

## South Road Upgrade – Croydon Station Community Liaison Group (CLG) Meeting No. 2 Record

<b>MEETING</b>	<b>Croydon Station CLG</b> (South Road Upgrade Project, Torrens Road to River Torrens)	
<b>DATE</b>	11 September 2013	
<b>VENUE</b>	South Road Upgrade site office, 196 Torrens Road, Renown Park	
<b>IN ATTENDANCE</b>	<p><b>Community members:</b>  Ivana Kotasek  Eija Murch_Lempinen  Michelle McLean (for Alaisdair McLean)  Kim Sofo  Danka Jonjic  Geoff Fussell  Jack Humphries (for Klaus Frolich)  Meshelle Wheare  Bridgett Minuzzo  Peter Louca</p> <p><b>City of Charles Sturt:</b>  Mike Blythe (for Phil Hewitt)  Cr Craig Auricht</p>	<p><b>DPTI:</b>  Leigh Dalwood  Desmond Khoo  Amanda MacGillivray</p> <p><b>Aspect Studios:</b>  Tim Conybeare</p> <p><b>Kath Moore &amp; Associates:</b>  Kath Moore  Karen Collins</p>
<b>APOLOGIES</b>	Alaisdair McLean, Klaus Frolic, Phil Hewitt	
<b>PREVIOUS MEETING RECORD</b>	22 August 2013	
<b>AGENDA</b>	<ol style="list-style-type: none"> <li>1. Welcome, introductions &amp; apologies</li> <li>2. Review of the meeting record actions of 22 August <ul style="list-style-type: none"> <li>- Project overview presentation to be sent to members</li> <li>- Precedent studies and reference imagery from Aspect Studios to be presented at the next meeting</li> <li>- Provide contact details for wider publication by DPTI</li> </ul> </li> <li>3. Federal Elections – What does this mean for the South Road Upgrade?</li> <li>4. Urban Design Process <ul style="list-style-type: none"> <li>- Program schedule for community inputs</li> <li>- Presentation: Precedent studies and reference images</li> </ul> </li> <li>5. Group discussion / feedback on precedent studies / references images</li> <li>6. Actions before the next meeting <ul style="list-style-type: none"> <li>- Engagement of the community members you represent</li> </ul> </li> <li>7. Other business</li> <li>8. Next meeting</li> <li>9. Thank you and close</li> </ol>	

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AGENDA ITEM	DISCUSSION	ACTION / NAME
<b>2</b>	<p><b>Previous action items:</b></p> <ul style="list-style-type: none"> <li>- copies of presentation to be resent to Ivana Kotasek, Meshelle Wheare, Bridgett Minuzzo and Craig Auricht</li> <li>- members who have not yet provided contact details to do so by Friday 13 September.</li> </ul> <p><b>Addition to previous minutes:</b></p> <ul style="list-style-type: none"> <li>- members requested that alternative options to an elevated Croydon Station still be investigated in parallel to the current community engagement process.</li> </ul>	<p>A MacGillivray All members</p> <p>L Dalwood to provide a briefing paper (1 page) on options investigated to date</p>
<b>3</b>	<p><b>Project status following Federal elections:</b></p> <ul style="list-style-type: none"> <li>- may be some time until a decision is made re: proceed to construction or transfer of current funding commitment to Darlington section</li> <li>- discussion with the new Federal Government will occur in the coming months (re: pros and cons of both Torrens to Torrens and Darlington projects)</li> <li>- until a decision is made re: funding, the project will continue to finalise the planning study and CLG meetings will continue.</li> </ul> <p>It was noted that Torrens Road to River Torrens project has a benefit cost ratio (BCR) of 2.4 while the Darlington project has a BCR close to 1.0.</p> <p>If project funding is re-directed to Darlington, there may be opportunities to separate the Outer Harbor rail grade separation from the remaining road components for early construction, if State Government funds become available.</p>	
<b>4</b>	<p><b>Urban Design Process:</b></p> <ul style="list-style-type: none"> <li>- Tim Conybeare presented a revised program and meeting schedule (i.e. CLG meetings now scheduled for approximately every three weeks, includes a potential Community Open Day on Saturday 26 October)</li> <li>- precedent images were also presented of different structures and open space designs to stimulate discussion on what principles may be suitable for Croydon station</li> <li>- presentation to be uploaded onto the project website by Friday 20 September.</li> </ul>	<p>A MacGillivray</p>
<b>5</b>	<p><b>Design elements</b></p> <ul style="list-style-type: none"> <li>- refer Attachment A for discussion record on design elements</li> </ul>	

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<b>6</b>	<p><b>Actions for next meeting:</b>  Feedback required from the community, including children, youth, elderly etc, on the following:</p> <ul style="list-style-type: none"> <li>- What does good design and Croydon's heritage mean to you?</li> <li>- What does the concept of a linear park mean to you?</li> <li>- What would be a good use of the open space underneath the rail bridge structure?</li> </ul> <p>CLG members wanting to use the project website to promote opportunities for the community to engage with them (e.g. at a scheduled time in a local café) will need to contact DPTI to discuss.</p>	<p>All members to present their feedback at the next meeting</p> <p>K Sofo / A MacGillivray</p>
<b>7</b>	<p><b>Other business:</b>  <u>Euston and Day Terraces</u> re: car parking arrangements around the rail station</p> <ul style="list-style-type: none"> <li>- it is not the intent to create too many car park spaces, but recognised that there is a need for parking for adjacent businesses</li> <li>- Euston Terrace and Day Terrace may become an open, kerb-less pedestrian area that will keep speeds down; this is dependent on Council.</li> </ul> <p><u>Design</u></p> <ul style="list-style-type: none"> <li>- do not want to segregate Croydon from other areas</li> <li>- do not want to have to walk or ride too far in the wrong direction to be able to utilise the shared path</li> <li>- crossing South Road is a concern for many community members.</li> </ul> <p><u>Upcoming meetings</u></p> <ul style="list-style-type: none"> <li>- a schedule of meeting dates up to January 2014 will be issued to CLG members</li> <li>- it is advised that CLG members ensure any proxies are up to speed on conversations to date so that the meetings do not lose time covering issues previously discussed.</li> </ul>	<p>A MacGillivray  All members</p>
<b>9</b>	Meeting closed at 8.25pm	

**NEXT MEETING: Wednesday 2 October at 6pm – at South Road Upgrade site office.**

**CROYDON STATION CLG NO 2 - 11 SEPTEMBER 2013**  
**ATTACHMENT A: DESIGN ELEMENTS (MOST LIKE / LEAST LIKE)**

**STRUCTURE**

<b>LEAST LIKE</b>	<b>MOST LIKE</b>
<p>Heavy steel / concrete</p> <p>Heavy structure</p> <p>Foreboding / obtrusive structure</p>	<p>Older style</p> <ul style="list-style-type: none"> <li>- Port Adelaide bridge (e.g. wrought iron, curves)</li> <li>- Battersea bridge and King William Street bridges (with heritage lighting)</li> </ul> <p>Softer, slim-line design</p> <p>Smaller, simple, lean design</p> <ul style="list-style-type: none"> <li>- elements of Reggio Emilia (“lightness” of structure)</li> </ul> <p>Visual lightness</p> <ul style="list-style-type: none"> <li>- Point Resolution Bridge in New Zealand (pedestrian bridge)</li> </ul> <p>Stone, elegant structure</p> <p>Some liked the "rusted" steel look</p> <p>Acknowledge blend of heritage and new / modern (e.g. interpretation and use of modern materials)</p> <p>Light sculptures</p> <p>Use of images on structure</p> <p>Green (living) walls, decorative brick</p>

## OPEN SPACE

LEAST LIKE	MOST LIKE
Mosquito attracting water features	Reclaimed water Wetlands Cycling / pedestrian paths / training ground for children learning to ride Bike storage Needs to be a mix of active (e.g. youth spaces, family recreation) and passive spaces (e.g. quiet, seclusion, benches, garden space) More green space Expanding on Croydon character Flexible / not prescriptive / multi-use areas that can be used for anything Pop ups (e.g. cafes, markets) Key attractor i.e. to bring people into the community Inviting Plaza space e.g. for community events School art involvement / youth ownership Use of mosaic e.g. mosaic parks around Barcelona

## **OTHER CONSIDERATIONS**

Privacy / overlooking properties from an elevated train and platform

Light spill (n.b. innovative use of directional LED lights and throw screens may help minimise impacts)

Shadowing caused by elevated tracks

From up close, the type of construction materials are more important (i.e. from a distance, it is just aesthetics)

Graffiti (n.b. CCTV for security and to deter graffiti, combined with incorporating street art)

Passive surveillance i.e. the more people are drawn to the area means less opportunity for unsociable acts

Noise attenuation for receivers below the elevated rail line (e.g. install noise attenuation material under rail sleepers to reduce noise from overhead trains)