

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

<b>Reference Group:</b>	Torrens to Darlington Community Reference Group (Northern Tunnel)
<b>Meeting No:</b>	6
<b>Date:</b>	Thursday, 5 August 2021
<b>Time:</b>	6:30PM – 8:30PM
<b>Location:</b>	Microsoft Teams

<b>Attendees</b>	<b>Position</b>
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)
Tom Bastians	Local Resident
Dominic Mugavin (Proxy)	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
Cr Graham Nitschke	Elected Member – City of West Torrens
Ian Pilkington	Local Resident
Joanne Reid	Local Resident
Nancie-Lee Robinson	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Taylah Slattery	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
<b>Apologies</b>	
Sibylle Taylor	Local Resident
Mandy Doolan	Local Resident / SRIWAG Representative
Cr Paul Alexandrides	Elected Member – City of Charles Sturt
Catherine Cashen	Local Resident / SRIWAG Representative

## 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
    - Target to increase urban canopy across metropolitan Adelaide by 20% by 2045
    - Driving Green Adelaide and Council Projects
  - **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 cover 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
  - Has the City of West Torrens Tree Audit that was recently undertaken been considered? No it was not, Council is welcome to share data collected with the project
  - 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
- Most successful greening projects are in collaboration with the community. Greening is not always about trees but the broader environment such as butterflies and bees.
- Increase by 20% or to 20%? Increase by 20%. Will depend on the spatial extent and need to understand the baseline data first. The target we are adopting is to increase green cover by 20%. Data on existing green cover across Adelaide is being collected in early 2022 by Green Adelaide (Dept. of Environment and Water) which will be used to establish a baseline for the project and inform the spatial extent measuring the target.
- Tree 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.
- Is there an opportunity to rejuvenate South Road as a boulevard? How will greening translate down the corridor rather than in the buffer zone/surrounding suburbs? As part of City Shaping Strategy there will be opportunities to improve the streetscape along South Road and include for additional canopy cover, though there are significant challenges with achieving a 'boulevard' along South Road given the traffic volumes, even once reduced, presence of existing infrastructure and available space. Opportunities to green side streets as well as surplus land will be looked at.

- There has been a recent investment of greenery that isn't necessarily canopy planted along Marion road.

### **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
- 17 categories focus areas for the contractors will need 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, verified and 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 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.
- Damage to health can happen at a lower decibel level? The Road Traffic Noise Guidelines have been developed in consideration of the World Health Organisation guidelines for sleeping areas.
- Concern that there is lower traffic due to lockdown and that data isn't collected at business as usual. This is taken into account when collecting data – there was a pause in collecting data during school holidays, bad weather is also excluded.
- Is it common to have to work with residents to make changes to homes? Yes, approximately 340 properties for the T2T project, 160 properties for the Darlington upgrade and 50 properties for R2P project.
- There are greater than 60 standard treatment codes to cater for heritage through to modern homes.

#### **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
- 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
- Concern about ramping to Anzac Highway out of the tunnels – what is the length of the ramp envisaged to be?
  - Exact distance still being determined through the Reference Design, need to accommodate for those wanting to enter and exit
- Critical to maintain active travel connections with schools
- Henley Beach road numbers probably low due to unsafe crossing points
- The Project should go with the approach of build it and they will come idea for cycling. There are large suburbs to the west of Henley Beach Road to cycle to the City. If there were safe cycle ways, there would likely be more uptake which will also alleviate traffic. This is part of City Shaping and looking at the linear path and building better networks for cycling.
- An overpass on Henley Beach Road over South Road for cyclists is ideal.
- Motorway likely to change how people move through the space, this may make cycling more attractive
- Have surveys been undertaken on the weekend to capture to potentially more cyclists and recreation walking also more people shopping? Currently investigating options
- People may prefer to cross elsewhere along the corridor but are unable to due so safety so cross at pedestrian lights, how is this being captured? The numbers from the study really show where people do cross because there are pedestrian lights for example, not where people would like to cross. Overlaying data collected with the Reference Design to see how movement may change. Some areas may not have the same capability to cross. Focusing on east-west connectivity where it makes sense based on the land use e.g. schools, amenities and green space.
- 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

- Unable to legally take land that isn't required as part of the Project. The Reference Design must be finalised – or elements related to the section where land acquisitions be undertaken to provide certainty on location and impact.
- Each scenario is different in regards to compensation and timeline
- Two acquisition case managers assigned to each owner
- 10 step process outlined on the website > <https://dit.sa.gov.au/landacquisition>
- Individual advice from DIT prior to the formal and approved land acquisition process commencing is not appropriate
- The group would like to see the Department support those being relocated to stay in the area. Case managers assist with this, isn't guaranteed.
- Feedback to add to the land acquisition website: You will be assigned two case managers who will talk through options and that the Department understand people want to stay in the area
- To what extent will property values diminish for valuation? The property is valued on the basis that the project is not happening, independent valuer can provide opinion
- Is there provision for those being acquired to have their own representation? Entitled to legal support and professional advice to help through the process – this is reimbursed by the Department to a certain value.

## 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 will the link to the Airport look like? Airport access is still in development and will be determined through the Reference design process
- What work is being done on traffic diversion? Most of the work currently being undertaken is mapped around motorway functionality. Traffic diversion is considered from the constructability perspective, Traffic Impact Assessments will be undertaken in the coming months. Contractors to do further traffic analysis based on initial work undertaken by the Department
- What is the level of project awareness in neighbourhoods of the Northern Tunnel?
  - Surprised that awareness in some areas was low due to the level of engagement being undertaken
  - People feel defeated and don't believe anyone is listening
  - Cycling groups have ideas for Henley Beach and Grange heading into the City – lanes need to be wide, clearly designated and potential to utilise back streets
  - Most are aware of the project however the scale may not be appreciated
  - Partner with Council for opportunities
  - Interest drops off approx. 5 to 6 houses back from South Road
  - Timing for the commencement of Northern Tunnel lowers interest (2026) – key message that your say matters now
  - Promoting City Shaping may spark more interest from areas further back
  - Newsletter was good method, good for elderly people
  - Ideas to increase awareness included sending a newsletter, send survey results to those that participated, social media geotargeted advertising and collaborating with Council e.g. talking points

## 2.8. Next meeting

- Thursday 2 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