

River Torrens to Darlington

Community Reference Group (CRG)

Meeting Notes of Discussion

Subject:	River Torrens to Darlington Community Reference Group
Meeting No:	3
Date:	Wednesday, 30 August 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	Apology
Brad Barry	Local Resident	Present
Catherine Cashen	SRIWAG Representative	Apology
Matthew Heath	SRIWAG Representative	Present
Ron Goldfinch	Local Business	Apology
Alexandros Filipatos	Local Resident	Present
Stephen Lochert	Local Business	Apology
Marysia Hock	Local Business	Present
Raymond Robertson	Local Business	Present
Naomi Will	Local Business	Apology
Emma Sckrabei	Local knowledge/skills/interest	Present
Katie Gilfillan	Local knowledge/skills/interest	Present
Moira Breda	SRISAG Representative	Present
Adrian Benz	SRISAG Representative	Present
Trish Harrup	Local Resident / Accessibility Representative	Apology
Michelle Howie	Local Resident	Resigned
Kate Randell	Local Resident	Present
Shannon Harrison	Local Resident	Present
Michael O'Flaherty	Local Resident / Proxy for Peter Del Fante	Present
Michael Barnett	Local Business / Proxy for Stephen Lochert	Present
David Marshall	SRIWAG Representative / Proxy for Catherine Cashen	Present

Other attendees

Name	Role
Stephanie Hensgen	Facilitator
Andrew Ockenden	Executive Director, Public Affairs, Department for Infrastructure and Transport (Presenter)
Scott Cooper	Director, Project Planning & Interfaces, North-South Corridor (Presenter)
Patrice Pearson	Deputy Director, Engagement, North-South Corridor (Presenter)
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

Welcome and Apologies

- The Facilitator welcomed members to the meeting.
- Apologies were noted and proxies welcomed.

Introductions

- Introductions and an overview of the agenda was provided.

Draft Meeting minutes

- Draft meeting minutes from previous CRG meeting were sent to CRG members for comment on 9 August 2023.
- The Facilitator noted:
 - No comments received.
 - Meeting minutes were accepted by the group.
 - Actions to be noted in a separate table for future minutes.

Actions from previous meeting minutes

- Actions closed out:
 - The next CRG meeting planned will be determined based on next phase of engagement Sept/October. This will be confirmed with the group.
- Actions remaining open – to be addressed at future meetings when information available.
- Active travel summary – Will be covered in this CRG meeting.
- Malcolm Short (Director of Engineering, North-South Corridor) – Malcolm will be attending future meetings to cover the below topics and answer any questions.
 - ventilation and project design characteristics
 - vibration and dilapidation surveys
 - tunnel construction

General Project Update – Tunnel Protection Measures

Andrew Ockenden provided a high-level overview of the project's tunnel protection measures and plans for upcoming Code Amendment engagement.

- The tunnels will run deep underground at around 10 or 30 metres beneath the surface. There are some measures we need to put in place before tunnelling works can start.
- We are proposing to introduce a new requirement to guide development near the tunnels.
- This is called an 'amendment' to the State's Planning and Design Code.
- The intent of the changes is not to stop developments, but to ensure they do not impact on the tunnels.
- In most instances, the proposed new requirement is not expected to impact any work a property owner may want to do in the future.
- This means that if you plan to renovate or build in the future, there may be an additional process that will occur as part of the usual approvals required.
- New applications for some drilling activities near the tunnels will also be reviewed by the Department for Infrastructure and Transport to determine any potential tunnel impacts.
- The Department for Environment and Water will then consider the review when assessing applications.

- Tunnel protection measures will not affect ownership of surface land, meaning a property owner can continue to live in, work in or rent their property like they do today.

Engagement with Stakeholders

Once the Code Amendment is gazetted we will be contacting people directly.

- We have a host of ways we will ensure people are informed including:
 - Letters, Facts Sheets, Frequently Asked Questions
 - Animations and digital content
 - Dedicated phone line and translation services
 - Offering one on one meetings and drop-in community information sessions.
 - Website information and QR codes directing people to find out more.

Questions asked / comments made by CRG members

Q. I am in Glandore and I have a well on my property – what will happen to my well?

A. We will be working with individual property owners about what this means for you.

Q. Will this overlay be for all future tunnels or is it specific to this tunnel?

A. The overlay is specific for the T2D tunnels.

Q. What is the zoning category for the properties and land above the tunnels?

A. The zoning does not change and will remain a mixture of residential and commercial.

Q. Does this reduce high density housing being built over the tunnels?

A. No this is not the intent of the code amendment. Any development in the code amendment area that requires a referral to DIT, would be assessed in the context of ensuring the integrity of the tunnels is preserved and that advice / guidance would be provided back for the developer's consideration.

Q. Does it reduce what people can do in regard to underground car parks?

A. It doesn't reduce what they can do, it will just add another layer or component to the process.

Q. Is there a proposed weight limit over the tunnel?

A. There is not a prescribed weight limit. A referral would be flagged for things like the storage of material or equipment or temporary stockpiling over a designated stockpiling or storage area exceeding 100m²; a new building (or alteration of or extension to an existing building) or temporary structure that exceeds 3 building levels; or a development where excavation underground is greater than 2.5 metres.

Q. How many properties are you affecting?

A. For the Tunnel Protection Code Amendment there are approximately 800 properties.

Q. Can we provide a post to let people know now?

A. Once it has been gazetted, we will provide a link to the group so CRG members can share the information.

Q. What happens if there are impacts to the surface property during or after tunnelling?

A. We will be doing a survey of the property prior to the commencement of the tunnelling. This survey will also help us to better understand ground conditions.

Q. You are protecting the top of the tunnels what happens underneath the tunnels?

A. The tunnel protection areas are also underneath and around the tunnels.

Q. I like that you can't build anything more than 3 stories.

A. You can, but there will be a referral process to the Commissioner of Highways (DIT) to provide advice and ensure the integrity of the tunnels is preserved.

Q. Would there be any compensation if someone wanted to build 12 stories?

A. If there was an approved development already underway, it would be considered working directly with the developer. If a developer proposes 12 stories after the code amendment is live, there wouldn't be any compensation as it would be assessed in the same capacity as any other development but with the additional referral to DIT.

Q. What are the dimensions of the tunnels?

A. The tunnels are 15m in diameter.

Q. What is the actual thickness of the tunnel?

A. Malcolm will be able to answer this question. We can cover this at the next meeting.

Updates from meeting 2 – Active Travel Summary and Local Area Traffic Management (LATM) Engagement Outcomes

Patrice Pearson presented an update on recent engagement outcomes.

Summary of Active Travel comments provided by CRG members in meeting 2.

- CRG members pleased to see:
 - Integration and alignment with South Road Tram upgrade
 - East-west connection for pedestrians and cyclists at Richmond Primary
 - Dedicated bike lane through South Road and Henley Beach Road intersection
 - 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 Alawoono Avenue, Mitchell Park
 - Maintaining for pedestrian access at Anzac Highway
- Examples of opportunities identified by CRG
 - 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 School access is a high requirement
 - Footbridge near Susan Street, West Hindmarsh
 - Improve Ashley Street traffic
 - New pedestrian/bike crossing over South Road between Sir Donald Bradman Drive and Henley Beach Road
 - Access across James Congdon Road to get to the city
 - Location of crossing bridge to follow Brownhill Creek proposed path (placed near Tennyson Street crossing)

- Consider utilising Richmond Road for airport access
- Increased pedestrian visibility on Marino Rocks Greenway
- o Next steps will be to continue to work collaboratively with the surrounding Councils, Internal DIT teams, State Government agencies as well as the surrounding community to help provide improved safer and alternative active travel options during and post construction of the T2D.

Local Area Traffic Management (LATM) Engagement Outcomes

- o Community Consultation undertaken between 11 July to 6 August 2023
- o 603 comments pinned on Social Pinpoint
- o 141 survey responses completed.
- o Held 4 information sessions with a total of 111 attendees.
- o Currently analysing data to prepare a 'What we heard report'.
- o Traffic consultants will consider:
 - Connectivity to adjacent streets
 - Possible alternative access options
 - Pedestrian and cyclist routes
 - Access to existing public transport
- o Information gathered from the community is important in helping to understand local experiences that might not be captured by technical analysis.
- o It will be used to help identify potential opportunities or areas of concern to be addressed.
- o The LATM reports prepared for each Council area will be provided to the relevant Council for their consideration of future works.
- o Outputs of the LATM will be provided to the T2D Project for consideration in the final motorway design and delivery of network improvements within the local streets.

What we heard

- o People that identified walking access as a major issue identified issues occurred during both morning and afternoon peak times. The barriers to accessibility for walkers fell into a few categories:
 - East west connections – ability to cross South Road safely.
 - Footpath Amenity – narrow footpaths, lack of shade, pollution, footpath condition and clutter, safety – proximity to traffic on South Road
 - Safety concerns on Adjacent roads and streets particularly speeding and congestion caused by rat runners avoiding South Road and trucks.

Business Engagement

- o Business engagement is now underway.
- o Seeking to understand the unique requirements of local businesses and the requirements of their customers so that we can better support them through the life of the project.
- o The engagement team has contacted over 1000 businesses.

- We are now door knocking to reach out to businesses who have not yet responded to the survey.

Questions asked / comments made by CRG members:

Q. Can we have access to the Social Pinpoint data so we can see exactly what people are saying?

A. Summary information will be provided to CRG members and the community in the 'what we heard report'. We can provide members who are interested with a copy of the actual pin comments.

Q. Are schools included in the business engagement?

A. Schools will be engaged as a specific stakeholder group.

Local Insights

An interactive group discussion was held. CRG members sat in two groups and were asked to provide the project team with insights and feedback on project engagement so far and ideas on ways to engage in the future.

- What the group feels is working well:
 - More information is being shared compared to the previous CRG.
 - Better access to people with answers.
 - Meeting content and regularity is good.
 - A combined CRG group with broader views
 - LATM engagement. Frustration this didn't occur previously.
 - The transparency and detail that is available.
 - The support and availability of project staff to CRG members regarding concerns and queries raised by their community.
- What CRG members are hearing from their community
 - Some members of the community are seeking more information now, and there doesn't appear to be visibility of material available.
 - More information requested on noise and air pollution.
 - Keep traffic in a lowered motorway between the Tram Overpass and Gallipoli Underpass.
 - Request for business traffic volumes during and post construction.
 - Workforce participation / development / employment opportunities for Aboriginal people and business, women and disadvantaged community members.
 - How and when can they provide input into the final design.
 - Importance of cycling and walking, not just traffic movement.
 - Demolition process to be expedited where possible to minimise security / disruption issues.
 - Temporary fencing isn't secure for vacant properties, and in some circumstances encroaching onto footpaths.
 - Cycling – ongoing frustration that best practice cycling design with a focus on separated cycling lanes / corridor is not incorporated into the design.

- Lack of announcements on investments in alternative mode of transport.
- East / west movements are essential – engagement on this has been well received.
- East / west connectivity – are there any treatments that can be delivered sooner to drive those behaviours.
- o Ideas and feedback the group has on ways to engage in the future:
 - Mechanisms for greater reach into the community – i.e. get to local places to provide information and talk to the people e.g. cafes, shopping centres and community events
 - Timeline and corridor impact zone details
 - Not just online content (can't rely on people going online)
 - Councillors in impacted wards being engaged and tasked with communication.
 - Journey planning and wayfinding for during and after construction
 - More information on workforce participation
 - More information on sustainability
 - Feedback mechanisms to suit all demographics.
 - Better clarity about what is confirmed in the design and what is reference design.
 - Better understanding that decisions now will impact the other end of the project (in 7 years)

We thank the CRG members for their input and will continue to seek out feedback and local insights as a standard agenda item for future meetings.

Project Assessment Update

Scott Cooper provided a high-level overview of selected topics of interest by the CRG that will be covered in the Project Assessment Report.

Construction

Timeline for the main works:

- o Enabling works (including several off-corridor upgrades) being undertaken from 2022 – 2026
- o Major works procurement started 2023 – mid 2024.
- o Design/site establishment undertaken from mid 2024 – mid 2025.
- o Major construction expected to commence from mid 2025 – 2031.
- o Construction activities were explained.
- o Tunnel Boring Machines (TBMs) safely excavate and construct the tunnels as they progress through the ground, minimising disruption at surface level and limiting disturbance to the surrounding ground.
- o Two TBMs will be required for the project and they are anticipated to be around 15m in diameter, over 100m long and weigh thousands of tonnes. These machines will operate continuously, progressing approximately 8m a day.
- o The TBMs simultaneously install the tunnel lining which is made from precast concrete segments.
- o The cut-and-cover tunnel excavation method first involves the installation of retaining walls along the sides of the tunnel. The second stage is to excavate from the surface and construct the base and roof slabs which will form the tunnel.

- The Department is coordinating the works with multiple contractors and service authorities to minimise impacts to surrounding communities, businesses and facilities.
- Site establishment works will commence before the detailed design is finalised. Site establishment can include:
 - installation of environmental management controls, including site fencing, exclusion fencing for sensitive areas, noise reduction measures and erosion and sediment controls
 - vegetation clearing and mulching;
 - traffic management controls, including changes to road signage that shows altered traffic movements and speed limits;
- Laydown Areas will have appropriate boundary fencing. Where required, temporary noise barriers will be installed on the site boundary.
- The construction sites supporting the launch and operation of the TBMs will be significant and will need to support the tunnelling activities across three to four years.
- Major works also include:
 - Tunnel fit out, including safety and control systems
 - Tunnel ventilation
 - Construction bridgeworks and roadworks
 - Safety barriers and noise walls
 - Urban design and landscaping
 - Intelligent transport system infrastructure for motorway control
 - New Transport Management Centre (to operate tunnels, NSC motorway and broader network)
 - Water treatment plant.
- The Project Assessment Report identifies potential impacts and proposed mitigations during construction.
- Whilst the Department has undertaken preliminary investigations to inform the Project Assessment Report, further investigations will be required for the final solution. Examples include:
 - Operational Road Traffic Noise Assessment
 - Noise modelling
 - Construction Noise and Vibration Assessment
 - Additional Baseline Vibration Monitoring
 - Operational Noise and Vibration Assessment
 - TBM Noise and Vibration Assessment

Questions asked / comments made by CRG members:

Q. Will we learn of the successful contractor?

A. Yes, once tender is awarded.

Q. Is one of the factors considered during the selection of the contractor whether they are involved in an ongoing project?

A. There are many things considered for the accepted consortia, experience gained from other projects are just one of those. In regard to conflicts with other project timings/commitments of contractors, the T2D procurement is happening as other projects are winding down.

Q. Have you done an environmental assessment on emissions? I would prefer to see what the project is going to minimise.

A. Yes, we are assessing air quality/emission impacts of the project – both during construction and in operation. You might recall we spoke about an element of this at our last meeting (tunnel ventilation) The Project Assessment Report (PAR) will provide some further information on this assessment.

Q. What are you doing with the soil, have you thought of reusing it?

A. Yes, the re-use of soil has been a major consideration and there are opportunities for its use for other purposes.

Q. Will the soil be stockpiled close by?

A. Some soil will be stockpiled on site prior to transportation to a soil re-use facility. This soil will be managed at site to minimise spread of dust.

Q. Will the Traffic Management Centre sit with DIT?

A. We currently have a Traffic Management Centre which manages all DIT road assets and operation. There will be a new Traffic Management Centre constructed as part of this project to manage the tunnels and motorway, broader NSC and road network. DIT will continue to have responsibility for operation of the motorway.

Q. Once the project is finished, will the contractor be responsible for the maintenance for a period of time?

A. The Alliance arrangement includes a 10 plus year period of maintenance, prior to be handed to the department for maintenance.

Q. Is the defect liability period 10 years?

A. The maintenance period of the Alliance is 10 plus years, however defects liability periods vary for different elements of the project.

Q. Will the dilapidations be undertaken around the portals and open motorway or just above the tunnels

A. We are not anticipating they will be required near the open motorway, but they may be undertaken near the tunnel portals.

Q. If you set up a boundary and a property isn't identified could we ask for it to be included?

A. We would consider this on an individual basis.

Q. Will noise be audible from the surface while the tunnel boring machine is in operation?

A. Noise from the operation of the tunnel boring machine is not expected above the tunnels. There will be some noise in and around the portal locations from the TBM supporting infrastructure and as the spoil from the TBM excavations is retrieved and brought to the surface for treatment and disposal. Mitigating noise associated with this will be the responsibility of the contractor.

Q. Does the tunnel boring machine operate 24/7?

A. Yes, it will operate 24 hours a day and will travel approximately 8 to 10 metres a day.

Q. If the TBM is under Castle Plaza would you hear it?

A. Typically, no. You wouldn't hear it and it would pass through in between 1-2 days.

Q. Will parts for the TBM be transported down South Road?

A. Yes, most likely. We have other routes that are also available for over dimensional vehicles should they also be required.

Q. Is there an equivalent noise assessment to the dilapidation?

A. Yes, we have specific noise assessments. See following link to Noise Traffic Guidelines - [Memorandum \(dit.sa.gov.au\)](http://dit.sa.gov.au)

Q. Are you looking at having a recycling structure on site?

A. We are looking at recycling opportunities across the project.

Traffic Volumes

Scott Cooper provided a high-level overview for predicted traffic volumes.

- Traffic modelling being undertaken to identify network impacts.
- Figure provided (refer presentation) demonstrates broader network level of relief the T2D Project will deliver.
- Parallel north-south routes show reductions.
- East-west routes show some increase in:
 - attraction to the T2D Project
 - improved east-west priority
- Daily traffic volumes stats were shown for before construction and post construction for comparison.
- The Project Assessment Report identifies potential traffic impacts and proposed mitigations.

Questions asked / comments made by CRG members:

Q. Is the airport freight route along Richmond Road?

A. Richmond Road, to the west of Marion Road is an established freight route (b-Double) for local warehousing and logistics activity but does not currently provide airside access. Adelaide Airport's Masterplan indicates that it may seek to incorporate direct freight access via this route in the future.

Q. Does the data modelling also provide emissions?

A. The traffic volumes that are generated through the modelling are used for other project assessments, such as air quality assessments.

Greening and Vegetation

- Through delivery of the project, we are committed to achieving environmental, social and economic outcomes to leave a positive legacy of sustainable and connected communities.

- A project-specific Sustainability Commitment has been prepared to communicate to tenders and key stakeholders that sustainability issues will be addressed as part of the project's design, construction, maintenance and operation.
- Overall, the tree canopy along the River Torrens to Darlington Corridor will be increased by 20%
- The tree canopy target is baselined on the 2018/2019 canopy cover assessment.
- The data for 2018/19 indicates a tree canopy cover area of approximately 85,000 square metres within the project impact area.
- The Project Assessment Report identifies potential impacts and proposed mitigations.
- The Green Infrastructure Commitment for the Department covers key focus areas in addition to the project-specific Sustainability Commitment, including:
 - Increase urban canopy cover
 - Liveability (including amenity, health and wellbeing)
 - Water sensitive urban design
 - Biodiversity sensitive urban design

Questions asked / comments made by CRG members:

Q. In the last review, funding was being sought for this out of the City Shaping funding. Is this still the case?

A. Allocations from the City Shaping initiative have been set aside for enhancements to South Road above the tunnels. Greening opportunities will also come as part of the broader Main Works package.

Q. Along the corridor, are you keeping trees that may not be part of the project?

A. Where possible, at sites that are being cleared we are retaining identified trees and vegetation.

Thank you and close

- The Facilitator noted the next meeting will include:
 - Technical 'deep dive' with Director Engineering
 - Key topics of interest identified by CRG
 - Upcoming engagement and communication activities
- The facilitator asked the group if they would prefer to push out the next meeting start time to 6:15pm or 6:30pm to allow members a little extra travel time to arrive after work.
- Members selected to start future meetings at 6:15pm

Supporting links to animations discussed at meeting

[Tunnel boring machine - River Torrens to Darlington - Department for Infrastructure and Transport \(t2d.sa.gov.au\)](https://t2d.sa.gov.au)

[Laydown area - River Torrens to Darlington - Department for Infrastructure and Transport \(t2d.sa.gov.au\)](https://t2d.sa.gov.au)

[Cut and cover - River Torrens to Darlington - Department for Infrastructure and Transport \(t2d.sa.gov.au\)](https://t2d.sa.gov.au)

River Torrens to Darlington

Community Reference Group (CRG)

Meeting Notes of Discussion

OPEN ACTIONS			
Meeting No.	Date	ACTION	Status
3	30 August 2023	The Crows development is in the project area so this will also be a development referral. <i>CRG members would like to be contacted once we have it confirmed.</i>	Once confirmed
3	30 August 2023	Malcolm Short (Director of Engineering, North-South Corridor) to attend future meetings to cover the below topics and answer any questions. <ul style="list-style-type: none"> - modelling and project design characteristics - vibration and dilapidation surveys - tunnel construction - thickness of the tunnel 	Next meeting
3	30 August 2023	Contact the CRG group once tunnel protection measures has been gazetted and all is confirmed.	In progress
3	30 August 2023	Provide Katie Gilfillan a copy of the Traffic Network Map.	In progress
3	30 August 2023	Future meetings to start at 6:15pm	Next meeting

CLOSED ACTIONS			
Meeting No.	Date	ACTION	Status
3	30 August 2023	Question on notice - Would there be any compensation if there was a development approved to build 12 stories? Response included in minutes 30 August 2023.	Completed
3	30 August 2023	Link to the Noise Traffic Guidelines included in minutes 30 August 2023. Memorandum (dit.sa.gov.au)	Completed
3	30 August 2023	Video links from the August presentation included in minutes 30 August 2023.	Completed
2	26 July 2023	Summary of canopy baseline information and projected traffic volumes included in presentation and minutes 30 August 2023.	Completed
2	26 July 2023	CRG meeting held prior to release of PAR to ensure that members can keep the community well informed. Future meeting will further discuss key topics.	Completed
2	26 July 2023	ToR has been reviewed, updates have been made and final version has been provided to the group.	Completed
1	19 June 2023	Consultation Report (for consultation December 2022 to March 2023) sent via email to members on 10 July 2023	Completed
1	19 June 2023	Local Area Traffic Management (LATM) Flyer was made available for CRG members to share to encourage engagement with community.	Completed
1	19 June 2023	Proposed date options for CRG Meeting #2 were sent via email to member and preferred date booked.	Completed