

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

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.

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 an 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 decisions 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.

- 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

- 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