

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

Reference Group:	Torrens to Darlington Community Reference Group (Northern Tunnel)
Meeting No:	3
Date:	Thursday, 6 May 2021
Time:	6:30PM – 8:30PM
Location:	West Adelaide Football Club, 57 Milner Road, Richmond

Attendees	Position
Mark Douglas	Facilitator
Tara Hage (TH)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Paul Alexandrides	Elected Member – City of Charles Sturt
Tom Bastians	Local Resident
Catherine Cashen	Local Resident / SRIWAG Representative
Mandy Doolan	Local Resident / SRIWAG Representative
Peter Del Fante	Local Resident
Alex Filipatos	Local Resident
Suzy Hill	Save the Thebby Group
David Marshall	Local Resident / Local Business Owner
Graham Nitschke	Elected Member – City of West Torrens
Joanne Reid	Local Resident
Sibylle Taylor	Local Resident / SRIWAG Representative
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	
Ian Pilkington	Local Resident
Michael Farden (Proxy)	Local Resident

## 1. Opening Formalities

### 1.1. Welcome and Apologies

### 1.2. Work Health and Safety

- N/A

## 2. Items for Discussion

### 2.1. Previous meeting actions / Notes of Discussion

- No comment on the April notes of discussion.

### 2.2. Project Assessment Report (PAR) Overview (Tara Hage)

- A Project Assessment Report (PAR) is a comprehensive document that outlines:
  - The proposed project design.
  - An assessment of the anticipated changes to the existing environment – both positive and negative.
  - How we have considered input and views of the community and stakeholders.
  - Proposed approach to avoid, minimise or manage negative effects of the project and opportunities and measures to improve environmental outcomes during both construction and operation.
- The outcomes influence the design development and construction approach.
- Community input to the PAR is an important part of its development.

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- The PAR considers construction needs such as construction lay down areas, construction impacts, traffic management.
- The PAR identifies opportunities to incorporate improvements to the existing environment such as increasing tree canopy and city shaping strategies such as greening.
- Technical topics and disciplines contained in the PAR include:
  - Aboriginal Heritage
  - Air Quality
    - Consideration given to changes in truck and car fleet such as electric vehicles and impact to air quality.
  - Contamination
  - Ecology (Flora and Fauna)
    - A vegetation survey has been undertaken.
    - Looking at what trees are significant, opportunities to enhance habitat and how to minimise impacts.
  - Geology and Soils
    - Approximately 200 bores have been drilled to inform the Reference Design.
    - These investigations help identify tunnel depths and how spoil is managed, reused and/or stored.
  - Groundwater (both levels and quality)
  - Ground movement
    - Geotechnical investigations help understand constraints and impacts to tunnel design and construction.
  - Greenhouse gas emissions
    - Consideration given to both construction and operation stages.
    - Identifies the long term project footprint to achieve state strategic targets.
    - Consideration given to tunnel air flow management via fans. There are a lot of opportunities learn from interstate tunnel projects.
  - Landscape and visual amenity
    - Many of these strategies will feed into the City Shaping Strategy.
    - This section will provide an understanding how the infrastructure sits in the landscape.
  - Land use and planning
    - Consideration of how the project influences the existing land use including residential and business land uses.
  - Noise and vibration
    - Understanding noise considerations starts with collection of baseline data via noise loggers.
  - Non-Aboriginal Heritage
    - Identifies local, state and contributory heritage along the corridor and identifies ways the design can minimise impacts.
  - Social and economic
    - Includes health, sense of place, connections, how people use the space, land acquisition, demographics, cultural connections, sensitive land uses, schools and social capital.
    - Links in with land use planning and many of the other topics already discussed.
    - Identifies benefits and dis-benefit to businesses.
  - Surface water (quality and drainage)
    - Identifies existing drainage lines and water courses.
    - Identifies opportunities to improve water quality, flow and catchment.
  - Traffic and transport management
    - Identifies how the project can maintain free- flowing traffic during both construction and operation.
    - Highlights public transport changes during construction and as part of the motorway operation.
    - Looks at all modes of transport including walking and cycling.
    - Identifies ways to manage impacts during construction.
  - All topics interlink as it's an environment of people and place, mitigations are addressed in multiple topics.

**Questions from the floor:**

- Torrens to Torrens (T2T) intersections have a large surface area contributing to urban heat, particularly at the intersection of Port and South roads. Gallipoli Underpass has wider verges and vegetation. How

do we ensure we have an outcome that is more like the Gallipoli Underpass project? It is about prioritising where vegetation goes and bringing down the urban heat e.g. next to schools and parks.

- Concern that climate was not included as a topic, could be grouped in with greenhouse gas emissions. Climate influences streetscapes and canopy allows increased mobility in hot weather.
- Sustainability is covered off under topics like ecology, social and economic and greenhouse gas emissions.
- When will the PAR be ready? The group's preference was for sections to be released as they are ready instead of one consolidated report upon completion. This would improve understanding of the process and the findings as they arise. Early background investigations across a range of topics have begun.
- Questions in regard to the road design were raised such as where is access and egress, what is the functionality and why can't the tunnel go under the River Torrens and link up with T2T? The department is planning to bring someone from the Reference Design team along to the next meeting to provide some more clarity.
- There are many unknowns and concerns particularly in relation to impacts on the Thebarton Community Centre, Kings Reserve, WWII Bunker, bowling club and Adelaide Crows training proposal.
- Do ground investigation works influence which area of construction begins first? Testing is not associated with where works will occur. The project will be constructed in two stages, with the southern section scheduled first.
- Concern raised that the reference group is losing credibility within the community due to a lack of answers and information to present back. To continue having worth, more information needs to be presented to the group. Important to note that it is very early in the design development process, investigations are in progress and the project does not have all the answers at this stage.

### 2.3. Activity – High priorities

- Individual exercise asking members to think about what topics matters most to the community? What areas are you most interested to know more about as part of the Project Assessment Report development?
- The four topics that had the most interest were:
  - Social and economic
  - Traffic and transport management
  - Landscape and visual amenity
  - Greenhouse gas emissions and climate.
- Group exercise to answer the below questions for the topic they were placed in:
  - What are the key issues to be explored and what is important within these topics?
  - How would you like to see information communicated back to you and your community?
- The activity was not to prioritise, but rather what the individual would like to hear about. Each of the topics would continue to be part of the PAR even if they were not of interest to the group.

Social and economic	<i>What are the key issues to be explored and what is important within these topics?</i>
	<ul style="list-style-type: none"> <li>• Impact of land acquisition to businesses and residents.</li> <li>• Issue is not only the trauma but also consideration towards assistance to remain in the area. There is an aged community along the corridor, community connectedness to remain.</li> <li>• Housing schemes that focus on availability and affordability.</li> <li>• Residents not to be displaced out of the area.</li> <li>• East-west connectivity for all modes of transport.</li> <li>• Where crossings are and how this will impact people e.g. near shopping, places of worship, community centres.</li> <li>• Maintaining and improving access to local services.</li> <li>• Mindful of where businesses can relocate and servicing existing cliental.</li> <li>• Identify opportunities for business innovation and local employment.</li> <li>• Maintaining and developing economic opportunities.</li> <li>• Improving environmental health, noise, vibration, urban heat island effect.</li> <li>• Create new meeting places, place-making opportunities.</li> <li>• Improved liveability.</li> <li>• Women's safety and being able to walk at night e.g. street lights.</li> </ul>

	<ul style="list-style-type: none"> <li>• Look at the demography along the corridor and use the data to design location of crossings.</li> </ul>
<p><b>Traffic &amp; transport management</b></p>	<p><b><i>What are the key issues to be explored and what is important within these topics?</i></b></p> <ul style="list-style-type: none"> <li>• Improve cycling in both north-south and east-west directions, e.g. how can existing routes connect to passages of safe cycling.</li> <li>• Create a network like a web.</li> <li>• Safe access out of local streets onto South Road.</li> <li>• Management of traffic during construction including cycling and walking.</li> <li>• Maintain safe and accessible pedestrian movements during construction.</li> <li>• Impacts to existing public transport routes during construction and operation.</li> <li>• Consideration given to new forms of transport such as a tram on Henley Beach Road.</li> <li>• Increased traffic in local streets and rat running during construction and operation.</li> <li>• Damage to infrastructure e.g. who pays for damages and maintenance of surface roads due to more traffic on surrounding networks and additional heavy vehicles during the construction period.</li> <li>• Consideration given to increased traffic congestion after stage 1 is complete, likely to create a bottle neck at the northern end.</li> <li>• Emergency vehicle access and how that may be impacted. The department is working with an emergency services working group.</li> <li>• Traffic management in the surrounding streets, both temporary and permanent.</li> <li>• Diversion of heavy vehicles down James Congdon. Constant rumbling through houses, in particular Mile End near Henley Beach Road from 3:30am to beat peak hour traffic.</li> <li>• What can be done to reduce traffic in the meantime while project is being completed?</li> <li>• Has a traffic analysis been undertaken of current movements? Part of Reference Design is to test scenarios.</li> <li>• Is there a traffic count near Henley Beach Road including projections? What are the targets for at grade and in the tunnel?</li> <li>• Take new developments into consideration such as Riverlea out North, likely to contribute to increasing traffic numbers using the corridor.</li> <li>• Signal patterns at key intersections to be assessed e.g. when South and Henley Beach Road lights turn red, traffic builds up to Sir Donald Bradman Drive and idle cars contribute to emissions.</li> </ul>
<p><b>Landscape and visual amenity</b></p>	<p><b><i>What are the key issues to be explored and what is important within these topics?</i></b></p> <ul style="list-style-type: none"> <li>• Sense of pride in the community, how will the corridor preserve and enhance the local area. Avoid turning the corridor into a wedge.</li> <li>• Opportunities for improved usable spaces along the corridor e.g. parks, paths and parking.</li> <li>• Public art opportunities.</li> <li>• Address the loss of space both temporarily during construction and permanently.</li> <li>• Amenity is currently low along the corridor, T2D to improve this to be above standard.</li> <li>• Green canopy – what is the existing canopy and what is projected, communicate the intent of the greening.</li> </ul>
<p><b>Greenhouse gas emissions and climate</b></p>	<p><b><i>What are the key issues to be explored and what is important within these topics?</i></b></p> <ul style="list-style-type: none"> <li>• High level of emissions and vibration from vehicles waiting at lights.</li> <li>• Where and how many ventilation outlets will there be and is there a filtration system?</li> <li>• Sustainable mitigation measures against counteracting emissions.</li> <li>• Water run-off, using innovation to manage and capture stormwater.</li> <li>• Use of recycled material where possible e.g. concrete.</li> <li>• Carbon reduction strategies and mitigation e.g. offset strategies to mitigate urban heat island.</li> </ul>

	<ul style="list-style-type: none"> <li>• Understanding if there will be increased carbon in some areas.</li> <li>• Innovation to keep soils under the road continuously hydrated to minimise cracking.</li> <li>• Consideration given to hard surfaces that produce dust through construction, particularly addressing those with allergies.</li> <li>• Carbon offset forest north of the project to recognise impact.</li> <li>• Material used for noise barriers to be absorbent rather than reflective e.g. tyres which is also sustainable.</li> </ul>
<p><b>How would you like to see information communicated back to you and your community?</b></p> <ul style="list-style-type: none"> <li>• Letterbox drop with updates and discussion of issues.</li> <li>• Social media linking to the website.</li> <li>• Creation of an app to provide notifications and updates.</li> <li>• ABC Radio.</li> <li>• Community days and events similar to Torrens to Torrens.</li> <li>• Stalls at Brickworks, Thebarton Theatre and larger shopping centres.</li> <li>• Communicate lessons learnt from Regency to Pym, Darlington and T2T.</li> <li>• Notice boards in community centres and libraries.</li> <li>• Direct mail and doorknocking to those on the corridor.</li> <li>• Don't keep the community in the dark, continue to inform.</li> <li>• Any milestones including PAR release to be communicated to the group to allow timeframe for dialogue and response.</li> </ul>	

#### 2.4. Wrap up

- Inclusion of best practice examples from similar projects around the world.
- Suggestion to create sub-groups within the group with particular interests to share information and have ongoing dialogue.
- Desire for reference groups to continue beyond release of the Reference Design.

#### 2.5. Next meeting

- Thursday 3 June 2021
- Proposed Reference Group Themes for 2021:
  - **June** / Reference Design - Road, intersection and ramp layout and tunnels and portals
  - **July** / Traffic modelling, service relocations, southern laydown area and existing structures
  - **August** / City Shaping principles and strategy testing
  - **September** / Technical and social report outcomes
  - **October** What we have heard: findings of community engagement and how we are responding to them
  - **November** / Update on Reference Design, City Shaping and project effects and opportunities
  - **December** / Recap of process and next steps

*Themes are subject to change based on project timing, outcomes and community areas of interest*