

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

Reference Group:	Torrens to Darlington Business Reference Group (Northern Tunnel)
Meeting No:	6
Date:	Thursday, 12 August 2021
Time:	6:30PM – 8:30PM
Location:	West Adelaide Football Club, 57 Milner Road Richmond

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)	Resonate (Presenter)
Claudio Barone (Proxy)	City of West Torrens
James Franzon	Hilton Hotel
Ron Goldfinch	Safe Fire Electrical
Evan Knapp	SA Freight Council
George Mocatta	Developer
Charles Mountain	RAA
Arthur Patiniotis	State Surveys
Shane Wingard	Renewal SA
Kym Wundersitz	City of Charles Sturt
Steve Sibonis	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	
Jeff Faust	Total Workwear
Greg Mander	Brickworks Marketplace
Sue Curran	City of West Torrens

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.
 - Department Green Infrastructure Strategy is currently being finalised and being implemented in the project.
 - **Climate change action plan**
 - Supports the 30 Year Plan for Greater Adelaide 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.
- 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. 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.
- Increasing greening
 - Understand key priorities for project surplus land.
 - Assisting and supporting Council and community projects to achieve targets.
 - Need to interpret the data and understand the spatial extent, likely to look at off corridor opportunities.
 - 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.
- 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 3m. 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 Australian and New Zealand projects.

- There are 17 categories/focus areas that the contractors will need to meet targets in order to get accreditation for the project.
- Circular economy re-use opportunities e.g. spoil, concrete and power.
- Visual amenity is assessed.
- Independently assessed, verified and then receive certification from the Infrastructure Sustainability Council of Australia

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 approximately 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 the 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 in 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 the 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 were 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.
- Cycling numbers follow the pattern of cycling trails and open space e.g. James Congden Drive.
- 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.
- Comment - that Henley Beach Road numbers are likely to be low due to unsafe crossing points.
- Motorway likely to change how people move through the space, this may make cycling more attractive.
- **Any work on where people may want to cross but can't?** Yes, studies and counts are being undertaken, information will be used as part of the City Shaping Strategy.
- **Will the Northern Area require more east-west interventions due to a shorter tunnel and increased at grade sections?** The types of interventions may be different to the southern section which could mean a different cost.
- Concern that the northern connectivity may be cut due to it being more difficult and costly. The raw data is being collected and provided to the Reference Design team to understand how to cater.
- Looking at re-counting the River Torrens cycle path due to lower numbers recorded.
- Cycle data was collected manually and traffic is collected through Bluetooth. The Department is overlaying data with Strava cycle trips to understand journeys.

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.
- Comment - if possible to match case managers within a particular industry so they have more experience as the Project progresses. More experience with a particular sector means more knowledge and likely to be on the front foot.

- **When will properties affected by the Northern Tunnel be notified?** As sections of the Reference Design are confirmed and approved, those that are directly impacted can and will be engaged with by the Department.
- **Is there a strategic direction for relocating businesses?** It is dependent on the scenario and is case by case, ideal outcome is to relocate businesses within the same area, however some have commented they don't necessarily need to remain in that geographic area.
- **Is there opportunity for businesses and land owners to have a say on the design?** The Reference Design will go on consultation once completed. There may be opportunities to make tweaks. Can't be guaranteed to make whole scale changes such as the location of the on and off ramps. Contractors will continue to refine the Reference Design through a more detailed design phase.
- Comment - The sooner land owners know the better, as it slows making a commitment e.g. sale of land and tenancy.
- **Can the acquisition process start once the Reference Design has been released if it's clear that the property is going to be acquired?** There are legislated timeframes and steps but if a land owner wants to go sooner and the Minister formally signs off, then the process can begin.
- **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.
- **If businesses located next to the project are unable to operate do they receive compensation or be relocated?** Businesses do not generally get compensation for impacts caused by construction however, the Department will work with them during planning phase of the project to make them more resilient and to mitigate impacts where possible.
- **Can it be negotiated that the design is altered to acquire the property?** There is a known case as part of the Torrens to Torrens Project due to issues around accessibility. This is assessed as a case by case. The Design tries not to isolate any businesses or residences.

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

- **What is the status for east-west connectivity? Is it considered through the Reference Design?** Anzac Highway, Richmond, Sir Donald Bradman Drive and Henley Beach Road are considered part of the project - Cross Road is not part of the T2D Project scope. The City Shaping Strategy, data collected and the Reference Design inform east-west connectivity.

2.8. Next meeting

- Thursday 9 September 2021

ACTION Reference Group Members to provide the Department with suggestions of potential local community groups to collaborate with on greening projects.

ACTION Reference Group Members encouraged to provide feedback on the land acquisition website information and promote the site in their networks.