

# North-South Corridor - Darlington Upgrade

Community Liaison Group – Meeting Minutes 27 August 2015



<b>MEETING</b>	<b>Darlington Upgrade Project - Community Liaison Group</b>		
<b>DATE</b>	27 August 2015		
<b>VENUE</b>	Darlington Upgrade Site Office, Level 2 Mark Oliphant Building, 5 Laffer Drive, Bedford Park		
<b>IN ATTENDANCE</b>	<b>CLG Members:</b> Joel Sutton Reynold David Kat Vogt John Cole Arthur Zelkas Bruce Cussans Darryl Ottewill Lindy Taeuber John Arthur Marty Gauvin Brian Nankivell	<b>DPTI:</b> Harold Carn Tyla Clayson Amie Horner  <b>Facilitator:</b> Kristine Peters	
<b>APOLOGIES</b>			
<b>GUESTS</b>			
<b>PREVIOUS MINUTES</b>	23 July 2015		
	<b>AGENDA ITEM</b>	<b>DISCUSSION</b>	<b>ACTION / NAME</b>
1.	<b>Welcome / Introductions / Meeting apologies</b>	Darryl moved the minutes of the previous meeting and Lindy second them.	
2.	<b>Review actions from 25 June 2015 meeting record</b>	<b>DPTI to meet with Bruce Cussans once design for Marion Road/Sturt Road intersection has been completed to discuss any potential land acquisition requirements.</b> The design has been endorsed internally but has not yet been released publically. A meeting will be arranged with Bruce as soon as it is. Leave this as a standing agenda item.	<b>DPTI to meet with Bruce Cussans once design for Marion Road/Sturt Road intersection has been completed.</b>



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		<p><b>DPTI to report back at next meeting on planned communications to Clovelly Park residents re: Birch Crescent - CLOSED</b></p> <p>The Clovelly Park area has been included in all letter-drops and distribution of project information to date. Information regarding the new signalised intersection at Birch Crescent/Sturt Road will be included in the upcoming <i>Project Assessment Report</i>. The project team is also considering producing a Community Update newsletter/document which will be released every 1-2 months to the entire project area. Information regarding the intersection of Birch Crescent/Sturt Road and changed access in Clovelly Park through the closure of Maple Avenue will be outlined in this document. DPTI advised that they also meet regularly with a Clovelly Park resident to provide information regarding the project and receive feedback on any concerns or questions from residents in the area. Updates on these meetings will be provided at each CLG meeting where appropriate and relevant.</p> <p><b>DPTI to set up projector at next meeting and present the map on the large screen - CLOSED</b></p> <p>This has been done.</p>	
3.	<b>Project Update</b>	<p>DPTI tabled an excerpt of the <i>Contract Scope and Technical Requirements</i> document which highlighted an Additional Scope item relating to local access to/from Bedford Park south. The item states that the Contractor shall identify options to provide a right turn out from Brookside Road.</p> <p>DPTI advised that the design has been revised to include a realignment of the Flinders Drive extension to connect to Birch Crescent, with a new signalised intersection being constructed at Birch Crescent/Sturt Road. This change in design provides a corridor for any future rail extensions and also provides a better connectivity with the cycling path along the Tonsley rail</p>	



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		<p>corridor.</p> <p>Q: What will the design of the Flinders Drive extension look like as it crosses Laffer Drive? A: The design has not been finalised and there is still discussion as to whether this will be a general intersection or a roundabout. This will be confirmed as the design development process progresses.</p> <p>Q: Can Laffer Drive be removed altogether between Flinders Drive and Sturt Road? A: A decision may be made to remove access to this section of Laffer Drive but, as above, this has not yet been confirmed. This could then be an area to provide a bus interchange in the future.</p> <p>DPTI advised that the procurement process has passed the half way point. Improved connectivity between Sutton Road and Mimosa Drive in the form of a bridge is currently being investigated. DPTI also advised that demolition of acquired properties has started and three properties have been demolished to date. DPTI has acquired another 16 properties since the group last met. Notices of Intention to Acquire were served on ten properties last week. The Marion Road/Sturt Road intersection upgrade will be able to be discussed with the group in detail once internal sign off has occurred. DPTI advised that the next six weeks in the procurement process will be very intense with the two consortia finalising their submissions in readiness for the late September submission deadline.</p>	
4.	<b>Round Table</b>	<p>Q: What are the updates with access out of Bedford Park? A: DPTI advised that this is a critical consideration of the design development process and has been communicated to the two short-listed consortia, as per the documentation previously tabled. However, we cannot make any promises or commitments at this stage. DPTI assured</p>	



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the group that the design development options being presented by the two consortia suggest that there is definitely potential to get a right hand turn out of Brookside Road.

Q: Does that mean that everyone will then need to get to Brookside Road in order to turn right onto Main South Road?

A: Depends what option we land with.

Discussion was had around Malcolm Street and the potential of turning this into an exit onto Flinders Drive from Bedford Park, instead of the Francis Street Reserve exit which is currently in the design. Some group members agreed with the Malcolm Street access and others did not like the idea as they feel the road is too steep and could therefore present safety issues. One of the group members advised that people on Leila Street would not be happy with this idea. DPTI stated that this will not be necessary if the right turn out of Bedford Park onto Main South Road can be provided.

Discussion was then had around access out of Brookside Road and this not reflecting the current wishes of the residents. CLG members advised that they wanted access out of Riverside Drive and Franklin Avenue, not Brookside Road, and have said this all along. They expressed their frustration at this being overlooked. DPTI advised that all options were being investigated and it has not been misunderstood that their preference is for a right turn out of Riverside Drive. Although the contract documentation only states Brookside Road both consortia are aware of the importance of local access to this area and are seeking to provide additional right turn opportunities, such as at Riverside Drive.

The group stated that they would like Riverside Drive written into the contract and asked what the issue was with providing this additional information to the consortia.



# North-South Corridor - Darlington Upgrade

Community Liaison Group – Meeting Minutes 27 August 2015



DPTI discussed the process of the design. DPTI advised that they provide the consortia with a 5-10% reference design, DPTI then goes to the market and the tenders then develop the design to a 30% stage. This then allows them to gather a price and then this is submitted to the department. Once the contractor is awarded there is still ample time for design changes before the final 'Issued for Construction' drawings are finalised.

Q: Where are we at in this process at the moment?

A: We are half way through getting to the 30% design stage.

A discussion was had around the worst and the best case scenario. At the worst case scenario there will only be a right turn out of Brookside Road. Best case scenario there will be an additional right turn out at Riverside Drive and/or Franklin Avenue.

Q: When can DPTI display the design?

A: October/November 2015.

Discussion was had around the design development process after the major works contract is awarded. DPTI advised that, once the contract is awarded, there is still time to be able to adjust and make amendments to the design.

Q: Has Wentworth Avenue access been looked into?

A: Just like Malcolm Street access they are all being investigated.

Q: How many residential houses are being demolished in the Bedford park area?

A: DPTI advised that the figures haven't been broken down per suburb but this information may



