Once reference design and constraints are known it would be of interest to Council to discuss opportunities.
How will tunnel substratum be shown on titles. Legislation has been set, first case in the state to undertake this land and property related activity. The provisions for how it will be shown are still being worked through. Those affected will be notified before tunnelling begins.	Council staff to seek clarification on the legal policy and resolution of how this is illustrated on titles. Ensure this is appropriately documented and communication strategy applied.

Project Topic and Discussion	CoM comments
<p>What is in place to support businesses? A business support program is currently in early stages of conceptualising.</p>	<p>Council staff have requested more detailed engagement in the development of the Business Support framework to ensure</p> <ul style="list-style-type: none"> • it is clear on the roles and responsibilities and key performance indicators of the project delivery team. • a consistent approach to be applied along the corridor and lead by DIT (T2D project) staff with potential support from Councils. • supports a collaborative approach to engagement on market intelligence and data sharing. • T2D project team facilitate direct engagement with business to foster working relationships built on trust and transparency. • program is appropriately resourced by project team. • procurement contracts integrate appropriate key performance indicators to ensure accountability. <p>The project team have commenced preliminary discussions with Councils to support the development of a Business Support Framework. Fact finding of current Council programs has been discussed including Southern Business Mentoring Program.</p>
<p>Noise impact assessment is evaluated against EPA criteria. Sensitive receivers are identified as residential land use within the defined project area. Businesses aren't classed as sensitive under the Road Traffic Noise Guidelines however could be assessed under extenuating circumstances.</p>	<p>Noise impacts to be managed with appropriate solutions during construction and post completion works. Definition of the project area and sensitive receptors to be confirmed. Further information to be provided in the reference design and PAR to ensure appropriate measures and aesthetic treatments are applied.</p>
<p>Local access and review of how local trips maybe affected is unclear. Working with local governments to evaluate Local Area Traffic Management (LATM) studies.</p>	<p>Council staff have requested DIT undertake LATM in consultation with impacted Councils. DIT are currently defining a scoping paper for engagement with Councils.</p>
<p>It has been stated that the terms of the current Community and Business reference groups will conclude at completion of the reference design currently programmed for end December.</p>	<p>Council staff will seek clarification on the proposed model of community engagement as the project progresses to the next phase of procurement and detail design.</p>

5. Council Technical Design Reference Group

In addition to the content above, the Council technical design reference group have recently discussed methods and approaches to ensure appropriate project planning and governance

documentation. A lessons learned session was held with council staff representatives in relation to past experiences with other projects and the following suggestions were raised.

- An upfront agreement with Councils would be strongly supported by all as a way of formally agreeing to communication protocols, asset handover and management.
- The process for assets intended to be handed over to Council needs to be well defined. Councils require asset databases and costings to be undertaken and handed over in a manner that is compliant with their AMPs
- It is critical that Councils have a defined role in the signoff of 30%, 70% 100%, IFC etc. packages for those assets that are intended to be handed over to Councils for consideration around maintenance, renewal implications etc.

Further consideration of management agreements and establishment periods for landscape treatments will be considered as this body of work progresses.

6. Other Activity

- The proposed Stage 1 Southern Tunnel (Tonsley to Anzac Highway) has direct effect on Marion, Mitcham and Unley Councils. To support a consistent unified South Rd City Shaping vision, bordering Council staff have discussed developing a succinct high level graphic report that can support key objectives of access, amenity and activation. The scope is intended to be guided by the *link and place* framework, providing opportunities to define road corridor treatment typologies and land use zone opportunities dependent on the role of South Road as a conduit for movement or place for community connection. The proposed report will support project development providing a unified response and be a catalyst for investment. A services brief is currently being drafted and consulted. This work is proposed to be conducted late 2021.
- City of Marion staff are currently collating asset management spatial data to help support project planning and long-term financial plan and renewal programs. Due to the T2D project time frame being approximately 6-10 years, an assessment of asset life identification and likely effect caused by the reference design can be conducted. Once compiled this data will support spatial mapping analysis of renewal project prioritisation, partnership and grant funding opportunities and capital works programs within a defined corridor abutting the T2D works.
- City of Marion staff are keeping a register of Businesses either displaced from the related works or seeking new facilities within the geographic locality. This register will support the Economic Development team provide support through market intelligence of opportunities, enhancing retention within our City.
- Council staff have recently been invited by Infrastructure SA to participate in a Business Case Assurance Gateway. The process is conducted as a state Government Investment Assurance Process, gaining insight from key stakeholders that will inform a submission to cabinet. A summary of discussion points will be provided at the next PDC. Note this process is non attributable and reporting will be held in confidence.

7. Project Timelines

The following is a summary of the project schedule that has been presented to date:

- Reference design and Project Assessment Report end 2021

Stage 1

- Approvals end 2023
- Procurement early works 2021-2023
- Construction commence late 2023 (completion to be confirmed -approximately 5 years)

Stage 2

- Approvals end 2023
- Procurement early works 2021-2023
- Construction commence 2026 (completion estimated 2030)

Workshop Questions

1. The Stage 1 tunnel portal areas have been notionally described to be in Clovelly Park and Glandore.

With reference to attachment 3 we seek elected member comment on opportunities and constraints for the following localities;

- a. The southern tunnel portal Clovelly Park?
 - b. The northern tunnel portal has been described to be north of Glengarry Avenue and east of Garland Street, Glandore?
2. The T2D project has identified a City Shaping initiative (at grade South Rd) that will improve connectivity, stimulate business and jobs and revitalize neighbourhoods. We seek elected member comment on opportunities for staff to investigate.

ATTACHMENTS

1. T2D Community Engagement Report FINAL [7.1.1 - 28 pages]
2. Reference Group Meeting Minutes [7.1.2 - 11 pages]
3. 20210929 Attachment 3 Maps [7.1.3 - 3 pages]

T2D TORRENS TO DARLINGTON

Community Engagement Report



August 2021



T2D TORRENS TO DARLINGTON



Contents

01	Executive Summary	2
02	About the T2D Project	4
03	Engagement approach	6
	3.1 Engagement aims	6
	3.2 Community Survey	6
	3.3 Project assessment report and reference design	6
04	Engagement methods and outcomes	8
05	Community survey – Detailed findings	10
	5.1 Who participated and how they use South Road	10
	5.2 Community sentiment	11
	5.3 Access and travel – motorway access diagram	12
	Level of support for proposed motorway access points	13
	Configuration and access to the motorway	14
	Design and construction detail	15
	5.4 Opportunities to improve South Road	18
	5.5 Areas of interest to manage throughout planning, design and delivery	21
06	Roadshows and pop-up displays	22
07	Community value map insights	23
08	Next steps	24



Background

The Australian and South Australian Governments are investing in the final 10.5 km section of the North-South Corridor, from the River Torrens to Darlington

The Torrens to Darlington (T2D) Project will be delivered with a combination of tunnels, lowered and ground-level motorways, as well as overpasses and underpasses at key intersections to successfully complete the free-flowing transport route.

Engagement Campaign

A five-week T2D Engagement Campaign was implemented in June/July 2021 as part of the planning process.

The objectives of the campaign were to:

- Gather feedback on the proposed motorway functionality, community priorities and concerns to inform the Reference Design and City Shaping Strategy
- Build community awareness of the T2D Project
- Promote completion of the T2D Community Survey

The engagement campaign coincided with the release of a high-level diagram showing the approximate locations of on-ramps, off-ramps, tunnels and surface motorway.

Through the campaign, the Project team spoke with more than 1,300 people at shopping centre roadshows, along with 126 local residents at 16 pop-up displays at local cafes and community centres. Feedback was also received from 104 people via an online Community Value Map, which used Social Pinpoint to understand location-specific perspectives. More than 3,600 people responded to the community survey.

Key community interests

The top five areas of interest and concern raised by community members in interactions at road shows and pop-up displays were:

- Land acquisition
- Project design and alignment
- Project timing
- Local access
- Construction impacts

Feedback on the Community Value Map focused on the area between Anzac Highway and Cross Road, the design alignment and location of on/off ramps, and concern about the management of increasing traffic from the South Eastern Freeway down Cross Road to access the new motorway.

Survey Results

Community sentiment

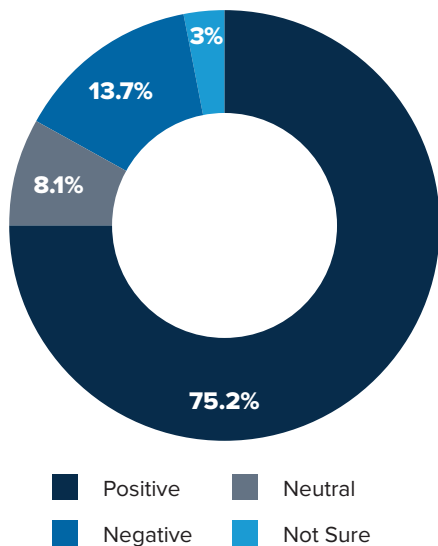
More than 75 per cent of survey respondents indicated a positive attitude towards the T2D Project. This sentiment was reflected in the large majority of comments made in response to the survey's open questions.

The majority of comments focused on getting the project done as quickly as possible. Effective communication between the Department for Infrastructure and Transport and the community emerged as a key feedback theme. Specifically, respondents identified as critical communicating during construction, and communicating land requirements sooner rather than later to ease community anxiety and enable local residents and businesses to "get on with life".

Comments in opposition to the Project focused on negative impacts and cost.

Motorway access and travel

Providing a high-level motorway access diagram for reference, the survey asked whether the proposed access points (on/off ramps and tunnel entry and exits) would make it easier or harder for people to travel locally, take longer trips, and access key destinations such as the Adelaide CBD, Adelaide Airport and South Eastern Freeway.



More than 50 per cent of respondents indicated that the motorway access points outlined on the high-level diagram will make it easier to get to local destinations, and more than 80 per cent indicated that it would be easier to travel longer distances. About 17 per cent of respondents indicated that local trips would be made more difficult.

More than 50 per cent of respondents indicated that access to the key destinations would not change. It is important to note that many respondents commented that the high-level motorway access diagram did not provide enough detail about local roads to accurately map their trips to these destinations.

Opportunities to improve South Road

Safety was nominated as very important/important by 95 per cent of respondents, making it the top improvement priority for South Road identified in the survey. Almost 90 per cent of respondents identified east-west connectivity as very important/important. Also rating highly as very important/important were increasing green cover (88 per cent), improving access in and out of local business (88 per cent), managing and enhancing waterways and water-sensitive urban design (86 per cent) and providing improved facilities and accessibility for pedestrians and cyclists (84 per cent).

Priority issues to manage throughout planning, design and delivery

More than 80 per cent of survey respondents (2,886) identified the issues important to them for management through the life of the Project. All of the 12 listed issues were identified as very important/important by at least 72 per cent of respondents, indicating a clear community expectation of effective Project management.

Access to essential services, shops and community facilities was identified as very important/important by 95 per cent of these respondents, with water quality (94 per cent), air quality (92 per cent) and vehicle access to properties (91 per cent) also very highly rated.

Management of economic impacts and opportunities was also an area of significant interest, with 90 per cent of respondents identifying this as very important/important. Management of construction impacts (88 per cent), public transport, cycling and pedestrian access (87 per cent) and road traffic noise and vibration (86 per cent) also rated highly.



02 About the T2D Project

The T2D Project is the final 10.5km section of South Australia's world-class multi-billion dollar North-South Corridor

The 78 km North-South Corridor will unlock Adelaide's transport network by providing a non-stop, traffic-light-free connection between Gawler and Old Noarlunga, with links to the CBD, and port and airport precincts.

The T2D Project is the most significant infrastructure project ever undertaken in South Australia. It will be delivered with a combination of tunnels, lowered and ground-level motorways, as well as overpasses and underpasses at key intersections to successfully complete the free-flowing transport route. When complete, about 60 per cent of the 10.5 km motorway will be underground tunnels.

Construction for the first stage (Anzac Highway to Darlington) is expected to start in late 2023, pending relevant approvals, and take four-to-five years to complete. Construction for the second stage (River Torrens to Anzac Highway) is expected to begin in 2026, subject to planning, approvals and funding. Both stages of the T2D Project will include twin tunnels that have three lanes in each direction.

The entire T2D project is expected to be completed in 2030.



Project benefits

Currently, more than 110,000 vehicles use parts of South Road and its parallel alternate routes in a north-south direction each day.

Further, 100,000 vehicles travel in an east-west direction through key intersections on South Road. With four out of the six key intersections almost at capacity, a solution to bust congestion is of critical importance to support South Australia's growth.



Enabling safer, more efficient journeys



Providing better access to travel gateways, such as Adelaide Airport, the Port of Adelaide, and national highways



Allowing motorists to bypass 21 sets of traffic lights



Improving SA's competitiveness with efficient access to-and-from key freight areas



Saving up to 24 minutes travel time from River Torrens to Darlington



Supporting more than 4,500 jobs



Busting congestion at notorious key intersections



Building a skills legacy for future projects



Improving east-west connectivity



Creating opportunities for urban renewal and place-making

03 Engagement approach

3.1 Engagement aims

Effective engagement on the T2D Project requires long-term, ongoing involvement of the community and stakeholders. This means providing information as the project evolves, listening to community and business concerns, drawing on local knowledge, incorporating community feedback into planning and design, and working with community on City Shaping Projects.

The five-week T2D Engagement Campaign, implemented in June/July 2021, was part of the planning process for the T2D.

The objectives of the campaign were to:

- Gather feedback on the proposed motorway functionality, community priorities and concerns to inform the Reference Design and City Shaping Strategy
- Build community awareness of the T2D project
- Promote completion of the T2D Community Survey

For ongoing T2D Project engagement, we have established Business and Community Reference Groups for both the Southern Tunnels and Northern Tunnels. These provide an opportunity for residents, community-interest groups, businesses and individuals to provide input into various aspects of the Project during the planning and design phase.

3.2 Community survey

On 8 July 2021, we released a high-level diagram showing the approximate locations of on-ramps, off-ramps, tunnels and surface motorway.

This was used to generate discussion with community members and stakeholders, along with feedback via the Community Survey.

The survey focused on five key aspects:

- Current use of South Road
- Feedback on the proposed motorway on/off ramps
- Priorities for improvements to South Road and surrounding areas
- Aspects of community concern for priority management through the life of the Project
- Community sentiment

The data collected via the survey and broader engagement campaign is informing the development of the Reference Design and City Shaping Strategy.

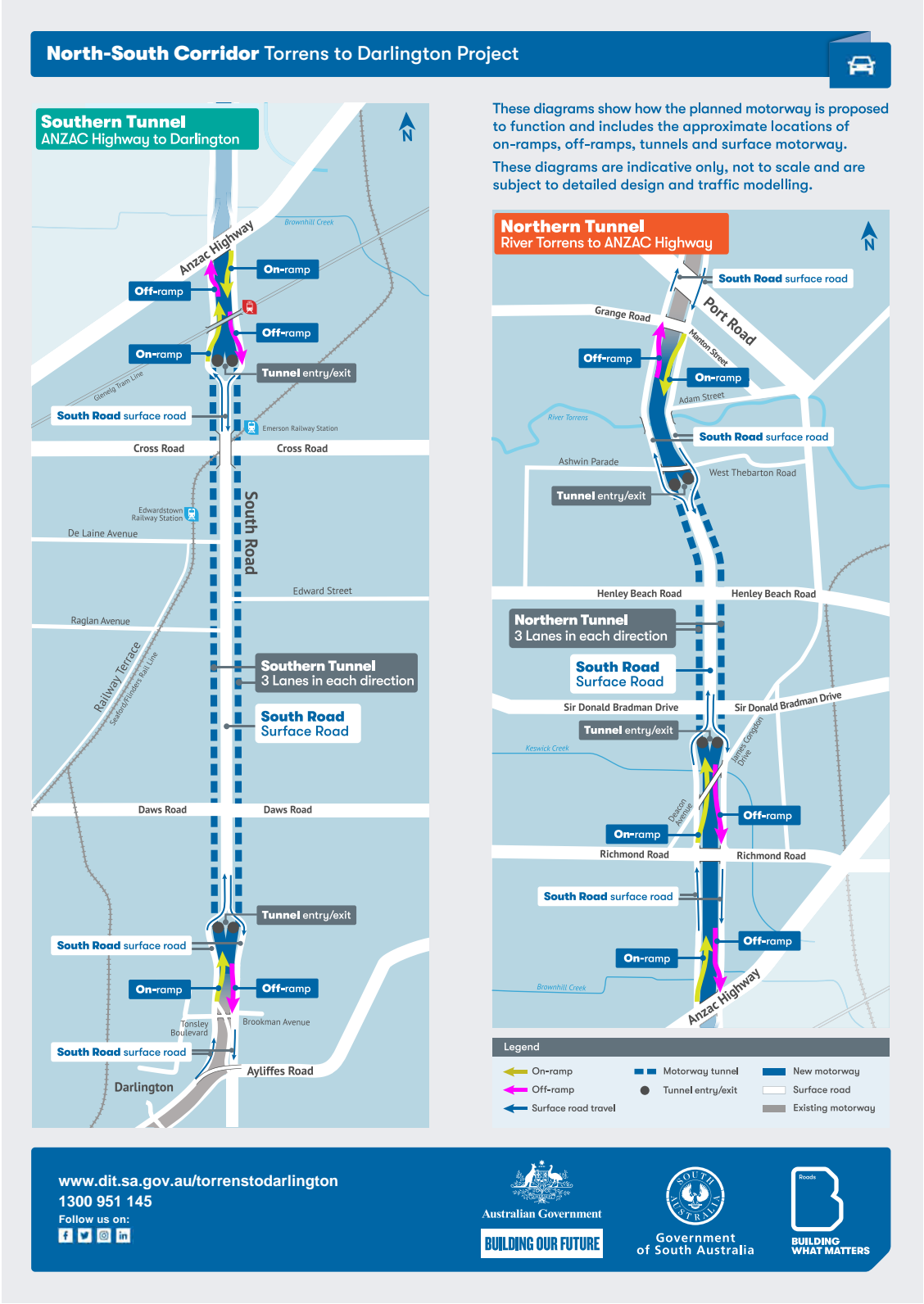
3.3 Project assessment report and reference design

A Reference Design is a high-level design that establishes road alignment, tunnel layouts and motorway-access points. It models motorway performance and identifies locations for laydown areas to support construction activity and store construction materials and equipment. It considers the construction impacts, possible issues, constraints and benefits of potential design options.

Throughout 2021, we have been progressing a range of assessments that will inform the development of the Project Reference Design, including:

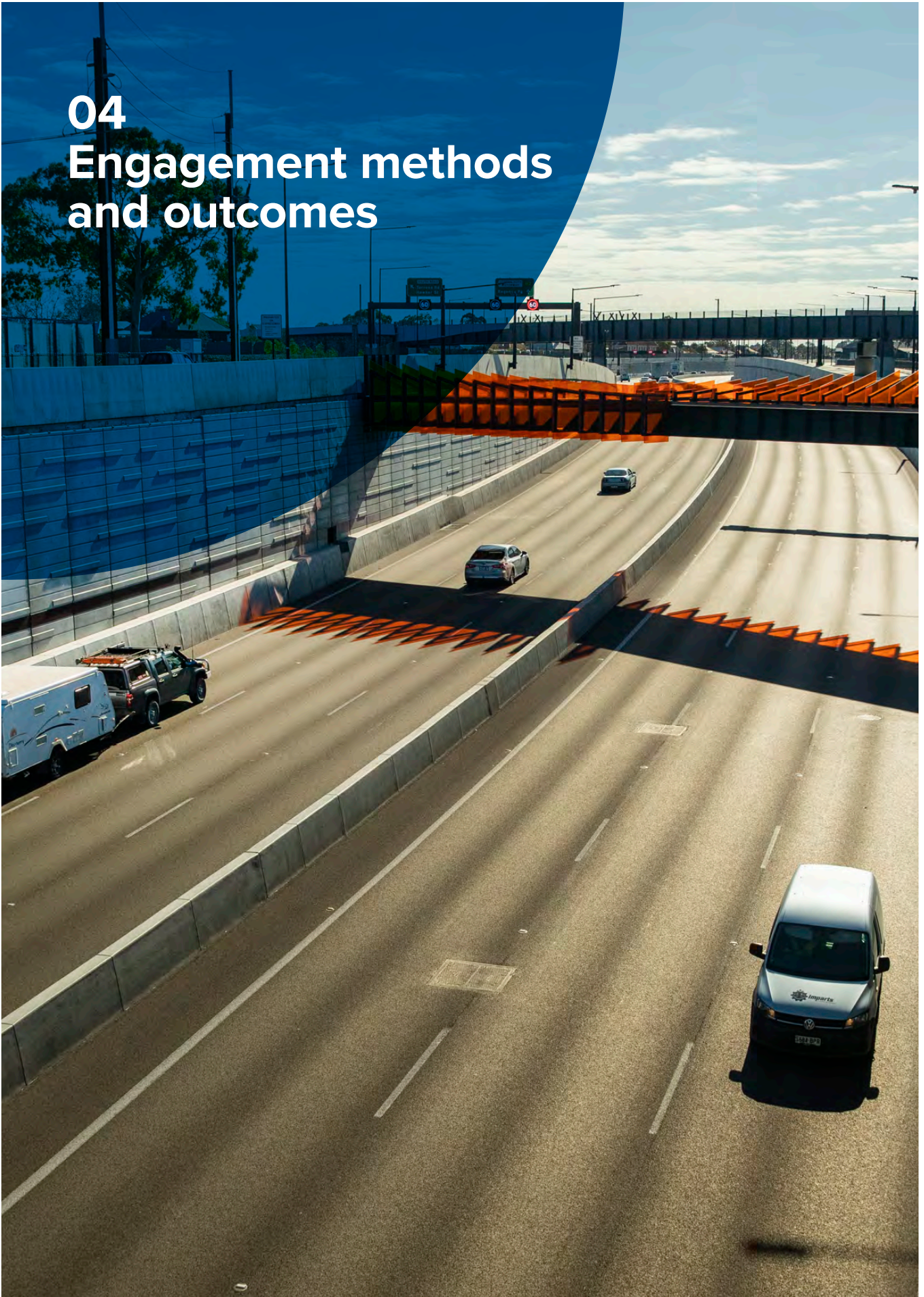
- Ground investigations
- Traffic modelling
- Noise, vibration and air-quality assessments
- Flora and fauna impact assessments
- Cultural and heritage assessments
- Community and environmental impacts
- Community views






The T2D Reference Design is expected to be completed in the second half of 2021.



T2D Survey Diagram

04 Engagement methods and outcomes



Method	Task	Outcome
 Online engagement To provide information and capture feedback.	<p>Project webpage provided an overview of the Project and engagement campaign, including fact sheets, location details and links to the high-level access diagram, community survey and community value map.</p> <p>Community survey allowed the community to provide feedback on the high level motorway diagram by completing a survey that also included open-ended questions to allow general feedback.</p> <p>Community value map allowed community to provide location-specific feedback on places of value along an interactive map of South Road using a comment pin.</p>	<p>3,607 community survey responses.</p> <p>104 pieces of feedback on the community value map.</p>
 Mail notifications To communicate with residents and businesses in and around the project area and promote survey completion.	<p>Letterbox drop of a flyer to properties along the corridor to promote the engagement campaign. People could access the survey by using a QR Code.</p> <p>eDMs to 4,000 key stakeholders and project subscribers to inform them about the project and promote the survey.</p>	<p>Reached 1,449 properties.</p> <p>811 new project subscribers.</p>
 Promotion To inform the broader community and road users, and promote survey completion.	<p>Social posts on Facebook on 16 June 2021 and 6 July 2021 to raise awareness of the project, invite people to complete the survey and encourage people to click through to the engagement website.</p> <p>Advertiser Advertisement on 3 July 2021 to encourage people from the broader community to complete the survey using a QR code and prompt them to visit the project website to learn about the project.</p>	<p>Social media reached more than 48,000 people with 1,085 click-throughs to the website.</p>
 Contact centre To enable enquiries from interested community members.	<p>Phone and email enquiries received from the public were responded to by the Project team.</p>	<p>Responded to 217 phone calls and emails during the engagement period.</p>
 Community events To increase awareness and provide opportunity to discuss priorities and concerns.	<p>Roadshows were held at Brickworks, Westfield Marion and Castle Plaza, with 16 pop-ups and 11 static displays at local shops, schools, cafes, councils and libraries. Events targeted local foot traffic and enabled community members to view the high-level diagram, ask questions and sign up for project updates. Fact sheets and hardcopy surveys were also available.</p>	<p>Conversations with 1,368 local business people and residents at roadshows.</p> <p>Conversations with 126 people at pop-ups.</p>

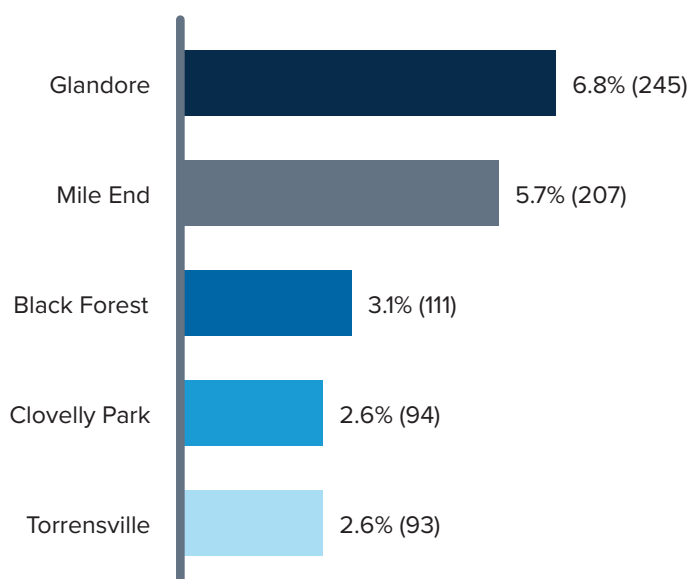
05 Community survey – Detailed findings

5.1 Who participated and how they use South Road

A total of 3,607 people completed the community survey. Of these:

- More than half were aged between 45 and 64, with 26 per cent aged between 35 and 44.
- More than 65 per cent work full-time, 15 per cent work part-time and almost 13 per cent are retired.
- Almost 45 per cent travel along South Road daily, with 31 per cent travelling a few times each week and about 18 per cent using South Road a few times a month.
- 94 per cent indicated that they typically travel along South Road via car, with 32 per cent of these respondents indicating that they also walk and 11 per cent cycle.
- More than 50 per cent use South Road to visit family and friends, 45 per cent use it to travel to work outside of the CBD, and 42 per cent use it to travel to shops.

Respondents (Top 5 suburbs)





5.2 Community sentiment

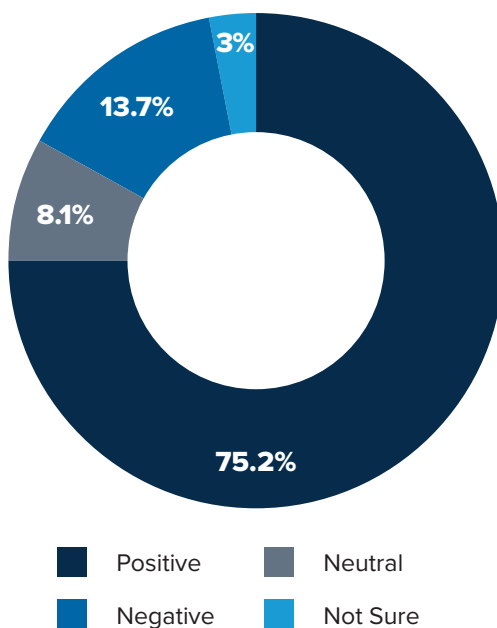
More than 75 per cent of survey respondents indicated a positive sentiment towards the T2D Project. The large majority of responses to the open survey questions also indicated strong support.

A total of 742 comments were recorded in direct response to the survey's question, *Do you have any additional comments about the T2D Project?* The majority of these responses focused on getting the project done as quickly as possible.

Effective communication between the Department and the community emerged as a key feedback theme.

Of particular importance, respondents identified communicating during construction and communicating land requirements sooner rather than later to ease community anxiety and enable local residents and businesses to "get on with life".

Comments in opposition to the Project focused on negative impacts and cost.



5.3 Access and travel – motorway access diagram

The North-South Corridor is designed to be a fast-moving, non-stop and high-capacity motorway with a focus on longer trips.

The location of the on and off ramps will be designed to ensure that access to Adelaide Airport, Adelaide CBD and Outer Ring Route is maintained.

It is important that the design identifies appropriate entry and exit points to the motorway and tunnels to achieve access while ensuring efficient and safe traffic flow. If there is not enough access to the motorway, it will be under-used and the rest of the road network will be slow-moving and frustrating for road users. Too much access to the motorway means it will be used for too many short trips, with vehicles weaving across lanes to get to exits, causing traffic to slow and become unsafe.

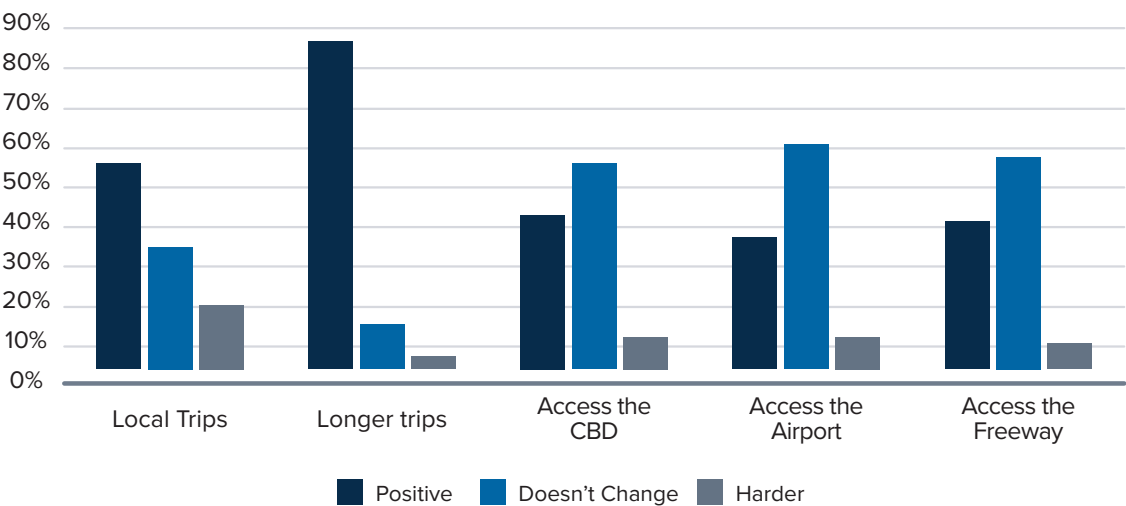
Providing a high-level motorway access diagram for reference (see p. 7), the survey asked whether the proposed access points (on/off ramps and tunnel entry and exits) would make it easier or harder for people to travel locally, take longer trips, and access key destinations across metropolitan Adelaide.

More than 50 per cent of respondents indicated that the motorway access points outlined on the high-level diagram will make it easier to get to local destinations, and more than 80 per cent indicated that it would be easier to travel longer distances. About 17 per cent of respondents indicated that local trips would be made more difficult.

More than 50 per cent of respondents indicated that access to the key destinations would not change. It is important to note that many respondents also commented that the high-level motorway access diagram did not provide enough detail about local roads to accurately map their trips to these destinations.

A total of 1,966 comments were made in direct response to the motorway access diagram.

The themes from these comments are summarised in the following three sections.



Level of support for proposed motorway access points

Of the 1,966 comments made in response to the motorway access diagram, 411 indicated sentiment towards the motorway access points.

Support – 342

A total of 342 comments were received that explicitly expressed strong support/support for the access arrangements identified in the motorway access diagram. Reasons for support included “it will make my life easier”, reduction in congestion on South Road and the wider road network, improved travel times, and well-located on/off ramps.

Oppose – 38

A total of 38 comments were received that explicitly expressed strong opposition/opposition for the proposed arrangements or the project overall, with the majority indicating that they could not see the benefits outweighing the financial and/or social costs.

Some felt that a more traditional surface motorway would be more appropriate and cheaper, and others felt that investment in public transport presented a better option. A small number indicated that they would avoid using tunnels and, as such, would not benefit from the project.

Mixed support / unsure – 31

A total of 31 respondents had more of a mixed opinion, with the majority of these saying the project would benefit them for longer trips, but not necessarily for shorter trips. Some indicated that they did not think it would affect them or change the way they travel, and a few felt that they needed more detailed information in order to have an opinion.



Configuration of and access to the motorway

Of the 1,966 comments received in relation to access and travel, a total of 806 focused on the configuration of and access points to the motorway.

Access to the motorway generally – 126

A total of 126 comments were received in relation to general access to the motorway, some suggesting that the proposal generally needed additional access to the motorway to increase its usefulness to a broader range of motorists and to facilitate shorter trips. Others had general questions about how they would access the motorway or comments about parts of the corridor outside of the project scope.

Impact on land uses – 124

A total of 124 comments were received in relation to the impact on land uses, with the majority expressing concern that there was not enough detail to determine if their house, business or community facility were impacted. Many requested that information be provided soon to reduce anxiety.

Many concerns related to direct impacts on schools, churches, health facilities, shops and community facilities, and the impact this would have on quality of life and sense of place. A few expressed relief that the plans did not impact on the Thebarton Theatre or other key community facilities.

Congestion – 100

A total of 100 comments were received in relation to the proposed motorway layout and its potential impact on traffic congestion on South Road itself, but particularly in relation to east-west roads. In relation to South Road, most expressed hope that traffic would decrease as a result of the project, with others concerned about bottlenecks at ramp entries and exits.

There were some concerns about the flow-on impacts to other roads due to the location of ramps, particularly east-west roads such as Anzac Highway, Richmond Road, Sir Donald Bradman Drive, Ashwin Parade, Grange Road, Henley Beach Road, Daws Road and Cross Road. A few expressed concerns about congestion as the project meets the surface roads at Darlington – including the Shepherds Hill Road link because of the single-lane configuration – and at the Port Road connection.

Communication – 65

A total of 65 comments were received in relation to the communication of the project, with the majority commenting that they were keen to see more detail, especially in relation to direct property impacts and acquisition uncertainty.

Some found it hard to visualise impacts without the full Reference Design and others remarked that they would have liked additional visual impressions to help understand the diagram. A few asked for regular and timely communications during construction.

Longer tunnels – 62

A total of 62 respondents suggested that the tunnels were not long enough. Respondents suggested having one single tunnel, extending the Northern Tunnel north under the River Torrens, extending the Southern Tunnel north under the Glenelg Tramline (to be closer to Anzac Highway), or extending the Northern Tunnel south under Richmond Road. Reasons for longer tunnels were predominantly related to reducing impacts on land uses and liveability, and a perception that traffic congestion would occur within the open motorway/ramp access sections.

Cycling, walking and public transport – 52

A total of 52 comments were recorded in relation to cycling and walking facilities, with an even mix of general improvement requests, safe north-south connections and east-west linkages to connect communities. A particular focus was on connections within the open motorway sections of the Project and at Barwell/Everard Avenue, the West Side Bikeway, connecting Glandore and Black Forest, at Mile End, connecting Kurralta Park and Ashford, Deacon Avenue/James Congdon Drive and at Roebuck Street. Comments were also received in relation to access to bus services and bus stops.

Access to schools – 51

A total of 51 comments were specifically related to access to schools via private vehicles, cycling and walking from the western side of South Road to schools located on the eastern side. Specific schools that respondents were most interested in were Richmond Primary School, Black Forest Primary School and St Bernadette's School at St Marys. Many requested safer and easier access over South Road to service families on the western side of South Road, via a pedestrian crossing, road bridge or similar.

Construction – 30

A total of 30 comments were received in relation to construction and construction impacts, including concerns about traffic detours, construction traffic, traffic congestion, noise, vibration and general disruption. A small number of respondents were interested in local work for South Australians and staging of the project.

Design and construction detail

Of the 1,966 comments received about the motorway access diagram, 749 focused on design and construction.

Number of motorway lanes – 27

A total of 27 respondents specifically commented on the number of lanes, with the majority supportive of at least three lanes each way in the motorway or generally requesting more lanes rather than less to ensure future-proofing. Eight specifically suggested four lanes each way. Two respondents suggested the number of lanes be limited to two lanes to reduce impacts on adjoining land uses. Several respondents felt that there were safety and/or congestion issues associated with the “tie-ins” with existing infrastructure, including at Tonsley and Gallipoli Underpass where there were fewer lanes in the motorway, as well as the surface roads potentially causing traffic congestion.

Wayfinding – 24

A total of 24 comments were received in relation to wayfinding, the majority requesting clear signs, simple design and enough time for motorists to make decisions and move into the correct lane.

Safety – 23

A total of 23 comments related to the safe design and operation of the tunnels, emergency systems, breakdown lanes and exits in the event of an accident. Some respondents were interested in ensuring that merge lanes and ramps were safe, clearly separated and of adequate length, and that tunnels were designed to withstand heavy vehicles and earthquakes.

Access to businesses and facilities – 16

A total of 16 comments related to access to businesses and facilities on, or close to, South Road, including the loss of right turns, impacts on business and the accessibility of services to the community. Specific areas of concern included the Brickworks, Black Forest Shopping Centre and the Bell Tower Centre.

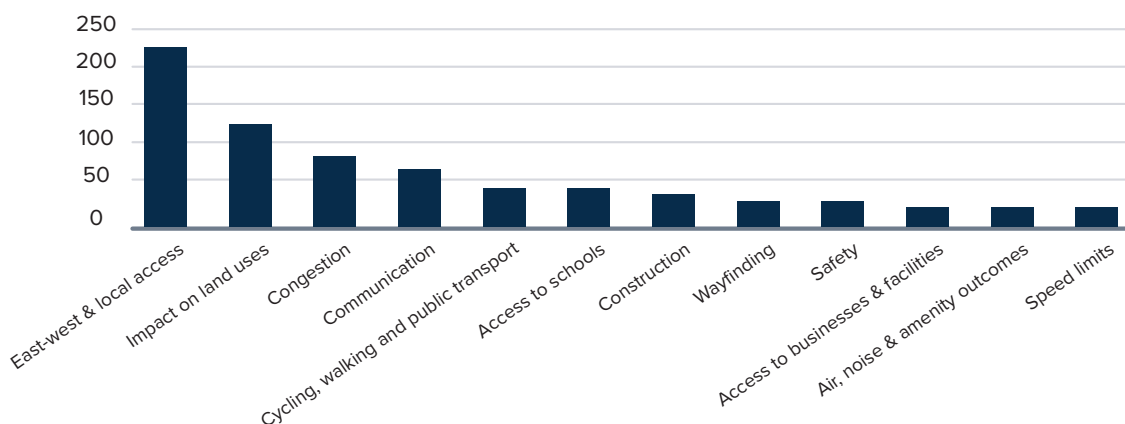
Air, noise and amenity outcomes – 13

A total of nine respondents provided comments specifically relating to air, noise and amenity outcomes, including traffic noise impacts and the management of ventilation from the tunnels. Four comments related to the urban realm and landscape design – trees, visual amenity and culture.

Speed limits – 12

A total of 12 comments were received in relation to speed limits. Eight of these felt that speed limits should be 100 km/h or higher, three felt that there should be a speed limit of 80 km/h or higher, and one felt that it should be no more than 80 km/h.

Themes of comments about design and construction



Design and construction detail (cont)

Southern tunnel connectivity – 333

A total of 333 comments were received specifically in relation to connectivity to the Southern Tunnel, most commenting that they felt that additional access to the tunnel should be considered. The large majority of these (204) felt that there should be more direct access from Cross Road into the motorway, and 82 respondents felt that there should be a motorway connection from Daws Road. A further 25 felt that there needed to be a connection around Edwardstown in the vicinity of Edward Street/Raglan Street. Improvements to access to the motorway from Clovelly Park via Tonsley Boulevard, and from Shepherds Hill Road and Ayliffes Road, were also raised.

A total of 27 felt that the current rail crossing at Emerson was a significant impediment to the long-term functionality of the motorway.

Northern tunnel connections – 258

A total of 258 comments were received suggesting additional or improved connectivity to the CBD via Anzac Highway and/or connectivity to the airport via Sir Donald Bradman Drive, Henley Beach Road or Richmond Road. In particular, many respondents felt that on/off ramps should be located on Sir Donald Bradman Drive for access to the airport and the CBD, and some felt these should be instead of ramps accessing Richmond Road.

A number of respondents expressed confusion about access to Richmond Road, given its low capacity and the fact that airport access is provided via Sir Donald Bradman Drive. A small number felt that access should be provided at Henley Beach Road and/or James Congdon Drive to improve CBD access.

A number of respondents felt that the section of open motorway between the two tunnels was unnecessarily complex, would create congestion and come at the expense of land uses and liveability.



Concerns were expressed about the capacity of Anzac Highway to take the volume of city-bound traffic, as well as the ability to fit the complex motorway around existing structures at Gallipoli Underpass and the Glenelg Tram Overpass.

Some comments were also received in relation to the lowered motorway connection to the Northern Tunnel, primarily about the narrowness of the crossing over the River Torrens and congestion around Ashwin Parade.

East-west and local access – 239

Separate to comments about the motorway functionality itself, east-west access, and access in and out of local areas and to local facilities, attracted a significant number of comments. Many of these comments related generally to the need to maintain east-west access for commuting into the CBD and/or accessing facilities and private properties. The assumed loss of right turns was also of concern to many in relation to areas of the lowered motorway.

Many comments related specifically to Black Forest and Glandore, with key concerns relating to lack of access and egress options exacerbated by the rail and the tram lines, and connectivity between the two suburbs. Many comments also related to east-west access north of Anzac Highway, with key connections of concern being Barwell Avenue/Everard Avenue, Ashwin Parade/West Thebarton Road, Henley Beach Road and Richmond Road.

Some comments related to east-west connectivity between Clovelly Park and St Marys, with a focus on Celtic Avenue, Selgar Avenue, connectivity to the suburb of Tonsley and access into St Marys. Comments also related to the Edwardstown area and the opportunity to improve existing east-west connections such as Edward Street/Raglan Avenue and connections to Castle Plaza, as well as north-south flow of traffic as it impacts on east-west connectivity.



5.4 Opportunities to improve South Road

Safety was nominated as very important/important by 95 per cent of respondents, making it the top improvement priority for South Road identified in the survey.

Almost 90 per cent of respondents identified east-west connectivity as very important/important. Also rating highly as very important/important were increasing green cover (88 per cent), improving access in and out of local businesses (88 per cent), managing and enhancing waterways and water sensitive urban design (86 per cent), and providing improved facilities and accessibility for pedestrians and cyclists (84 per cent).

A total of 923 comments were recorded in direct response to the survey's question *What further improvements could be made along South Road?* Of these, 36 expressed explicit support for the project, with 25 people requesting that it be completed as soon as possible. There were 10 comments indicating explicit opposition, predominantly due to impacts on residential areas. However, the majority of comments focused on specific improvement opportunities.

	Very Important	Important	Not So Important
Improving safety	64.9%	29.2%	5.9%
Increasing green cover (trees, landscaping)	56.4%	31.7%	11.9%
Improving the connection between the east and west sides of South Road	53.4%	35.5%	11.1%
Providing improved facilities and accessibility for pedestrians and cyclists	48.7%	34.9%	16.4%
Managing and enhancing waterways and water-sensitive urban design	44.3%	41.2%	14.5%
Preserving and enhancing heritage and culture	42.3%	36.3%	21.4%
Improving access in and out of local businesses	42.2%	45.8%	12.0%
Increase in well-designed public open space	41.8%	37.6%	20.6%
Improving access to buses, trains and trams	39.9%	41.1%	19.0%
Celebrating local places, character and identity, and revitalising local streets	39.6%	32.6%	27.8%
Increase the number of businesses	20.0%	39.4%	40.6%

Walking and cycling – 145

A total of 145 comments related to opportunities to improve walking and cycling facilities generally, or specifically related to cycle lanes, cycle paths, footpaths, shared-use paths, lighting and security, and people with disabilities. Safety improvements were considered a significant opportunity for all modes of active transport, and it was generally recognised that current safety and quality standards for walking and cycling were very low along the corridor.

Note that comments specifically relating to east-west connectivity for walkers, cyclists and motorists are separately recorded in addition to these comments.

East-west connectivity – 99

A total of 99 comments expressed a desire to improve east-west connectivity primarily in relation to safety, but also accessibility. A large number of comments related specifically to the need for pedestrian overpasses/underpasses to provide access to key community facilities such as schools, shops and other services. Some felt that all at-grade (ground level) crossings should be removed in favour of grade-separated crossings.

There were also comments about opportunities to improve the flow of key east-west roads including Henley Beach Road, Sir Donald Bradman Drive, George Street and James Congdon Drive. Many raised the realignment and/or improvement of the Edward Street/Raglan Avenue link. It should be noted that some comments raised the issue of increased traffic impacts on some lower order roads, should they remain open.

Design of the motorway – 80

A total of 80 comments related to opportunities associated with the design of the motorway itself, with a large number dealing with improved access to the motorway itself, including to the South-Eastern Freeway via Cross or Richmond Roads, and to the airport. There was a desire to ensure that the number of lanes was adequate for future-proofing and that u-turns were provided for access. Some comments related to the opportunity to ensure that ramps were designed and located to avoid congestion and “weaving”. Some comments related to detailed design, such as lighting requirements, cost effectiveness and emergency systems.

Congestion, traffic light sequencing and car parking – 76

A total of 76 comments related to the opportunity to improve traffic congestion. A total of 42 specifically requested re-sequencing of traffic lights. There were nine requests to remove car parking along the road, either to alleviate construction traffic impacts during construction or permanently. Many comments related to the stretch of South Road around Edwardstown, which was noted to have a large number of signalled intersections and crossings, and intense land use access.

Greening – 74

A total of 74 comments expressed a desire to improve the South Road corridor via improved greening for biodiversity, amenity and shade.

Public transport – 72

A total of 72 comments identified public transport as an opportunity for improvement, either generally or specifically related to bus connectivity, links between modes, new tram links or alternative public transport. A total of 27 requested consideration for dedicated bus lanes and/or bus indents to improve the flow of traffic along South Road.

Local access opportunities – 43

A total of 43 comments related to opportunities to improve local access, either access onto South Road from houses, businesses or side streets, or access to key community facilities such as schools. As well as improving access, a large number of comments related to the management of speeding, poor behaviour and “rat-running” through residential areas, with the general desire to reduce non-local traffic using residential streets.

Also considered an opportunity was the management of turning off South Road into local areas, with turn lanes considered not generous enough, and the lack of u-turn facilities highlighted.

Urban realm opportunities – 43

A total of 43 comments stated that there were considerable urban-realm opportunities, including general amenity improvements, public art, and Aboriginal and heritage interpretation. One did express concern about urban realm outcomes coming at the expense of value for money.



Improving South Road above the tunnel – 36

A total of 36 comments raised opportunities associated with improvements to South Road above the tunnel in general, and specifically related to road widening, removal of powerlines and associated stobie poles, improving water utilities and improving intersections. A significant number of these comments related to improvements to the road surface condition, removal of pot holes, fixing the rough surface or repairing manhole covers.

Emerson crossing – 35

A total of 35 comments stated that they felt Emerson crossing needed to be addressed to manage traffic congestion, predominantly in relation to the grade separation of the rail line from Cross Road traffic, and traffic wanting to enter or exit the motorway.

Noise, air quality and water quality – 33

A total of 33 comments related to noise and air quality during but predominantly post construction, and opportunities to improve water quality through water sensitive urban design. Many comments requested noise walls, barriers, sound insulation or other mitigation measures to protect residents.

Social impacts – 32

A total of 32 comments related generally to concerns about social impacts associated with the project, including the impact on community facilities, sense of place, housing, heritage and construction impacts.

Business opportunities – 29

A total of 29 comments specifically raised opportunities around business development and business support, with many seeing the project as an opportunity for new business activation. Others raised the need for improved access, car parking, engagement and support during construction.

Land use and zoning – 26

A total of 26 comments related to the opportunity to change land uses, zoning or improve urban form outcomes along the corridor. A total of 11 of these suggested more open space, while others suggested housing, commercial, community facilities or other land uses.

Wayfinding and signage – 19

A total of 19 comments related to the opportunity to improve wayfinding at turn-offs or signage to improve driver behaviour.

Speed limits – 18

A total of 18 comments related to the posted speed limits associated with the corridor, with all identifying an opportunity to increase speed limits generally, to 80 km/h, 100 km/h or higher in order to reduce travel times and avoid congestion.

Tunnel configuration – 16

A total of 16 comments related to the configuration of the tunnels themselves, with most expressing the desire for extended tunnels under the river, linking to other destinations or a single tunnel.



5.5 Areas of interest to manage throughout planning, design and delivery

More than 80 per cent of survey respondents (2,886) identified the issues important to them for management through the life of the Project.

Access to essential services, shops and community facilities was identified as very important/important by 95 per cent of these respondents, with water quality (94 per cent), air quality (92 per cent) and vehicle access to properties (91 per cent) also very highly rated.

Management of economic impacts and opportunities was also a significant concern, with 90 per cent of respondents identifying this as very important/important.

Management of construction impacts (88 per cent), public transport, cycling and pedestrian access (87 per cent) and road traffic noise and vibration (86 per cent) also rated highly.

It is important to note that all of the 12 listed issues were identified as very important/important by at least 72 per cent of respondents, indicating that effective management of issues through project planning, design and delivery is a clear community expectation.

	Very Important	Important	Not So Important
Protecting water quality	62.1%	31.5%	6.4%
Access to essential services, shops and community facilities	61.2%	34.2%	4.6%
Air quality	54.6%	37.1%	8.3%
Impacts to the community during construction	51.1%	36.8%	12.1%
Vehicle access to properties	49.2%	42.1%	8.7%
Road traffic noise and vibration	47.9%	38.2%	13.9%
Public transport, cycling and pedestrian access	47.6%	39.1%	13.3%
Economic impacts and opportunities	42.9%	47.3%	9.8%
Visual appearance and amenity	42.2%	40.1%	17.7%
Open space and recreation	38.9%	39.2%	21.9%
Land acquisition	38.1%	39.5%	22.4%
Local and cultural heritage	37.9%	39.2%	22.9%
Sense of place and community	31.1%	40.8%	28.1%

06 Roadshows and pop-up displays

The Project team spoke with more than 1,300 people at shopping centre roadshows, along with 126 local residents at the 16 pop-ups at local cafes and community centres.

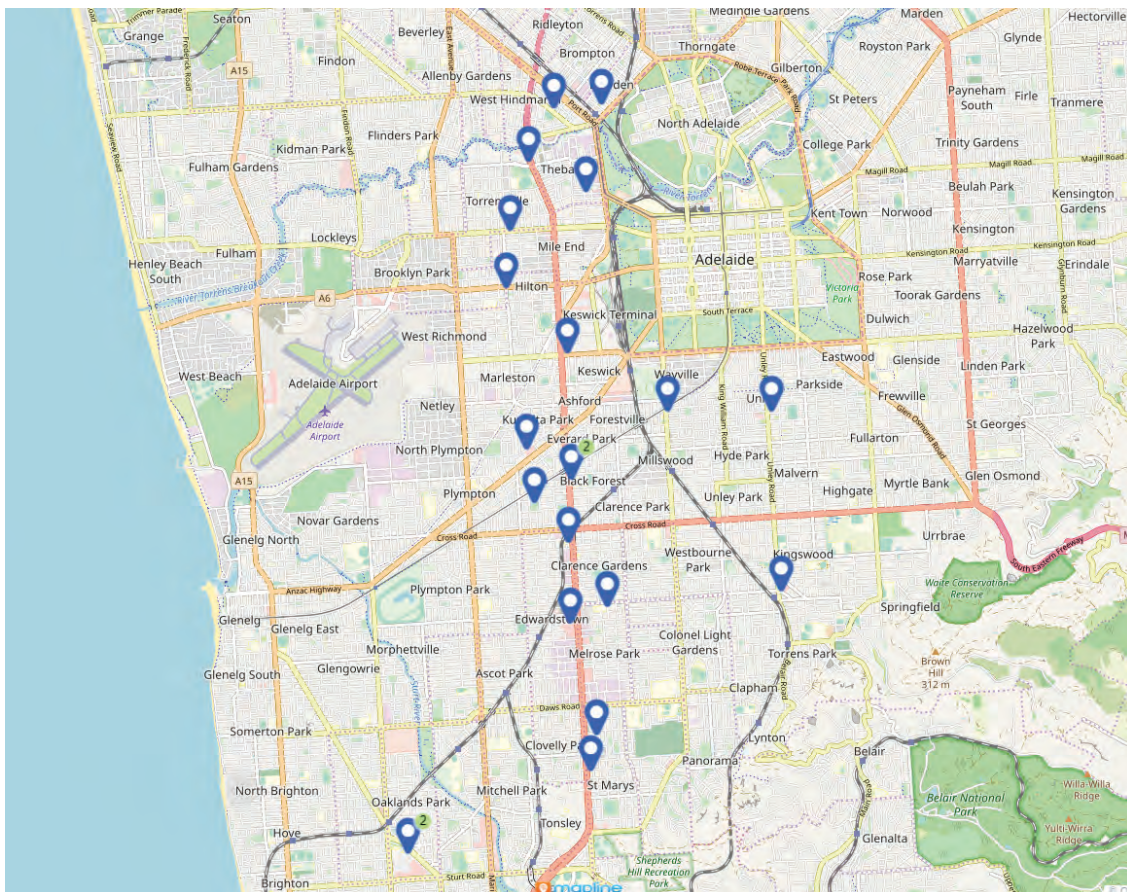
This provided an opportunity to discuss aspects of the motorway access diagram and address individual questions and concerns.

The top five areas of interest and concern raised by community members in these interactions were:

- Land acquisition
- Project design and alignment

- Project timing
- Local access
- Construction impacts

Roadshows and pop-ups were successful in reaching the wider community and building project awareness with many visitors asking to be signed up to receive project updates.



Location of roadshows, pop-ups and static displays

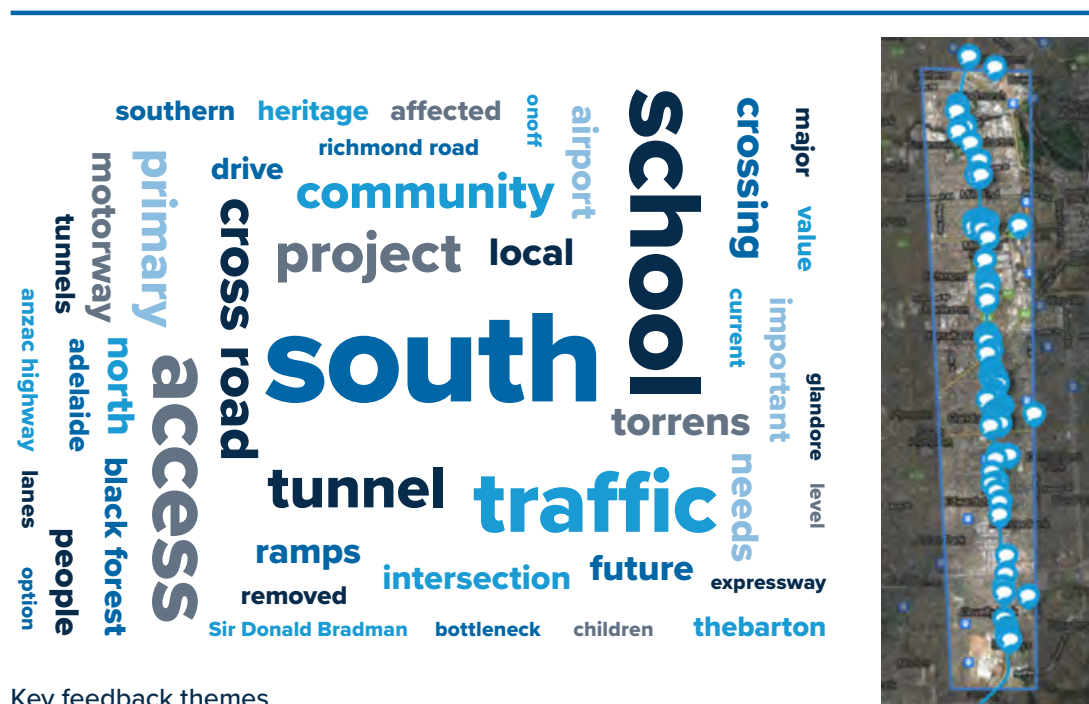
07 Community value map insights

Virtual engagement is a key tool to ensure that community views inform the Reference Design and City Shaping Strategy.

A Community Value Map, which used Social Pinpoint, enabled people to comment on what is important to them in specific geographic locations.

Participants were able to like, comment or start discussions in a safe and moderated environment. There were 1,553 visits to the map and 104 comments made. Key insights include:

- The highest volume of comments were made between Anzac Highway and Cross Road.
- A strong community desire for avoiding disruption, improving access and improving safety for the schools along South Road (17 comments).
- Preserving heritage and community character is important (16 comments), with preservation of Thebarton Theatre mentioned eight times.
- Local shops and open spaces (such as Glandore Oval) are highly valued by the community.
- Design alignment and location of on/off ramps is of significant community interest (37 comments).
- Suggestions included on/off ramps heading south at James Congdon Drive to continue the link for inner north/north eastern suburbs to the southern suburbs, and on/off ramps to allow connection to the airport via Sir Donald Bradman Drive.
- Concern about increasing traffic from the South Eastern Freeway down Cross Road to access the new motorway, and how this will be managed to ensure free-flowing traffic.
- Concern about large vehicles turning right at Emerson crossing.
- Preference to ensure access to the South Road northbound surface road from the Black Forest block between the tram line, train line and East Avenue.
- Concern about canopy loss as a result of the project.



08 Next Steps





Data collected via the community survey and broader engagement program is being used to inform the Reference Design and development of the City Shaping Strategy.

Through our community engagement, we have identified six key themes that will inform our City Shaping Strategy:

1. Reshaping local streets and local road networks
2. Safe east-west connections
3. North-south cycling and walking connections
4. Sustainability and greening
5. Improving South Road
6. Urban design and amenity

The Reference Design will be shared with the community towards the end of 2021 together with the City Shaping and Urban Design strategies. The community will have the opportunity to provide their feedback and share their thoughts on these strategies, which will be considered as part of the project assessment process.

A detailed project assessment will be available in the first half of 2022, which will provide further opportunities for the community to provide feedback.

While the community survey is now closed, community engagement will continue via the Community and Business Reference Groups, community-interest groups, councils, residents and key stakeholders. The T2D project team will continue to engage with people in neighbourhoods along the South Road corridor to raise awareness of the T2D project and keep the community informed.

If you would like to learn more about the T2D Project, you can sign up to receive electronic updates or download one of our fact sheets at:

dit.sa.gov.au/torrenstodarlington

or contact us on **1300 951 145**

or email **northsouthcorridor@sa.gov.au**

T2D TORRENS TO DARLINGTON



North-South Corridor Program Torrens to Darlington Community Reference Group Meeting Notes of Discussion

Reference Group:	Torrens to Darlington Community Reference Group (Southern Tunnel)
Meeting No:	6
Date:	Wednesday, 4 August 2021
Time:	6:30PM – 8:30PM
Location:	Microsoft Teams

Attendees	Position
Mark Douglas	Facilitator
Tara Hage (TH)	Executive Director, North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Darren Jurevicius (DJ)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Michael Ahern	Mitcham Plains Action Group
Martin Angus	Local Resident
Phillip Boehm	SRISAG Representative
Tanya Firth	Local Resident
Cr Sasha Mason	Elected Member - City of Marion
Anne Jantzen	SRISAG Representative
Cr Don Palmer	Elected Member - City of Unley
Tegan Stehbins	Local Resident
Cr Elisabeth Papanikolaou	Elected Member – City of West Torrens
Stephanie Hensgen	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Taylah Slattery	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Apologies	
Iris Iwanicki	Local Resident
Cr John Sanderson	Elected Member – City of Mitcham
Andrea McDougall	Local Resident

FILE: 2020/03965/01
DOCUMENT: 16861262

NSC T2D Community Reference Group – Meeting Notes of Discussion

1. Opening Formalities**1.1. Welcome and Apologies****1.2. Work Health and Safety**

- Nil

2. Items for Discussion**2.1. Previous meeting actions / Notes of Discussion**

- Concern that actions from the last meeting will be missed, make an agenda item to address at future meetings.
- Follow up on how substratum will show on titles. The provisions for how it will be shown is still being worked through. There is a piece of legislation that sets it out, however has not yet been done in the state so requires a bit more time. Those affected will be notified before tunnelling begins. Registered bores are being mapped and owners would also be notified.

2.2. Greening

- Broad high-level policies
 - **30 Year Plan for Greater Adelaide (30YPGA)**
 - There has been a significant loss of vegetation in urban areas
 - Target to increase urban canopy across metropolitan Adelaide by 20% by 2045
 - Driving Green Adelaide and Council Projects
 - **Climate change action plan**
 - Supports the 30YPGA and accelerates greening in urban context
 - Urban Design Guidelines, Green infrastructure assessments, water sensitive urban design and other cover and greening outcomes
 - **Vegetation removal policy**
 - Assessment process for the department
 - Provides offset and relevant requirements including minimising the loss of vegetation and no net loss of native vegetation and amenity
- Current Greening Status
 - Existing cover within 75m of South Road
 - Darlington to Anzac Highway – 8.5%
 - Anzac Highway to Grange Road - 12.7%
 - Data was collected 2017 – 2019 – Green Adelaide is looking to collect more data over the summer using LiDAR. Looking to update baseline figures on this
 - Ecological surveys of the corridor aligns with the vegetation approval process. The survey picks up significant plantings and native vegetation (primarily located around the Torrens)
 - Survey was undertaken within an approximate 50m buffer of the corridor
- Increasing greening
 - Understand key priorities on project surplus land
 - If there are Council and community projects to support to achieve targets
 - 20% is metropolitan zone, not the corridor, need to interpret data and understand spatial extent
 - Green Adelaide has announced next stage of greening, how can NSC partner to add value, partnership opportunities to achieve targets
- Concerns about a potential emissions stack being located near Black Forest Primary. Last week the news highlighted concerns regarding idling cars near schools and how many places have banned idling cars near schools. How will emissions be managed with the new corridor?
 - Location and air quality modelling to achieve EPA requirements being undertaken
- South Australia has the least green cover in all of Australia. We need to do the most here to increase this. I am hoping that you will partnership with the council to increase this.
- The Project Team is looking to work with the local community similar to other Department projects. Who are the groups in the local areas to work with in this space?
- Most successful greening projects are in collaboration with the community. Greening is not always about trees but the broader environment such as vegetation that sustains butterflies and bees.

Sustainability

- Committed to the Infrastructure Sustainability rating scheme which is a measuring/reporting tool that supports sustainability outcomes as part of infrastructure projects. This includes monitoring and auditing targets that have been set.
- Australian and New Zealand driven tool, gives the project access to other good practices throughout Australia and New Zealand
- 17 categories focus areas for the contractors will need to meet targets to get accreditation for the project
- Circular economy re-use opportunities e.g. spoil, concrete and power

NSC T2D Community Reference Group – Meeting Notes of Discussion

- Visual amenity is assessed
- Independently assessed, verified and receive certification from the Infrastructure Sustainability Council of Australia
- Presume that water sensitive urban design will include consideration of moving stormwater from Black Forest & Clarence Park through the Corridor to Glandore & beyond? The specifics of stormwater are still being worked with, will come back to this when we have more information

2.3. Noise assessment

- Road traffic noise guideline outlines a rigorous process, it is reviewed and endorsed by the EPA
- Hearing has a large range in a linear sense and is easiest to explain using the decibel scale, in dB(A). Generally human's don't hear low frequencies well in comparison to the mid frequencies and our ability to hear high frequency generally reduces with age
- As noise levels increase, our hearing sensitivity to low frequencies increases (e.g. in noisy industrial areas)
- A change of 2 – 3dB(A) is barely perceptible, 10dB(A) is a doubling of perceived loudness
- Noise of a truck pass-by on South Road would be approx. 90dB(A)
- Road traffic noise is assessed using the equivalent continuous noise level over a period of time
- Noise logging is undertaken to ensure noise predictions are accurate
- **Sensitive receivers (located within the defined project area)**
 - Dwellings approved to be built under Development Act or Planning and Design Code are eligible to be assessed as a sensitive receiver.
 - Businesses aren't classed as a sensitive receiver under the Road Traffic Noise Guidelines, where the focus is on sleeping and living amenity. However, businesses could be assessed on a case by case basis under extenuating circumstances, but as a general rule not considered sensitive.
 - Road traffic underground in a tunnel is not likely to be noisy. However, there is a potential that ground borne noise from the Tunnel Boring Machine (TBM) could occur. Operational traffic going in/out the tunnel (portal areas) are likely to be an area of consideration for noise, as well as surface roads.
 - Once vehicles reach a speed of more than 20km/h, tyre noise begins to take over from engine noise in modern vehicles.
 - The project is unable to control noise at the vehicle due this being an Australian Design Rules (ADR) issue.
 - Lower noise road surfaces such as open graded asphalt can be considered to minimise noise.
 - Noise transmission between source and receiver can be minimised via barriers (e.g. noise walls) or buffer zones.
 - Can't always meet requirements with just a noise barrier.
 - Barriers aren't always practical depending on the location and the various heights and lengths.
 - While it is better to control noise at the source, this isn't always practical and therefore need to look at the receiver e.g. façade treatments of a dwelling.
- **Additional discussion**
 - Over the 10.5km there are 25 noise loggers situated on both sides of the road to record the existing noise conditions e.g. residential and commercial.
 - The noise currently coming from heavy vehicles is likely to shift from the surface roads to the main motorway and tunnels, it is also expected there will be a shift in traffic volumes - traffic modelling will demonstrate this.
 - As part of the Reference Design process, a noise model is undertaken to assess noise mitigation options. Due to the Reference Design being an early phase, additional work on mitigation design will also need to be undertaken during the detailed design phase.
 - Baseline noise data (i.e. existing conditions) is used to validate the noise modelling, it is undertaken as part of the development of the Reference Design.
 - A doubling or halving of traffic volume equates to a change of 3dB(A) e.g. 20,000 to 40,000 vehicles per day = 3dB(A) noise increase. Changes in traffic volumes are generally not perceptible.
 - Any significant geometry change of the road alignment or removal of houses fronting the road can significantly change the traffic noise levels for those situated closer to the road or no longer screened from the road.
 - Where is noise logging being conducted?
 - Not all along South Road
 - Most are placed in residential properties
 - Some are located on Council property
 - They collect data for 7 – 10 days
 - Measurements are taken during the school term.

NSC T2D Community Reference Group – Meeting Notes of Discussion

- Work being done to look at geology to understand the vibration impacts. This relates to the depth of the tunnel and material TBM will be going through.
- Noise management plans are required by the contractors.
- The Road Traffic Noise Guidelines, where applicable, are designed to address high noise exposure, even if there is a reduction of noise associated with the project in some cases. It is possible that properties adjacent South Road are over this threshold
- For example, traffic lowered into the underpass at T2T reduced noise for those properties located on the eastern side of the project, however noise treatment was still undertaken for those properties fronting the corridor.
- Why can't efforts be made at this early stage to minimise noise? Intensive efforts are put towards mitigating noise for overnight works, will pass feedback onto the team.
- How far back from a noise barrier would impacted residents be offered assistance with noise issues?
 - For T2T, treatment to houses was generally undertaken to 2 – 3 properties back from the noise wall, additional treatment was required when there was a gap in the noise wall.
- If the number of vehicles on South Road is being halved, will this be of benefit to residents in regards to noise? Halving the vehicles on South Road with the motorway, this will benefit residents?
 - Potentially 2 – 3 dB(A) which will be a slight reduction, to be confirmed by the noise assessment process.
- What is the expected Tunnel Boring Machine noise going to be?
 - The TBMs will be underground meaning no airborne noise associated with their operation. There may potentially be ground borne noise due to the vibration generated by the machine. Will depend on depth and many other factors and is too early to determine. Likely to be low level/low frequency.
- Work is being done to look at the geology to understand the vibration impacts. This relates to the depth of the tunnel and material that the TBM will be going through.
- Once the noise wall has been resolved, if additional treatment at the receiver is needed an acoustic engineer will visit the properties and specify treatments. The Road Traffic Noise Guidelines has 4 facade treatment packages which relate to the level of residual exceedance. This can include:
 - Thicker glazing, secondary glazing, acoustic seals, treatment to external doors and ventilation in some cases
 - The treatment considers the residents living in the dwelling and how windows are used for example.
- Are glazing treatments compatible with older glass? Yes, 3mm glass is common and so are double hung windows. They can be replaced to still operate and meet acoustic attenuation requirements. Acrylic secondary glazing is compatible with all glass. Heritage is also considered, and approvals are required if there are state heritage listings associated.
- What happens to residents that spend a lot of time in their back garden?
 - More of a focus on indoor noise to maintain sleeping amenity and then living areas

2.4. Pedestrian connectivity

- Baseline investigations were undertaken to inform and validate strategies. Provides quantitative data on what needs to be considered as part of the Reference Design
- Data is used to see where people are moving and to test assumptions
- Pedestrian and cycling movements were counted
- There were a high level of pedestrian movements around schools and community facilities
- Cycling numbers follow the pattern of cycling trails and open space
- Surveys were undertaken on days with better weather when people are more likely to be out and about
- 11 – 12 hour survey period during the day, quieter periods of time have been excluded e.g. school holidays and poor weather
- Concern that the widened road will be at areas with high east-west movements, particularly Black Forest Primary School. How has this data informed the design?
 - More informed around decision making to achieve these movements such as bridges and changing behaviour of movement through the area
 - Comment that it is possible that pedestrian movements will become more important due to vehicle movement potentially becoming more difficult
 - There are a high volume of pedestrians for the size of the school (Black Forest), current access to the school is not safe. Looking at how to make the design so it doesn't discourage walking and cycling to school.
 - The data emphasises important nodes and validates assumptions and what we have been hearing
- People will not walk to the tram bridge now so are unlikely to do in the future

NSC T2D Community Reference Group – Meeting Notes of Discussion

- Comment that the school carpark is owned by Council and could provide for a pedestrian bridge landing on South Road
- How much more work needs to be done to know it will be a tunnel or a lowered motorway outside of Black Forest Primary?
 - It is driven by access to Anzac Highway, the design needs to put the portal as close to Anzac Highway as possible without compromising ability to get on and off Anzac Highway from issues such as ramping
- The pedestrian crossing is the only traffic light crossing in the stretch shown on the map. Not all those crossing would be school students, it's the safest option to cross other than the tram overpass
- What is the length of the ramp envisaged to be, want to avoid ramping in the tunnel to access Anzac highway.
 - Exact distance still being determined, need to accommodate for those wanting to enter and exit.

2.5. The land acquisition process

- Unable to legally take land that isn't required as part of the Project. The Reference Design must be finalised – or elements related to the section where land acquisitions be undertaken to provide certainty on location and impact.
- Two acquisition case managers assigned to each owner
- 10 step process outlined on the website > <https://dit.sa.gov.au/landacquisition>
- Individual advice from the Department prior to the formal and approved land acquisition process being undertaken commencing is not available appropriate
- What are the key timeframes associated with 10 step process?
 - Is dependent on individual situations, expecting process will take 6 – 18 months
 - Project announcement refers to announcement of more detail around the design
- Timeframe for next section?
 - Unable to give exact dates, the Department has committed before the end of the year, may be sooner if there is a section with more clarity.
- Why is possession before settlement? Settlement can be the transfer of the title and settlement of value. The owner may allow the Department to take possession of property prior to settlement due to tenant moving out and reasonable rent paid prior to settlement

2.6. Community survey findings

- The diagram that was released made it difficult to comment on local trips. Important these local trips be considered.
- **Local Access**
 - The Department relies heavily on working with Local Government to manage local road access
 - Need to look at the context of the wider road context to avoid rat running and changes that will reflect negative traffic movement in local streets. Noise and rat racing is high on the agenda.
 - Impact of left hand turns onto South Road in Glandore, many use Churchill Avenue as a cut through to South Road
 - Black Forest has limited ways out to South Road
 - Local Road access is also tied in with noise walls e.g. some want a wall across existing access points to reduce noise and others want a break to maintain access
 - How is the final design determined with all of these aspects?
 - It is delivered to provide costing and progress detailed design
 - Not all nuances will be decided at Reference Design. There will be additional iterations after the Reference Design
 - Informed decisions are made on the basis of understanding of impacts, there is a risk that this may not please everyone
 - Councils often do Local Assessment Traffic Management (LATM) to understand local behaviours.

2.7. Wrap up

- Is Emerson Crossing included in this project?
 - It is not part of this project however Cross Road Planning Study is being undertaken
 - Planning to get the project team to either come along to a meeting or provide an update

2.8. Next meeting

NSC T2D Community Reference Group – Meeting Notes of Discussion

- ACTION** Send the Cross Road Planning Study consultation link to Reference Group Members
- ACTION** Provide more detail around stormwater for the Project when it becomes available
- ACTION** Reference Group Members to provide the Department with local community groups to collaborate with on greening projects
- ACTION** Reference Group Members to provide feedback on the land acquisition website and promote the site in their networks

DRAFT

North-South Corridor Program Torrens to Darlington Business Reference Group Meeting Notes of Discussion

Reference Group:	Torrens to Darlington Business Reference Group (Southern Tunnel)
Meeting No:	6
Date:	Wednesday, 11 August 2021
Time:	6:30PM – 8:30PM
Location:	Edwardstown Football Club

Attendees	Position
Mark Douglas	Facilitator
Tara Hage (TH)	Executive Director, North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Darren Jurevicius (DJ)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Heather Holmes-Ross	City of Mitcham
Richard Johnson	Energy Hot House
Stephen Lochert	Stratco
Akarra Klingberg	City of Unley
Phil Kurmis	Total Gate Auto
David McNaughton	Jarvis Toyota
Peter Russo	McDonalds
Donna Griffiths	City of Marion
Nancie-Lee Robinson	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Peter Watters	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Taylah Slattery	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Apologies	
Greg Garrihy	Business Association – Southern Business Connections
Glenn Hanson	Castle Plaza
Vern Hembrow	Professional Business Solutions
Vince Rigter	Renewal SA (Tonsley Innovation District)
Anthony Roe	Roe Financial

FILE: 2020/03965/01
DOCUMENT: 16861262

NSC T2D Business Reference Group – Meeting Notes of Discussion

1. Opening Formalities**1.1. Welcome and Apologies****1.2. Work Health and Safety**

- Nil

2. Items for Discussion**2.1. Previous meeting actions / Notes of Discussion**

- Nil comment on the notes of discussion

2.2. Greening

- Broad high level policies
 - **30 Year Plan for Greater Adelaide (30YPGA)**
 - There has been a significant loss of vegetation in urban areas since settlement
 - Target to increase urban canopy across metropolitan Adelaide by 20% by 2045
 - Driving Green Adelaide and Council Projects
 - Does 20% include private land? There will be a range of ways we will look increase canopy cover by 20% including greening of surplus land, road reserves where possible, as well as working with the Councils and the community which might include opportunities on private land
 - **Climate change action plan**
 - Supports the 30YPGA and accelerates greening in urban context
 - Urban Design Guidelines, Green infrastructure assessments, water sensitive urban design and other canopy and greening outcomes
 - **Vegetation removal policy**
 - Assessment process for the Department
 - Provides offset and relevant requirements including minimising the loss of vegetation and no net loss of native vegetation and amenity
 - Need to justify the removal of trees and that alternatives have been considered
- Current Greening Status
 - Existing canopy within 75m of South Road
 - Darlington to Anzac Highway – 8.5%
 - Anzac Highway to Grange Road - 12.7%
 - Data was collected 2017 – 2019 – Green Adelaide is looking to collect more data over the summer using LiDAR. Looking to update baseline figures on this
 - Ecological surveys of the corridor aligns with the vegetation approval process. Identify threatened plant community, fauna and additional habitat. The survey picks up significant plantings and native vegetation (primarily located around the Torrens)
 - Survey was undertaken within an approximate 50m buffer of the corridor
 - Impacts can be further determined once the Reference Design is completed
 - Who are Green Adelaide? Part of Department for Environment and Water. Lead green initiatives to support the state government targets in metropolitan Adelaide.
- Increasing greening
 - Understand key priorities for project surplus land
 - Assisting and supporting Council and community projects to achieve targets
 - Need to interpret data and understand the spatial extent
 - Greening won't be limited to the road corridor due to limited space. There is an opportunity for surplus land to contribute to the 20% target
 - Green Adelaide has announced the next stage of greening. Currently working though how the Project can add value and identify partnership opportunities to achieve targets
 - Need to determine if trees alone are too limiting and if there is a need to focus on other opportunities such as Water Sensitive Urban Design
- Most successful greening projects are in collaboration with the community. Greening is not always about trees but the broader environment such as groundcover, shrubs, butterflies and bees
- Tree canopy coverage spatial and time scale only measures greening that is shrubs and trees greater than 3 metres. Need to look at how this can be related to other layers of vegetation when the area is surveyed again so data isn't as limited.
- The Department is keen to learn of any local groups that would want to partner in greening projects. Want to eliminate the lag period many other projects have e.g. not getting the benefit of the offset before vegetation is removed.

NSC T2D Business Reference Group – Meeting Notes of Discussion

Sustainability

- Committed to the Infrastructure Sustainability rating scheme which is a measuring/reporting tool that supports sustainability outcomes as part of infrastructure projects. This includes monitoring and auditing targets that have been set.
- Australian and New Zealand driven tool, gives the project access to other good practices throughout Australia and New Zealand
- There are 17 categories. There will be focus areas for the contractors to meet targets to get accreditation for the project
- Circular economy re-use opportunities e.g. spoil, concrete and power
- Visual amenity assessed
- Independently assessed
- Assessed, verified and receive certification from the Infrastructure Sustainability Council of Australia
- Daws to Springbank Road Project recently cut down a significant tree. How does the assessment of greening work? There are different drivers including the overall canopy coverage and specific impacts with vegetation removal. Vegetation in close proximity to roads can decrease in stability if undertaking works such as utilities. Arborists may be engaged and if it is determined that there may be a failure i.e. limb falls or tree falls down, this becomes a risk and safety of the public is priority number 1.
- Offset requirements can range from 1:1 to 1:3
- Is the road always paramount or can it come second to the tree? The project is bound by the road and the road corridor giving you less flexibility – planning processes look at options to be flexible to save trees, generally if they have habitat value or home to a threatened community it can drive how hard the design needs to work around vegetation
- Trees do have value however there are constraints – let the community know when a tree has been saved or what the offset is and how that decision has been made - older trees are seen to be more valuable

2.3. Noise assessment

- Road traffic noise guideline outlines a rigorous process, it is reviewed and endorsed by the EPA
- Hearing has a large range in a linear sense and is easiest to explain using the decibel scale, in dB(A). Generally human's don't hear low frequencies well in comparison to the mid frequencies and our ability to hear high frequency generally reduces with age
- As noise levels increase, our hearing sensitivity to low frequencies increases (e.g. in noisy industrial areas)
- A change of 2 – 3dB(A) is barely perceptible, 10dB(A) is a doubling of perceived loudness
- Noise of a truck pass-by on South Road would be approx. 90dB(A)
- Road traffic noise is assessed using the equivalent continuous noise level over a period of time
- Noise logging is undertaken to ensure noise predictions are accurate
- **Sensitive receivers**
 - Dwellings approved to be built under Development Act or Planning and Design Code are eligible to be assessed as a sensitive receiver.
 - Businesses aren't classed as a sensitive receiver under the Road Traffic Noise Guidelines, where the focus is on sleeping and living amenity. However, businesses could be assessed on a case by case basis under extenuating circumstances, but as a general rule not considered sensitive.
 - Road traffic underground in a tunnel is not likely to be noisy. However, there is a potential that ground borne noise from the Tunnel Boring Machine (TBM) could occur. Operational traffic going in/out the tunnel (portal areas) are likely to be an area of consideration for noise, as well as surface roads.
 - Once vehicles reach a speed of more than 20km/h, tyre noise begins to take over from engine noise in modern vehicles.
 - The project is unable to control noise at the vehicle due this being an Australian Design Rules (ADR) issue.
 - Lower noise road surfaces such as open graded asphalt can be considered to minimise noise.
 - Noise transmission between source and receiver can be minimised via barriers (e.g. noise walls) or buffer zones.
 - Can't always meet requirements with just a noise barrier.
 - Barriers aren't always practical depending on the location and the various heights and lengths.

NSC T2D Business Reference Group – Meeting Notes of Discussion

- While it is better to control noise at the source, this isn't always practical and therefore need to look at the receiver e.g. façade treatments of a dwelling.
- **Additional discussion**
 - Over the 10.5km there are 25 noise loggers situated on both sides of the road to record the existing noise conditions e.g. residential and commercial.
 - The noise currently coming from heavy vehicles is likely to shift from the surface roads to the main motorway and tunnels, it is also expected there will be a shift in traffic volumes - traffic modelling will demonstrate this.
 - As part of the Reference Design process, a noise model is undertaken to assess noise mitigation options. Due to the Reference Design being an early phase, additional work on mitigation design will also need to be undertaken during the detailed design phase.
 - Baseline noise data (i.e. existing conditions) is used to validate the noise modelling, it is undertaken as part of the development of the Reference Design.
 - A doubling or halving of traffic volume equates to a change of 3dB(A) e.g. 20,000 to 40,000 vehicles per day = 3dB(A) noise increase. Changes in traffic volumes are generally not perceptible.
 - Any significant geometry change of the road alignment or removal of houses fronting the road can significantly change the traffic noise levels for those situated closer to the road or no longer screened from the road.
 - Where is noise logging being conducted?
 - Not all along South Road
 - Most are placed in residential properties
 - Some are located on Council property
 - They collect data for 7 – 10 days
 - Measurements are taken during the school term.
 - Work being done to look at geology to understand the vibration impacts. This relates to the depth of the tunnel and material TBM will be going through.
 - Noise management plans are required by the contractors.
 - The Road Traffic Noise Guidelines, where applicable, are designed to address high noise exposure, even if there is a reduction of noise associated with the project in some cases. It is possible that properties adjacent South Road are over this threshold.
 - For example, traffic lowered into the underpass at T2T reduced noise for those properties located on the eastern side of the project, however noise treatment was still undertaken for those properties fronting the corridor.

2.4. Pedestrian connectivity

- Baseline investigations were undertaken to inform and validate strategies. Provides quantitative data on what needs to be considered as part of the Reference Design
- Data is used to see where people are moving and to test assumptions
- Pedestrian and cycling movements were counted
- There were a high level of pedestrian movements around schools and community facilities such as ovals and at locations where there a pedestrian lights
- Have counts been undertaken around Castle Plaza? Concerns that if there isn't any data then opportunities may be lost. In areas where there are tunnels, severance is unlikely.
- Surveys show raw data of where people are moving and informs the Reference Design
- City Shaping and east-west connectivity around Castle Plaza is an opportunity
- The City of Marion has collected data with Strava and some of cycling routes are important to maintain and enhance
- How will it be made safer for cyclists and pedestrians for east-west connectivity? Traffic modelling is related to this, this is still being undertaken
- East-west connectivity is not possible currently between Edwards Street and Daws Road
- There is likely to be a change in road use and spontaneous customers, need to enhance east-west connectivity to make up for this
- Although tunnels are being implemented, this may not necessarily resolve surface level issues for traffic, cyclists and pedestrians.
- Cycling numbers follow the pattern of cycling trails and open space
- Surveys were undertaken on days with better weather when people are more likely to be out and about
- 11 – 12 hour survey period during the day, quieter periods of time have been excluded e.g. school holidays and poor weather
- Critical to maintain active travel connections with schools
- Motorway likely to change how people move through the space, this may make cycling more attractive
- Part of the consultation will be testing some of the concepts and providing feedback

NSC T2D Business Reference Group – Meeting Notes of Discussion

- Important to make both east-west and north-south trips more cycle friendly

2.5. The land acquisition process

- Land acquisition is a private and confidential matter that is discussed directly with individuals who are impacted.
- When the project has confirmed the land needed for its construction and road design (based on the Reference Design), we will seek approval from the Minister to acquire that land.
- Once this approval is given, we contact the registered land owners directly and privately by a letter.
- They are asked to call the Department's Property team to arrange a meeting.
- Landowners are asked to contact their tenants, or the Department can contact them directly if we have their details.
- Unable to legally take land that isn't required as part of the Project. The Reference Design must be finalised – or elements related to a particular section of the Reference Design must be finalised and approved in order to provide certainty on location and impact.
- Southern Laydown Area has been completed and signed off to commence land acquisition.
- Each acquisition scenario can differ with regards to compensation and the timelines involved.
- Two acquisition case managers are assigned to each property who will help people through the acquisition process.
- These Case Managers explain all the nitty gritty detail about how things will work, and discuss matters like timing and compensation that are applicable to those individuals' circumstances.
- The 10 step process is outlined on the website > <https://dit.sa.gov.au/landacquisition>
- Individual advice from the Department prior to the formal and approved land acquisition process commencing is not appropriate.

2.6. Community survey findings

- A more detailed overview of community survey findings was presented
- Comment was made that there wasn't enough detail on the project map to decide if access to key destinations would change
- Weekly reporting was undertaken during the survey period and feedback provided to the Reference Design Team.

2.7. Wrap up

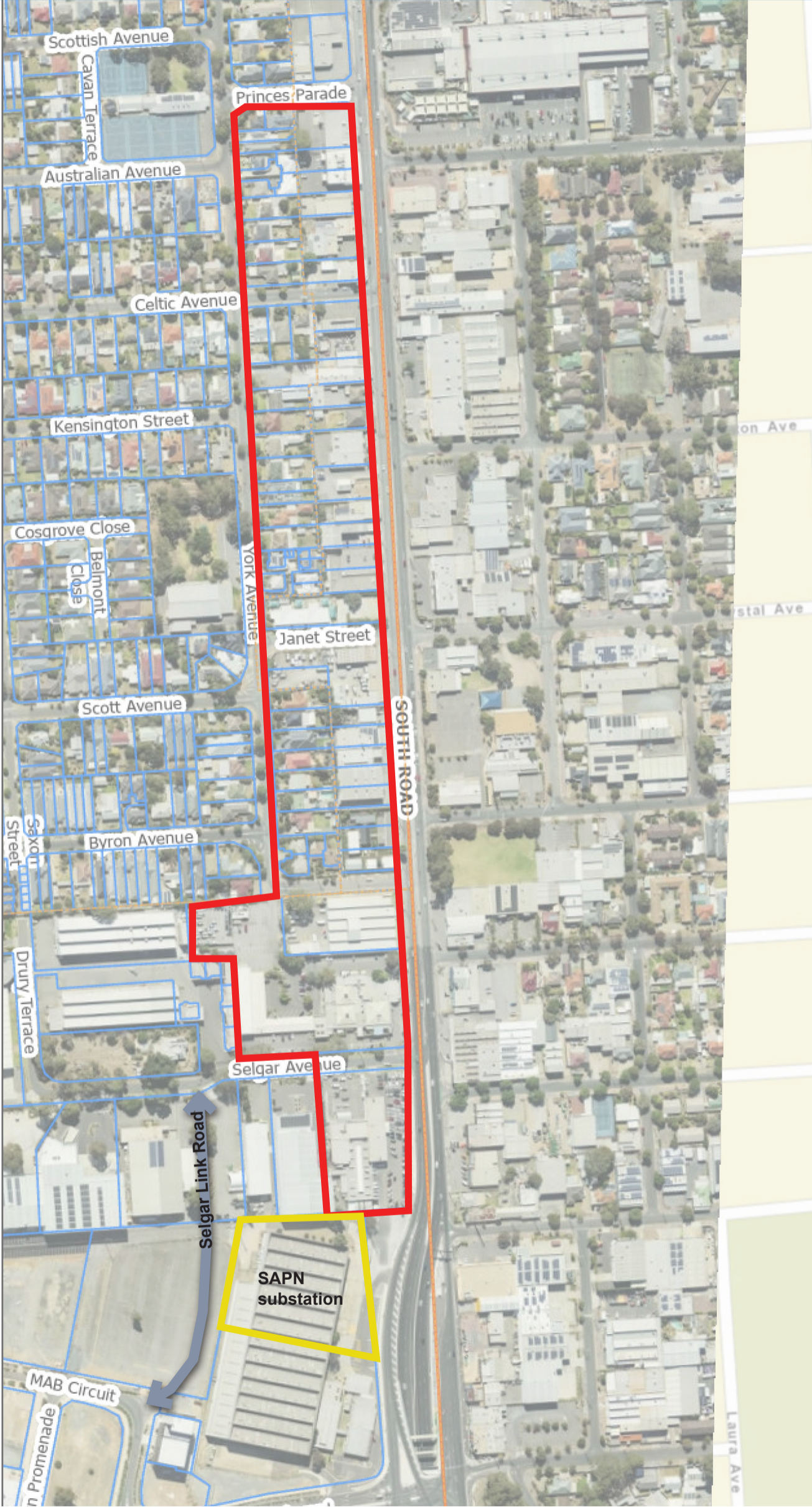
- The Reference Groups were originally setup to run through until December. At the completion of the Reference Design we will move into the tender phase and which will be a quiet period in terms of engagement. Detailed design and construction will likely require different reference groups, for example place based or theme based.
- Teams Meeting could open up opportunities for more people being able to attend, this could be particularly beneficial when looking at City Shaping opportunities.
- What is in place to support businesses? There is a business assistance program being developed – early stages.

2.8. Next meeting


- Wednesday 9 September 2021

ACTION	Reference Group Members to provide the Department with local community groups to collaborate with on greening projects
ACTION	Reference Group Members to provide feedback on the land acquisition website and promote the site in their networks
ACTION	Provide an overview of available pedestrian and cycling counts around Castle Plaza
ACTION	Provide an update of the business approach

Torrens to Darlington- Southern Tunnel Portal



Legend

-  Illustrative extent of property acquisition for southern tunnel portal construction

Note- Drawing is indicative of areas illustrated by the DIT stakeholder engagement team. Letters have been sent to properties notifying of compulsory acquisition.

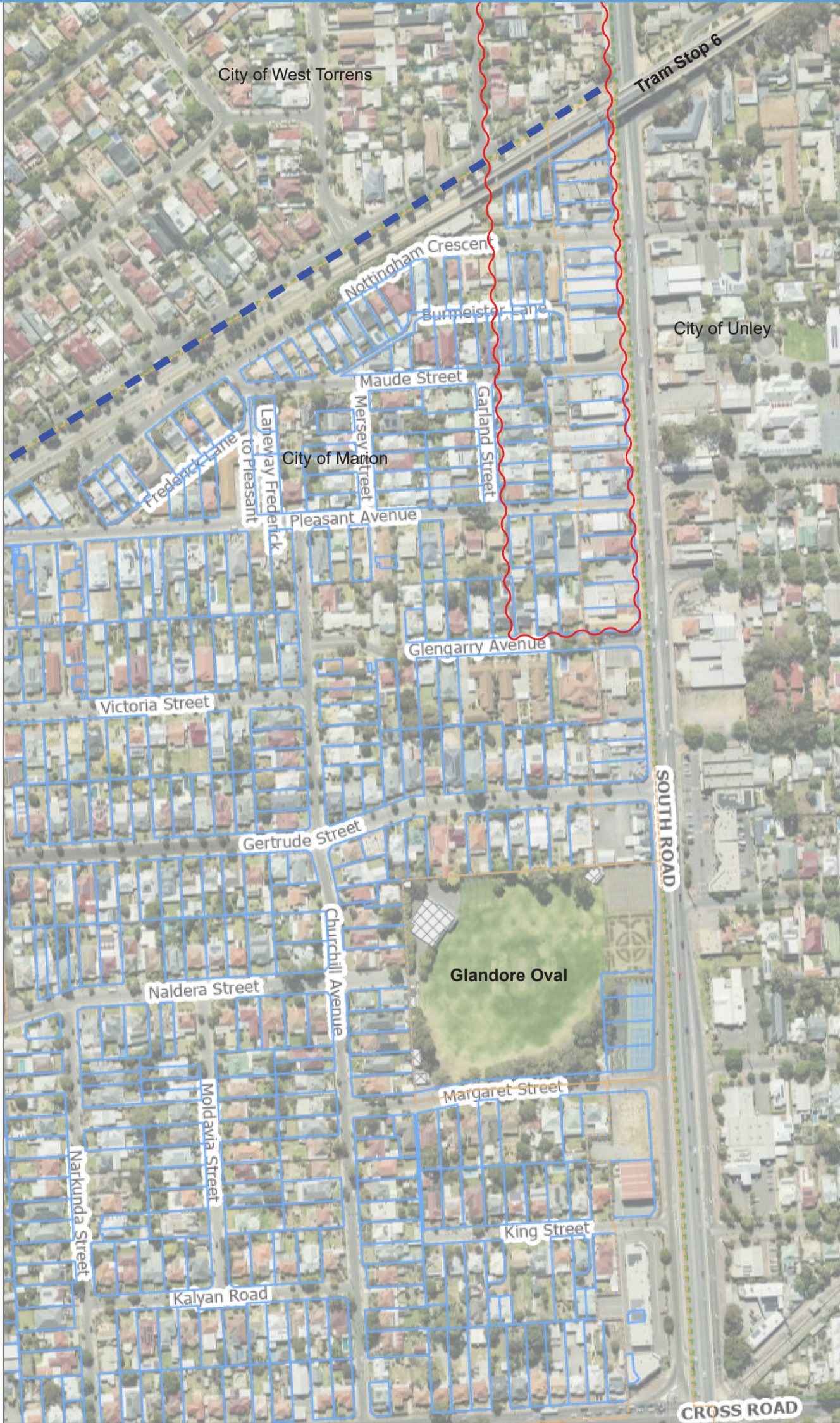
Todate the reference design has not been provided for review.

Tunnel entry likely to be near Janet Street (south of Celtic) with capping and surface road realignment.



- Area required to accommodate constuction compound
- tunnel boring machine build
 - entry of machine at approximatley 20m depth to provide sufficient cover
 - Extention of Tonsley bridge underpass cutting to depth required for tunnel portal entry.
 - likely surplus land after construction for city shaping initiatives.

SK01

Torrens to Darlington- Northern Tunnel Portal



Legend

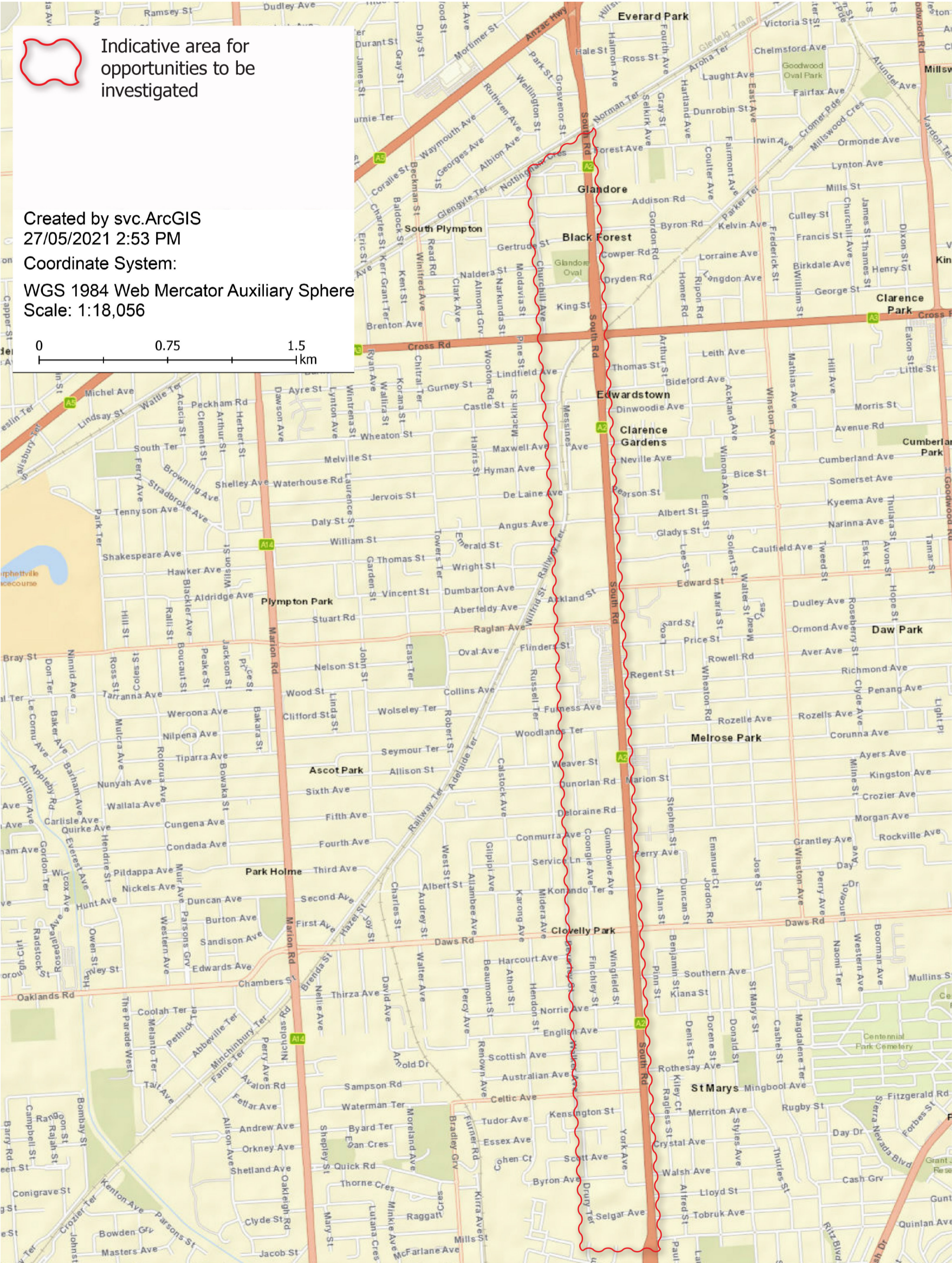
-  Illustrative extent of property acquisition for northern tunnel portal construction
-  Council boundary

Note- Drawing is indicative of areas through verbal advice, extent of area requires validation from the DIT project team

Todate the reference design has not been provided for review.

SK02

City Shaping (at grade South Rd)- Opportunities



SK03

8 Reports for Noting

8.1 Code Amendments Update

Report Reference	PDC211005R8.1
Originating Officer	Senior Policy Planner – David Melhuish
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis

REPORT HISTORY

Report Reference	Report Title
PDC210504R08	Code Amendments Update

REPORT OBJECTIVE

To provide Members with an update on recent and active Code Amendments.

EXECUTIVE SUMMARY

At the 11 May 2021 General Council meeting, Council approved the initiation of four (4) Code Amendments. The list and current status is outlined below:

- ***Morphettville and Glengowrie Horse Related Activities***
 - Currently awaiting Ministerial approval to proceed with Code Amendment.
- ***Urban Corridor – Marion Road***
 - Currently awaiting Ministerial approval to proceed with Code Amendment.
- ***Southern Suburbs Residential Policy***
 - Currently awaiting Ministerial approval to proceed with Code Amendment.
- ***Centre Zones***
 - Letters seeking comments from the owners of the affected sites are being prepared for finalisation in October.
 - Following consideration of any comments received by Council, a draft 'Proposal to Initiate' will be created for the consideration of the Committee/Council.

An update on each Code Amendment has been provided for the Committee's consideration.

RECOMMENDATION

That the Planning and Development Committee:

1. **Notes the report.**

DISCUSSION

Morphettville and Glengowrie Horse Related Activities

- Letter sent out to all property owners within the subject area seeking response on whether they are in favour of proposed rezoning.

- Approx. 50% return rate (31 from 65) with a majority in favour of proposed rezoning.
- As a number of affected properties have small frontages, appropriate property dimensions will require consideration.
- A draft 'Proposal to initiate' document was approved by Council on 24 August 2021.
- The document was forwarded to and received by Planning and Land Use Services (PLUS) via the planning portal on 2 September 2021.

Urban Corridor – Marion Road

- Previous work undertaken as part of the Housing Diversity DPA has been accumulated and its appropriateness is being considered.
- A draft 'Proposal to initiate' document was approved by Council on 14 September 2021.
- Council amended the study area to include Marion Road south to Sturt Road, instead of the southern study boundary being the Sturt River.
- The document was forwarded to and received by PLUS via the planning portal on 16 September 2021.

Southern Suburbs Residential Policy

- Initial investigations regarding slope related information have been undertaken.
- A draft 'Proposal to initiate' document was approved by Council on 14 September 2021.
- The document was forwarded to and received by PLUS via the planning portal on 16 September 2021.

Centre Zones

- Following analysis undertaken as part of the Commercial/Industrial Zone Review, it was determined that there is an opportunity for Council to consider improving the zoning outcomes for some sites.
- Rezoning and/or realignment of zone boundaries could occur in some instances to address a variety of matters (e.g. site has been redeveloped, misalignment of zone boundary, need for a reduction/increase in zone boundary etc).

General Comments

- While awaiting Ministerial approval to continue with Code Amendments, work will continue on each project in parallel.
- Practice Direction 2 - Preparation and Amendment of Designated Instruments – sets out the work and steps required in order to amend the Planning and Design Code.
https://plan.sa.gov.au/resources/planning/practice_directions/practice_direction_2_-_consultation_on_the_preparation_or_amendment_of_a_designated_instrument
- Council has followed this process and met all current requirements. PLUS has informally advised that additional community engagement plan information should be provided.
- Administration is currently drafting this additional information in preparation of a formal request of further information.

ATTACHMENTS

Nil

8.2 Planning Reforms Update

Report Reference	PDC211005R8.2
Originating Officer	Acting Team Leader Planning – Nicholas Timotheou
Corporate Manager	Manager Development and Regulatory Services - Warwick Deller-Coombs
General Manager	General Manager City Development - Ilia Houridis

REPORT OBJECTIVE

To update members of the Planning and Development Committee on matters associated with the State Planning Reforms.

EXECUTIVE SUMMARY

The Planning and Design Code (the Code) commenced on 19 March 2021 and is now the legislated rule book for processing and assessing development applications.

The City of Marion prepared extensively for the changeover, from both a policy and a business readiness perspective.

Since commencement of the Code, staff have primarily operated under the new system and therefore have had the opportunity to better understand the Code policy content and its impacts on the organisation and community.

RECOMMENDATION

That the Planning and Development Committee:

1. **Notes the report.**

DISCUSSION

Planning and Design Code Policy Update

Following an initial review of the Code, Council has endorsed pursuing changes through 4 Code Amendment Processes:

- Morphetville and Glengowrie Horse Related Activities
- Urban Corridor – Marion Road
- Centre Zones
- Southern Suburbs Residential Policy

Refer to 'Code Amendments Update' agenda item for detail on the status of each amendment.

E-Planning Portal Operational Update

Since the 'go live' date until 14 September 2021, 1,161 applications have been submitted on the portal. Of these applications 939 have been proceeded through the 'verification' process (i.e. all required information provided, fees paid) and formally lodged for an assessment.

The following information has been sourced from the State Government E-Planning portal and outlines the type and volume of consents/applications considered by staff using the portal.

Applications Submitted

<i>Submitted for Planning Consent</i>	849
<i>Submitted for Planning and Land Division Consent</i>	102
<i>Submitted for Land Division Consent</i>	11
Total Submitted for Planning	962
Total Submitted for Building	219

Applications Lodged

<i>Lodged for Planning Consent</i>	720
<i>Lodged for Planning and Land Division Consent</i>	78
<i>Lodged for Land Division Consent</i>	3
Total Lodged for Planning	801
Total Lodged for Building	156

Applications Approved

<i>Planning Consent</i>	433
<i>Planning and Land Division Consent</i>	49
<i>Land Division Consent</i>	1
Total Planning	483
Total Building	93

Applications approved by an Accredited Professional

Planning Consent	65
Building Consent	469

Administration Approvals

Consistency Checks undertaken by staff	201
Development Approvals Issued (i.e. both consents)	615

It has been noted by staff that the majority of applications submitted have required additional information from applicants to be provided. This reflects the new mandatory information requirements outlined within the Planning, Development and Infrastructure (General) 2017 Regulations. The new Act and Regulations require a much greater level of information be provided before assessment can commence. This was a balancing point added to ensure that authorities could meet the shorter assessment timeframes.

Staff have been consistent in their approach across all applicants to request all required information. Recently, it has been observed that a positive shift towards the provision of correct and required information has started to occur.

While industry will adapt more quickly, it is likely that a one-off applicant would still require greater assistance to ensure all correct documentation is provided. However, this is generally consistent with the previous system where one-off applicants generally needed more overall assistance.

Operationally, Administration, and particularly Planning staff, have experienced an increase in workloads as a result of the new system. This is due to several factors including:

- the continued operation of two systems,
- the new verification process, and
- the increased assessment required for a planning consent.

Temporary resources have been added to the team to ensure service continuity; however, this is unlikely to be a permanent requirement.

Process/Policy Issues

Staff, in addition to the local government industry in general, have continued to identified policy issues associated with the Planning and Design Code and issues with the usability and functionality of the online Development Application Portal (DAP, the online Portal).

Staff have kept an 'issues register' of formal requests sent to the PlanSA help desk. Since 19 March 2021, CoM has raised a total of 239 tickets with the PlanSA support desk, 11 of those being enhancements requests.

Whilst limited industry wide discussion has occurred in relation to proposed amendments to the Code, no substantive changes to the policy content of the Code has occurred. These proposed changes would fix procedural issues associated with some forms of development requiring Public Notification and include assessment criteria for minor forms of development such as swimming pools, decks, fences etc.

Planning and Land Use Services (PLUS) have advised a Code Amendment to resolve technical issues will progress between the end of this year and early next year. This amendment will aim to make alterations to the types of development placed on public notification, changes to administrative and land use definitions and to improve policy content. For example, ensuring common forms of development are provided with an appropriate assessment pathway.

Staff continue to implement the business changes associated with the transition to the Planning and Design Code.

ATTACHMENTS

Nil

9 Confidential Items

9.1 Cover Report - Lot 707 Marion Road, Bedford Park

Report Reference	PDC211005F9.1
Originating Officer	Manager Development and Regulatory Services – Warwick Deller-Coombs
Corporate Manager	N/A
General Manager	General Manager City Development - Ilia Houridis

REASON FOR CONFIDENTIALITY

Local Government Act (SA) 1999 S 90 (2) 3

(g) matters that must be considered in confidence in order to ensure that the council does not breach any law, order or direction of a court or tribunal constituted by law, any duty of confidence, or other legal obligation or duty

(h) legal advice

(m) information relating to a proposal to prepare or amend a designated instrument under Part 5 Division 2 of the *Planning, Development and Infrastructure Act 2016* before the draft instrument or amendment is released for public consultation under that Act

RECOMMENDATION

Pursuant to Section 90(2) and (3) (g)(h) and (m) of the *Local Government Act 1999*, the Committee orders that all persons present, with the exception of the following persons: Chief Executive Officer, General Manager City Development, General Manager Corporate Services, General Manager City Services, Manager Office of the CEO, Manager Development and Regulatory Services, Team Leader Planning, Senior Policy Planner and Executive Officer to General Manager City Development be excluded from the meeting as the Committee receives and considers information relating to Lot 707, Marion Road, Bedford Park, upon the basis that the Committee is satisfied that the requirement for the meeting to be conducted in a place open to the public has been outweighed by the need to keep consideration of the matter confidential given the information relates to a development application, legal advice, planning policy matters as well as Aboriginal Heritage considerations.

10 Other Business**11 Meeting Closure**

The meeting shall conclude on or before 9.30pm unless there is a specific motion adopted at the meeting to continue beyond that time.