

River Torrens to Darlington

Community Reference Group (CRG)

Meeting Notes of Discussion

Subject:	River Torrens to Darlington Community Reference Group
Meeting No:	2
Date:	Wednesday, 26 July 2023
Time:	6PM – 8PM
Location:	T2D Community Information Centre – 1194-1196 South Road, Clovelly Park

CRG Members

Name	Role	Attendance
Peter Del Fante	Local Resident	Present
Brad Barry	Local Resident	Present
Catherine Cashen	SRIWAG Representative	Present
Matthew Heath	SRIWAG Representative	Present
Ron Goldfinch	Local Business	Apology
Alexandros Filipatos	Local Resident	Present
Stephen Lochert	Local Business	Present
Marysia Hock	Local Business	Present
Raymond Robertson	Local Business	Present
Naomi Will	Local Business	Present
Emma Skrabei	Local knowledge/skills/interest	Apology
Katie Gilfillan	Local knowledge/skills/interest	Apology
Moira Breda	SRISAG Representative	Present
Adrian Benz	SRISAG Representative	Present
Trish Harrup	Local Resident / Accessibility Representative	Present
Michelle Howie	Local Resident	Resigned
Kate Randell	Local Resident	Present
Shannon Harrison	Local Resident	Present
Graham Nitschke	SRIWAG Representative	Present

Other attendees

Name	Role
Stephanie Hensgen	Facilitator
Scott Cooper	Director, Project Planning & Interfaces, North-South Corridor (Presenter)
Matthew Morrissey	Director, Land Planning and Environment, North-South Corridor (Presenter)
Eleanor Freeman	Project Manager, Urban Design, North-South Corridor (Presenter)
Jessica Bridgeman	Senior Project Coordinator, North-South Corridor
Patrice Pearson	Deputy Director, Engagement, North-South Corridor (Presenter)
Amanda Collins	Director, Engagement, North-South Corridor
Tyla Clayson	Manager, Engagement Planning & Design, North-South Corridor
Louise Vivian	Engagement Officer, North-South Corridor
Evan Knapp	Senior Advisor, Tom Koutsantonis MP, Minister for Infrastructure and Transport

Opening Formalities	
Acknowledgement of Country	
<ul style="list-style-type: none"> • The Facilitator provided an Acknowledgement of Country. 	
Welcome and Apologies	
<ul style="list-style-type: none"> • The Facilitator welcomed members to the meeting. • It was noted that Michelle Howie had resigned from the group due to her competing work commitments that requires her to travel regularly. 	
Introductions	
<ul style="list-style-type: none"> • Introductions were made and an overview of the agenda was provided. 	
Terms of Reference (ToR) and Meeting Minutes	
<ul style="list-style-type: none"> • Final version of ToR was circulated to CRG members. • Draft meeting minutes from previous CRG meeting were circulated to CRG members for comment. • The Facilitator noted: <ul style="list-style-type: none"> ○ Comments received from CRG members on draft ToR and draft meeting minutes were acknowledged and have been integrated into the final version. ○ CRG members accepted updated version of meeting minutes. 	
Actions from previous meeting minutes	
<ul style="list-style-type: none"> • Actions closed out: <ul style="list-style-type: none"> ○ ToR has been reviewed, updates have been made and final version has been provided to the group. ○ Consultation Report (for consultation December 2022 to March 2023) sent via email to members on 10 July 2023. ○ Summary of cycling/walking Social Pinpoint comments – hand out was made available at meeting. ○ Local Area Traffic Management (LATM) Flyer was made available for CRG members to share to encourage engagement with community. ○ Proposed date options for CRG Meeting #2 were sent via email to member and preferred date booked. ○ CRG meeting held prior to release of PAR to ensure that members can keep the community well informed. • Actions remaining open – to be addressed at future meetings when information available: <ul style="list-style-type: none"> ○ A summary of canopy baseline information will be provided to the group once finalised. ○ Summary of projected traffic volumes will be available in the Project Assessment Report (PAR). 	

Urban Design Strategy Update

- Eleanor Freeman presented an update on the Urban Design Strategy (UDS).
 - The purpose of the UDS is to describe what needs to be delivered, and where, to achieve good urban design for the project.
 - It is a document intended to guide the tenderers. It will form part of the contractual documentation and be used to evaluate proposed urban design solutions.
 - There will be engagement opportunities with the community in the future to help inform the specific urban design solutions for the project.
 - The UDS represents an overarching vision for the corridor; responds to local context and analysis; captures stakeholder priorities and feedback; aligns to relevant policy directions and targets; and benchmarks precedent examples of good design.
 - Input into the UDS document has been informed by:
 - analysis of the surrounding context and identification of opportunities and constraints
 - engagement with the Kurna People, the Traditional Custodians of the Adelaide Plains
 - findings from council, community and stakeholder engagement
 - review of relevant state and local government policies, strategies and guidelines
 - benchmarking of similar projects within Australia and internationally
 - expert advice from the Office for Design and Architecture SA (ODASA) and other state agencies.
 - The UDS document will:
 - outline the urban design vision, principles and objectives
 - provide location specific outcomes and requirements
 - set the minimum performance outcomes and requirements for different project elements.
- A group activity was undertaken to identify urban design project elements that are likely to be of greatest interest to the community. The higher priority project elements are:
 - Noise barriers
 - Parks and open space
 - Active and public transport
 - Road bridges and overpasses
 - Ventilation compounds and ancillary structures
- This will help inform future engagement opportunities on urban design.

Questions asked / comments made by CRG members:

- Q. *Urban design talks about noise walls and how noise will be mitigated. What about prevention in the first place for example using road surfaces that absorb noise?*
- A. Opportunities to mitigate noise is considered in every element of the project, not just in Urban Design. The Road Traffic Noise Guideline (RTNG) is a document that has been developed by the Department for Infrastructure and Transport (the Department) which provides guidance to consultants and contractors in addressing road traffic noise. This is a key part of all infrastructure project development.
- Q. *How stringent is adherence to this document and delivering high quality urban design outcomes?*
- A. The UDS is a contractual document. This document provides clear guidance on expectations to be delivered, however there is the opportunity for the tenderer to determine suitable urban design solutions in line with the UDS.
- Q. *Is the Urban Design document just for the corridor specifically or also for the adjacent areas?*
- A. It is a contractual document for the corridor; however, it can be used to guide other projects within the adjacent area.
- Q. *Are Councils receptive to this?*
- A. Yes. We have worked to capture Councils input into this document and have had many workshops to have alignment with Council.
- Q. *Will this UDS be available publicly?*
- A. We intend to release more information about the UDS as part of the PAR documentation. This will be available to CRG members and to the broader public.
- Q. *Will the UDS guidelines also apply to the South Road surface roads?*
- A. The entire project area is bound by the requirements within this document.
- Q. *Who maintains landscaping areas after project completion, noting that T2P has so many weeds?*
- A. Generally, Councils will be responsible for maintaining landscaped areas located beyond the surface arterial road. DIT will maintain landscaped areas for a period of establishment (approximately 3 years) before handing over the councils.
- Q. *Is there a formal handover?*
- A. Yes, there is a formal handover to local councils which includes a site inspection. We are working closely with local councils now to ensure this handover process is effective.
- Q. *Will the contractor have to deliver on the full scope of works?*
- A. Yes, the contractor will be required to deliver all of the works associated with the Main Works package (i.e. motorway and surface arterial road works). It is noted that there are other initiatives being delivered as part of the project including broader network upgrades and city shaping initiatives that are being delivered outside the Main Works.

Q. Are we able to better understand when the construction impacts will 'start'?

A. A high-level timeline has been provided. Once the Alliance construction contractor is selected, and they have had an opportunity to work through their detailed construction program, more information about specific construction staging will be made available.

Q. When are you expecting to award the contract?

A. Mid-2024.

Q. At what point do you make the final project decisions?

A. The project is being procured in the form of an Alliance. As an Alliance, this allows for a far more collaborative approach, with some decisions on project elements being able to be made as the project progresses. All decisions made must be considered within the overall budget.

Q. Have you considered increased material and labour costs?

A. Yes. We have considered risk and escalation associated with material and labour costs.

Active Travel Opportunities

- Matthew Morrissey presented a high-level overview of the active travel objectives for the T2D Project and how a number of these objectives are currently being supported.
 - Provide alternate north/south active travel connections off South Road during and post construction.
 - Improve and strengthened east/west connections to and across South Road into the Adelaide CBD.
 - Increase safer walking and cycling options during and post construction leaving a lasting legacy.
 - Improve liveability in the suburbs adjacent to and along the length of the T2D corridor.
 - Deliver better connections for people and place.
 - Working collaboratively with Councils to identify opportunities to deliver active travel routes.
- An interactive session on active travel followed.
 - Roll plot maps of the T2D Project Reference Design, including existing active travel routes and proposed active travel routes, were provided. Members used post-it notes to stick comments on specific areas/locations on the maps to identify:
 - what they were pleased to see
 - opportunities requiring further consideration.
 - DIT staff and CRG members discussed active travel issues and opportunities raised by the group.
- *What CRG members were pleased to see - summary of comments made related to active travel:*
 - Integration and alignment with Tram Project
 - Richmond Primary School east-west connection for pedestrians and cyclists
 - Dedicated bike lane through South Road and Henley Beach Road intersection

- Current access via the Kiln/Zambrero's to remain
 - Pedestrian/cyclist bridge over the River Torrens on the southern side.
 - East-west crossing point near Ashwin Parade for pedestrians/cyclists
 - Pedestrian bridge over the River Torrens near Bacon Street
 - Bikeway on Holland Street, Thebarton
 - Pedestrian crossing point over South Road from Walsh Avenue, St Marys
 - Bikeway near Alawoona Avenue, Mitchell Park
 - Pedestrian access is an important connection at Anzac Highway which is currently being maintained
- *What CRG members thought were opportunities for further consideration – summary of comments made related to active travel:*
 - Extend path under the south side of the river under the bridge near the old brewery
 - Incentivise public transport usage and walk and ride
 - Park and ride facilities along the corridor for cycling
 - Opportunity to increase frequency of bus and tram services
 - Black Forest Primary access is a high requirement
 - Footbridge near Susan Street, West Hindmarsh
 - Improve Ashley Street traffic
 - Need pedestrian/bike crossing over South Road now between Sir Donald Bradman Drive and Henley Beach Road
 - Need access across James Congdon Road to get to the city, access bikeways
 - Location of crossing bridge to follow Brownhill Creek proposed path (placed near Tennyson Street crossing point)
 - Consider utilising Richmond Road for airport access
 - Propose path over Brownhill Creek
 - Increased pedestrian visibility on Marino Rocks Greenway
 - *Additional comments received*
 - Sound wall needs to wrap around South Road to Anzac Highway
 - Park built at end of Bennett Street as very little green space
 - Future use of the land here near Bacon Street would be of great interest to community
 - Dedicated bike lane at surface level near Darlington Upgrade/Southern Expressway

Project Assessment Update - Air Quality and Monitoring

- Scott Cooper provided a high-level update on Air Quality and Monitoring.
 - Overall approach - the assessment of air quality has been based on technical investigations undertaken as the project design has evolved.
- Baseline assessment
 - The assessment approach to understand the existing environment and form a baseline considers the following:
 - Key policy, guidelines and legislation
 - Sensitive receptors nearby
 - Meteorology and climate data from Bureau of Meteorology monitoring sites

- Engagement with EPA and collection of local ambient air quality data from EPA's network of monitoring sites

- o The existing environment is typical to what would be expected in an urban environment adjacent to a major arterial road.
- o In the existing environment there are no exceedances of key pollutants against criteria set by the South Australia Environmental Protection Authority, with the exception of particulates in the event of bushfires and dust storms (which is experienced elsewhere on the network at these times).

Construction phase assessment

- o The assessment approach for construction will identify potential impacts and what mitigation measures are needed to avoid or minimise adverse air quality impacts.
- o The construction contractor will be required to ensure any construction impacts are proactively minimised, monitored and managed.
- o The construction contractor will prepare a Construction Environmental Management Plan (CEMP) which sets out how air quality impacts will be minimised and monitored.
- o Suitable mitigation measures will be identified according to each key construction activity.
- o Appropriate mitigation measures and monitoring will be implemented to keep levels compliant with SA EPA requirements.

Operational phase assessment

- o The most suitable mitigation measures to implement during the operation phase are being assessed as part of the design process.
- o Options considered include:
 - a) airflow discharged at the portal
 - b) airflow discharged by a ventilation station outlet (VSO)
 - c) airflow discharged by a combination of both
- o The current reference design assessment indicates the use of portal emissions (option a) will meet all air quality requirements. Further detailed design work is required to be completed by the successful Alliance contractor to demonstrate the final solution achieves this and ensure all air quality requirements are met.
- o Surface level air quality outside of the tunnel - the project will be designed to meet all ambient air quality requirements set by South Australia EPA.
- o For in-tunnel air quality - compliance is intended to be achieved within requirements.

Air quality monitoring

- o Air quality monitoring stations will be installed in several locations along the project alignment.
- o The monitoring stations will operate 24 hours a day, every day of the year and will be in place after project completion.
- o Further engagement will be undertaken with the EPA.

Questions asked / comments made by CRG members:

Q. Where the portal exit locations are, will there be higher emissions? Are there schools, childcare centres nearby?

A. The southern tunnel portals will be around Celtic Avenue and near the Glenelg Tram line. The northern tunnel portals will be around Sir Donald Bradman Drive and the Brickworks. It is anticipated that emission levels will be slightly elevated in the motorway where vehicles exit the tunnels. These emissions will be quickly dispersed by vehicle movement and prevailing weather conditions, to ensure that air quality in the general area of the portals will meet air quality requirements. Modelling undertaken includes all weather conditions over a period of a number of years. Richmond and St Bernadette’s Primary schools are adjacent to open motorway but remote from tunnel portals. Black Forest Primary school is well behind the northern portal of the southern tunnels.

Q. Can something be done in the cut and cover sections to help with that?

A. Design and design characteristics can influence this. We will have the Director of Engineering to come and talk through the modelling and design characteristics in more detail at a future CRG meeting.

Action

Q. During construction, will soil be tested regularly for contaminants?

A. Yes, regular testing will be undertaken as spoil is removed onsite. Investigations have been done along the corridor to help identify areas that may require a higher regime treatment and/or testing.

Q. If an accident happens in the tunnels eg. a fire, how will the fumes be managed?

A. The tunnels include automatic incident detection which immediately alerts the operators in the event of an incident. In the case of fire, the tunnels would go through a closure process at the entry portals, vehicles ahead of the fire would drive out of the tunnels, vehicles behind the incident may be stopped. Radio re-broadcast and PA will be used to communicate with motorists. Jet fans in the tunnels will control any smoke ensuring this is pushed forward and is blown out the exit portal and does not “back layer” over any vehicles stopped behind the incident. Overhead water deluge, local to the fire, would be used to control any serious fire. Drivers stopped in the tunnel may be advised to exit their vehicles and move through the cross passages to the other “non-incident” tunnel (which will be closed to vehicles. Emergency services will typically use the non-incident tunnel to access the fire incident through the cross passages.

Q. Is modelling using current congestion levels or future projections?

A. Modelling of future volumes is used and is considered across all times of the day.

Q. How will speed limits be managed in the event of an incident?

A. It will be a managed motorway where we can control speed limits at the entry ramps and on the motorway. Through the motorway there will be multiple forms of technology used to communicate with drivers such as variable speed limit signs, lane use management signs and variable message signs.

<p><i>Q. Will there be radio broadcast?</i> A. Yes, you will still be able to receive your normal radio stations and broadcastings. There will also be an override so if there is an incident or important messaging that we need to get to tunnel users, it will override people’s radios.</p> <p><i>Q. If there is contaminated soil found, where will it be dumped?</i> A. We are still working through a number of opportunities. From the data gathered from ground investigations along the corridor, the levels of contaminants found is low.</p> <p><i>Q. What about vibration?</i> A. Dilapidation surveys will be required to be undertaken prior to major construction. There will be certain requirements that will need to be established as part of the project contract and discussed with the proponents. This is something that the Director of Engineering will be able to provide more information on as well.</p> <p><i>Q. Does the PAR cover the tree canopy and the green aspects of the project?</i> A. Yes, it does set the baseline. We have made a commitment to have a 20% increase for the canopy cover.</p> <p><i>Q. Increasing the canopy by 20% is one thing but what about best practise in terms of what there should be?</i> A. We will certainly be applying best practice approach on all the works that we are doing i.e. water sensitive planting/vegetation etc.</p> <p><i>Q. Where there is demolition occurring, could the project reuse those trees and vegetation?</i> A. We are trying to clear those spaces at the moment. Vegetation assessments are underway, and some trees are being removed for safety or because they are dying. Will have to take this question on notice to see if the trees are currently being removed widespread or is this being based on arborist reports.</p> <p>Where possible the Department explores opportunity for the re-use of trees. This includes re-use of trees and tree hollows for existing local fauna habitats and also as mulch or timber rounds to give to koala nurseries, community groups and nature playgrounds for schools for example.</p>	<p><i>Action</i></p>
<p>York Avenue Noise Wall and Local Area Traffic Management (LATM) Engagement</p>	
<ul style="list-style-type: none"> • Patrice Pearson provided an update on and York Avenue Noise Wall engagement and LATM engagement. <p><u>York Avenue noise wall</u></p> <ul style="list-style-type: none"> ○ Community have told us that suitable temporary noise wall solutions are important. ○ Most property demolition in the area is planned to be completed by mid-2024. This demolition has exposed the western side of York Avenue and adjacent streets to South Road and associated impacts – noise, dust, visual. 	

- There is a period of time between initial site demolition and commencement of Main Works construction.
- A temporary three-metre-high noise wall with landscape buffer is proposed. It is planned to be located on the eastern side of York Avenue, on the property boundary line between the vacant allotments (DIT land) and the City of Marion's (Council's) verge.
- Intended to be in place until permanent noise walls are installed (location tbc) around 2028/29, subject to the laydown area requirements identified by the Alliance.
- The implementation of the noise wall will likely occur in stages as the demolition works progress.
- The temporary noise walls are one of many noise mitigation measures to be implemented on this project.
- Over 35 people attended a community engagement session on Thursday 20 July. Overall support for the temporary noise wall on the existing property boundary

Local area traffic management

- Local Area Traffic Management (LATM) drop-in sessions have commenced in the southern area.
- LATM content is available on Social Pinpoint where people can drop pins to leave comments or complete a survey.
- Flyers are available for CRG members to handout to local community members to help promote the LATM drop-in sessions.

Questions asked / comments made by CRG members:

Q. Can I ask what you learnt from that session?

A. Some of the learnings included:

- There was a strong sense of community empathy.
- There was not a lot of appetite for the community to be involved in the mural design for the noise walls. That this could be something that we work with council on.
- The mural design didn't need to be vibrant and bright neutral tones were preferred.
- Design for landscaping is important to soften the amenity.

Q. How will you be promoting the LATM engagement sessions? Will it just be on the website?

A. As well as the website, we have an engagement campaign running that includes the release of a project update which was distributed to 27,500 properties. The project update provided information about the LATM sessions. The community hubs are always open, and this information is available there along with our staff who are able to answer questions and take feedback. People are also able to call or visit the Social Pinpoint page to leave feedback. Approx 10,000 people who are registered to the project email distribution list received this information along with the online links to register for the sessions and provide feedback. Social media posts were also released for the LATM engagement.

<p><i>Q. Is there a possibility of having a community information session on LATM in the north as the timeframe for people travelling from the north to get to the southern drop-in sessions was too short?</i></p> <p>A. Yes, this is what we are holding at the Healthy Living Precinct venue in Welland.</p> <p><i>Q. Have you considered putting better signage up on all of the temporary fencing?</i></p> <p>A. Yes, we have. We are currently working through refining our brand to reflect on where we are up to on the project. We will also wait until we have longer stretches of space. There is lots of opportunity to raise brand awareness and push out our project contact details better.</p>	
Thank you and close	
<ul style="list-style-type: none"> • The next CRG meeting is planned to fit in to timing for the release of the PAR. This will be confirmed with the group. • CRG members were asked to participate in an activity on the way out to help the team plan the next agenda and understand what topics the group would like to focus on. 	<i>Action</i>
<ul style="list-style-type: none"> • Focus areas selected by the group were: <ul style="list-style-type: none"> - East -west connection opportunities – 5 selected - Traffic volumes – 4 selected - Ventilation outlets / air quality – 2 selected - LATM outcomes / local traffic impacts – 4 selected - Lessons learnt (other projects) – 2 selected - Noise wall locations (temporary and permanent) – 7 selected - Baseline canopy coverage & vegetation impacts – 7 selected - Construction vibration impacts / assessments – 6 selected - Urban renewal & community initiatives – 1 selected - Industry participation targets & workforce development – employment – 2 selected - Procurement process – 1 selected - Vegetation – 4 selected - Disruption during construction phase – 7 selected 	<i>Action</i>