

# North-South Corridor Program

## Torrens to Darlington Community and Business Reference Group

### Meeting Notes of Discussion

Reference Group:	Torrens to Darlington Community & Business Reference Group (Northern Tunnel)
Meeting No:	9
Date:	Thursday, 2 December 2021
Time:	6:30PM – 8:30PM
Location:	West Adelaide Football Club: 57 Milner Road, Richmond

<b>T2D Staff</b>	
Mark Douglas	Facilitator
Malcolm Short (MS)	North-South Corridor Program Delivery Office; DIT (Director Engineering)
Steve Sibonis	North-South Corridor Program Delivery Office; DIT
Nancie-Lee Robinson	North-South Corridor Program Delivery Office; DIT
Nicole Walsh	North-South Corridor Program Delivery Office; DIT
Selene Seet	North-South Corridor Program Delivery Office; DIT
<b>Business Attendees</b>	<b>Position</b>
James Franzon	Hilton Hotel
Evan Knapp	SA Freight Council
Charles Mountain	RAA
Arthur Patiniotis	State Surveys
Kym Wundersitz	City of Charles Sturt
Jeff Faust	Totally Workwear
<b>Community Attendees</b>	<b>Position</b>
Tom Bastians	Local Resident
Catherine Cashen	Local Resident / SRIWAG Representative
Peter Del Fante	Local Resident
Mandy Doolan	Local Resident / SRIWAG Representative
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
<b>Apologies</b>	
George Mocatta	Railway Terrace Development
Cr Paul Alexandrides	Elected Member – City of Charles Sturt
Shane Wingard	Renewal SA
Ron Goldfinch	Safe Fire Electrical
Sue Curran	City of West Torrens

## 1. Opening Formalities

### 1.1. Welcome and Apologies

Agenda items introduced and introductions made.

### 1.2. Work Health and Safety

- Nil

## 2. Items for Discussion

### 2.1. Previous meeting actions / Notes of Discussion

- Nil comments on the previous Notes of Discussion for the Northern Community and Business groups and this was accepted as a record.
- It was noted that last month's action to have a visual show why it is so difficult to tunnel under the River Torrens would be discussed later on.

### 2.2. Reference Design for Stage 2

- The Project's Director of Engineering provided an overview of the northern section recently released Reference Design. Consultation is underway and the Project Assessment Report (PAR) will be released next year for further community feedback.
- The Anzac Highway intersection was presented (including artist impression of the tunnel portals and elevated northbound ramp to the city) showing the new lowered motorway under Anzac Highway, tunnel facilities compound, potential landscaping, surface roads on either side of South Road and opportunities to access the motorway from on/off ramps.
- Description of the motorway and design continuing north through the Northern Tunnels Southern Portal, Tunnels Connector, the reconfigured James Congdon Drive intersection, Northern Tunnels Northern Portal and Northern Connector was provided.
- The Northern Tunnel starts with a cut and cover section between Davenport Terrace and south of Sir Donald Bradman Drive and emerges with a cut and cover section just north of Ashley Street and Ashwin Parade where the tunnel finishes. The elevated northbound South Road ramp is required due to width constraints and the nearby heritage listed cemetery, brick kiln/chimney, Brickworks etc.

A discussion of key questions/comments and responses arising from the Reference Design walk-through is summarised below:

- *Can you give us an indication of the size of how much land would remain for landscaping at the cut and cover section*
  - This would be approximately a couple hundred by 100 metres.
- *There are two northbound on-ramps into the motorway. A northbound off-ramp for easy airport access would be desirable. Additionally, if one misses the exit near the tram then the next available opportunity is not until Grange Road.*
  - Wayfinding and appropriate signage will be important for motorists using the motorway and navigating exit points. Locations of entry/exit points have been designed through traffic modelling assessments and it is not possible to have access everywhere as this requires a larger footprint and cost and would hinder the function of the motorway and surrounding roads. For example, an off-ramp after Sir Donald Bradman Drive would funnel additional airport traffic to the area which would require double the size of Sir Donald Bradman Drive.
- *Can you turn left or right from Deacon Avenue onto James Congdon Drive?*

- The intersection will remain as is however there will be additional functionality to enter Deacon Avenue from James Congdon Drive.
- *What is the gradient at the peak of the elevated northbound South Road after Ashwin Parade?*
  - It can be up to six per cent gradient. **ACTION:** The Department will follow up and provide confirmation.
- *If I am coming from Torrensville wanting to head south onto the motorway where do I get on?*
  - You would continue down South Road and enter the Southern Tunnel just after Anzac Highway. It is not possible to make connections to the motorway everywhere.
- *For western suburbs heading north from Richmond Road, where is the availability to get onto the motorway?*
  - The next access point is Port Road.
- *There are concerns this design may not reduce traffic on South Road and with limited on and off ramps, we will not get the reward for this.*
  - Traffic modelling up to 10 years from completion of project takes into account traffic flow volumes which demonstrate reduced South Road traffic.
- *A resident expressed relief of no motorway connectivity at Sir Donald Bradman Drive and Henley Beach Roads, as it retains the community area and heritage with its nice buildings.*
- *Will there be acquisition on the western side between Ashley Street and Danby Street?*
  - No acquisition south of Ashley Street. Cut and cover up to Ashwin Parade.
- *Will this require a new bridge over the River Torrens?*
  - There will be a new bridge. In order to facilitate speeds up to 80km/hour, the horizontal alignment of the road needs to improve by straightening the curve. This realignment is the primary reason for property acquisition on the northern side of the River.
- *Could the northbound elevated ramp be located on the eastern side?*
  - This would impact the heritage listed cemetery and impact connectivity to Adam Street.
- *At James Congdon Drive intersection there is no connectivity from the motorway for freight heading to the Mile End Homemaker Centre.*
  - Freight vehicles can get off at Anzac Highway (southbound) or Richmond Road (northbound) and use the South Road surface roads.  
**ACTION:** Project to check if Richmond Road allows u-turns although this wouldn't be possible for b-double vehicles.
  - An alternative access route to Bunnings/Homemaker Centre would be Railway Terrace via Richmond Road.
- *Accessing Railway Terrace / Richmond Road would require the roads to be adequately performing, what will be done to address the high volumes of traffic there?*
  - The proposal is to widen Richmond Road/South Road intersection to ensure sufficient capacity. The extent of this upgrade reaches from Keswick Creek on the eastern side of Richmond Road to Deacon Avenue on the western side.
  - As part of separate planning studies, the Department will review Richmond Road in its entirety as it will become a more common airport and freight route.

A short break was held to enable time to review information presented in the maps. The following comments and queries were provided by participants around the table:

- *Leaving Henley Beach Road and Sir Donald Bradman Drive intersection untouched as it is and keeping with the local area is great. Echoing this comment, it was added that community would also like if the project does not come back to alter the design in 10 years.*
- *Concern around taking away open spaces in the local neighbourhood, of which there are three in the area. This includes Kings Reserve where council has plans for a playground and skate park; Ashley Reserve which is popular and has shade and Langman Reserve which has a cricket pitch and is well utilised. It was strongly expressed for replacement facilities to be provided before they are taken away rather than at the end of the project. City of West Torrens already lacks community space which is further affected with the removal of the bowls club. Don't want the elderly to have to drive to a different sports club.*
  - The project needs space to build the new road infrastructure. Green canopy will increase by 20% and the project will endeavour to mitigate impacts and encourage active participation to improve amenities changed. This includes working with local council and community as part of the urban design/city shaping strategy to landscape, increase shared used walking/bike paths and maintain local connectivity such as the new footbridge over James Congdon Drive which will be a much safer design.
- *What will infrastructure look like around Ashley Street?*
  - There is currently no planned impact to Thebarton Oval. We will consult with the community on the use of remnant land.
- *Why can't the motorway go under the River Torrens?*
  - Several design options have been considered and not selected for a number of reasons. There is difficulty going under the river at a reasonable depth to connect back up to meet the T2T.
- *If ramps were located elsewhere would going under the river work?*
  - If Grange Road access ramps are positioned elsewhere it could make a difference however there has already been much discussion tonight around there not being enough motorway access. Eight options in this area were looked at including over/under River Torrens with a tunnel crossing and going around the back of Brickworks Market. A number of aspects are considered with all the design options such as construction issues, cost, environmental impacts, and benefits. The current design option provides the best value.
- *Appreciating that benefit/cost ratio makes sense, but assessment doesn't take account of social impact and community values – beyond bricks and asphalt. Additionally, we have concerns about the decrease of amenity of the Brickworks and the safety of the Brickworks carpark.*
- *There is a big missing link at James Congdon Drive intersection with the lack of southbound on-ramp and we would like to see an opportunity to get onto the motorway here.*
- *It would be good if the facilities at Torrensville/Thebarton compound would be replaced in the area as the bowling club and King's Reserve is just going to go.*
- *Would also like more on ramps between Anzac Highway and Grange Road as the lack of access for locals is a concern.*
- *Concern over the lack of access to motorway between Port Road and Anzac Highway and the impact to western suburb business and local traffic issues.*
- *What is the green section near Bennett Street, Hilton on the roll plot map? And the small yellow square on the between Sir Donald Bradman Drive and Richmond Road?*

- The green area is a shared use path running into green space.
- The yellow shown is a land bridge which is located for drainage in event of large floods as Brownhill and Keswick Creeks are nearby. Drainage allows for water to pass over the motorway for much larger flooding up to 1:10,000 events is required for tunnels (whereas normal flooding is usually designed up to 1:100).
- *Would like to reiterate the loss of open space (bowls and King's Reserve), flyover concerns over West Hindmarsh properties, on and off ramp locations not making sense and bus connectivity issues to get to Tennyson Centre.*
- *Richmond Road is a bottleneck and only going to get worse especially around Railway Terrace.*
  - Department expects Railway Terrace will likely be changed in future.
- *Concern around free-flowing traffic movement at the James Congdon Drive intersection as there is a lot of congestion there now between Richmond Road and Railway Terrace. Turning issues for B-double vehicles u-turning is a concern and this triangle intersection needs to be addressed.*
  - The Department is looking at this triangle area as a separate study and expects changes may occur in future. *The community would like for this to be done concurrently so flow on impacts is not created outside of the project corridor.*
- *Freight access to Adelaide Airport along Richmond Road looks acceptable for truck movements. However, the Bunnings and Homemaker Centre accepts more freight than the airport and there is not the same level of thought in this section with heavy vehicle restrictions in place. A significant portion of trucks will come off Port Road and onto James Congdon Drive which it is not designed to do. There is a lack of entry ramps in the western suburbs and it appears the northern section is being shortchanged in comparison to the southern section and James Congdon Drive needs an on/off ramp.*
- *Curious about, when pedestrian access will come into the design? And where is the tram access to South Road? Can the Tennyson Centre and Ashford Hospital link be improved with public transport?*
  - Current pedestrian access are shown on maps but local areas studies and further consultation with community will follow to identify any additional access. The tram access will be relocated to the western side and both east and west connections to the tram will be maintained.
- *The project is mislabelled and shouldn't be called T2D but Grange Road to Darlington as the people of West Hindmarsh are heavily impacted and not represented.*
- *The project should deliver improvement to connectivity in leaps and bounds.*
- *Elderly neighbours cross South Road in Hindmarsh to get to doctors and chemists and can no longer do this with the current design. The only option is for them to access by car*
- *Preference for Stage 2 contract award to be delayed allowing for learnings from the delivery of the Southern Tunnel.*

### **2.3. Community Consultation**

- The project is undergoing a more detailed consultation process as design evolves. There will be further opportunity for community to feedback through an iterative process as it moves through Reference Design and the release of the Project Assessment Report (PAR).
- The PAR will inform detailed design and will contain detailed assessments and summaries of anticipated social and environmental impacts. It is in place of an Environmental Impact Statement

(EIS) and the project is still carrying this out in a similar process with investigations and reports undertaken.

- An overview of the project assessment timeline was presented with the first stage of consultation kicking off on 28 November 2021. A number of upcoming consultation opportunities with drop-in sessions and shopping centre kiosks will be held in various locations. There is also a drop-in session in this location on Saturday 11 December (10am to 1pm).
- Community consultation is planned between February and March 2022 including targeting specific stakeholder groups and communities on a local level. It was noted that community would also like to see the topic of social health and wellbeing as a targeted theme.
- The project will seek further consultation around April/May 2022 with additional opportunities to input in a staged process.

#### 2.4. Review of Reference Groups

- A summary of Reference Group survey results was presented. 18 responses received representing approximately a third of the total (from all four reference groups) so the project would like to check in on the results and see if there is anything missing or if it resonates with them.
- Overall the objectives of meetings looked good however finding solutions and it being a two-way conversation was not as strong.
- A member commented that the process has felt like one-way communication and that there was opportunity to take on board local knowledge earlier before the Reference Design. The project team provided examples of areas where community input has influenced design change such as reviewing the Torrens River section, implementing a pedestrian crossing overpass at Black Forest Primary School and creating a Crystal Avenue crossing of South Road where it was not originally in the plans. Community views have certainly shaped the information fed back to the design team and it was suggested that another survey be conducted after reviewing the Reference Design.
- A member raised concern over the next six months of engagement as they were disappointed about being the last to hear about the release of the reference design and believe the group should hear of this ahead of media and The Advertiser. The project team advised that emails to around 7,000 people were issued at the same time as the website information being published but will check and confirm dates and times of issue. **ACTION:** Department to confirm when the electronic direct mail (eDM) was issued and follow up any missing or incorrect email addresses. (see below)
- Concerns raised around the process lacking real opportunity to input into design with community opinions being voiced earlier such as around loss of community amenities, but not being taken into account. There is disappointment over the process and a feeling of community being drip fed information and an imbalance of power.
- The Department will continue to collect detailed feedback on design and gather information and studies to demonstrate impacts as part of the PAR process.
- A member queried the current survey feedback being sought from far and wide as Hallett Cove as this would skew the results and take away local concerns. The Department advised it would look more closely at localised feedback particularly in the Project Assessment process next year. The survey is open to all South Australians because taxpayers fund the project and people from further away will use the motorway.
- Question raised about the City Shaping strategy and when/if community has opportunity to input. The Department advised that this process was focused on working with local government to improve the urban amenity of South Road, greening and broader parts of the corridor. \$125 million dollars has been committed towards this program. Clarity was sought around inclusions and exclusions and it was advised that reinstatement is excluded from this budget and there would be opportunity to leverage council funds to build on delivering some initiatives.

#### 2.5. Wrap up / next meeting



- The Department asked for group's feedback on continuing the Reference Group meetings next year including regularity of meetings, geographical split of groups and on combining the business and community groups.
- It was proposed to split the groups into three so that people on either side of Anzac Highway could be involved in the same meeting and discussions.
- The option of regular monthly meetings versus fluid dates was discussed with one comment made on the preference to only hold meetings when there is sufficient information to share.
- A comment was made that businesses and community need to co-exist and so it makes sense to continue as a combined group to understand both issues. Another comment was made that community would prefer for businesses to include "bricks and mortar" type only.
- Members were asked to consider if they are happy to continue with the meetings or if they wished to discontinue. Going forward, the project team will seek representatives from currently absent community and business groups – including West Hindmarsh.
- Members were advised they are welcome to provide any further feedback directly to the project team.
- The project team will evaluate the Reference Group Terms of Reference and format going forward and be in touch with members on email with meeting dates resuming in late February 2022. **ACTION:** Project team to email next meeting details.
- The project team provided thanks to the facilitator for his time and facilitation of meetings.
- All members were thanked for their patience, feedback and participation at the meetings throughout the year and wished a happy festive break.

**ACTIONS:**

1. Department to follow up and confirm the gradient at the peak of the elevated northbound South Road after Ashwin Parade  
**Post meeting update: Department advises this is up to five percent gradient.**
2. Department to check if Richmond Road allows u-turns although this wouldn't be possible for b-double vehicles  
**Post meeting update: Department advises that u-turns are not permissible for all traffic in the Reference Design.**
3. Department to confirm when the electronic direct mail (eDM) was issued and follow up any missing or incorrect email addresses.  
**Post meeting update to confirm timing of Reference Design communications:**
  - **Friday 26 Nov: email to Reference Group members to promote the Sunday drop in at Thebarton Theatre and other sessions**
  - **Sunday 28 Nov: Reference Design information live online and article in the Advertiser**
  - **Monday 29 Nov: eDM to inform subscribers**
4. Project team to email next meeting details.