

North-South Corridor | T2D

Notes of Discussion



Subject:	Torrens to Darlington Business Reference Group (Northern Tunnel)
Meeting No:	1
Date:	Thursday, 11 March 2021
Time:	6:30PM – 8:30PM
Location:	West Adelaide Football Club, 57 Milner Road, Richmond

Attendees	Position
Mark Douglas	Independent Chair
James Franzon	Hilton Hotel
Ron Goldfinch	Safe Fire Electrical Pty Ltd
Joe Ielasi (Proxy)	City of West Torrens
Evan Knapp	SA Freight Council
Corey McKenzie	CJM Electrical Services
George Mocatta	Railway Terrace Development
Charles Mountain	RAA
Arthur Patiniotis	State Surveys
Shane Wingard	Renewal SA
Kym Wundersitz	City of Charles Sturt
Susan Baker	Presenter; North-South Corridor Program Delivery Office
Tyla Clayton	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Steve Sibonis	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Taylah Slattery	Note Taker; North-South Corridor Program Delivery Office
Apologies	
Angela Orchard	Axiom Projects SA

1. Opening Formalities

1.1. Welcome and Apologies

- The Chair welcomed members to the meeting.

1.2. Acknowledgement of Country

- The Chair gave an Acknowledgement of Country.

1.3. Introductions

- A high-level overview of the format for the reference group session was given.
- Each member was invited to introduce themselves, state who they were representing, the purpose for joining and their expectations of the reference group process.
- Reference group members were primarily there to gain a better understanding of the project and impact on immediate businesses.
- Members joined the group to represent their business, employees, shareholders and customers.

- Council participants attended to represent their relevant community and businesses.
- There is general support from the group for the Torrens to Darlington (T2D) project in terms of improvements in traffic flow and uplift of the local area.
- Key points of interest raised by members included:
 - Freight movement.
 - Project clarity.
 - Construction impacts.
 - Access and connectivity.
 - Project timelines.
 - Timely communication.
- Expectations of the reference group sessions were discussed and included:
 - Working closely with the department.
 - Provide input that may be valuable to the process.
 - Have project clarity and a sense of direction moving forward.
 - Receive timely information to pass onto the community.
 - Open and transparent communication.

1.4. Work Health and Safety

- The facilitator highlighted the importance of safety at the department.
- An opportunity was provided for anybody to raise a safety moment to reflect on and build awareness.
- The item will continue to remain on the agenda.

1.5. Project Overview

- The department presented a high-level overview of the project and works to date using information that is publicly available. This presentation will be made available for general community access on the project website.
- The aim is to bring reference group members up to a level of understanding to enable meaningful and insightful discussions to be had around the project.
- The T2D section is a 10.5km stretch, it is one of the most complex infrastructure projects the State has delivered.
- T2D will complete the North-South Corridor which is a 78km corridor running from Noarlunga to Gawler.
- The first section of the corridor began in 2007.
- One of the project's biggest challenges is that the corridor is heavily urbanised along the full 10.5km length.
- The strategic project objectives include:
 - Improving the efficiency, safety and productivity of traffic movement within Metropolitan Adelaide.
 - Improving community connectivity.

- Improving urban amenity.
- Identifying and improving key transport movements including Airport, Port and Anzac Highway crossing. Traffic modelling is used to forecast how we are using the network.
- Key stages of the project are:
 - Business Case.
 - Early Enabling works – Ground investigations and Utility Service Relocations.
 - Reference Design.
 - Approvals.
 - Procurement.
- The project team are aiming to produce three outputs during 2021:
 - Project Assessment Report.
 - Reference Design.
 - City Shaping Strategy.
- A high-level overview of engagement activities undertaken thus far includes:
 - Established a T2D project website.
 - Project announcement.
 - Doorknocked approximately 700 properties along South Road.
 - Project updates emailed to our mailing list.
 - 5 'Join the Conversation' sessions.
 - Established reference groups.
 - Over 3,800 subscribers have joined the T2D mailing list.
- The first initial concept design of the hybrid+ option was announced in early November. This option involves:
 - A two-stage approach.
 - Two tunnels (southern and northern tunnel).
 - Lowered and surfaced motorway.
- Tunnel Boring Machines (TBM) will be used to bore the tunnels.
- More detail about the TBM depth will be determined throughout the development of the design.
- The hybrid+ option will look to improve the surface connectivity e.g. east to west.
- Input from the reference groups, geotechnical investigations, ground monitoring, traffic network and other data is gathered to inform the design.
- \$5.4 billion of funding has been confirmed by the state and federal government. There is a genuine commitment to complete the corridor.
- Upon completion of the Final Business Case, Infrastructure SA and Infrastructure Australia will conduct a formal review.
- The project will assess existing utilities, some may need to be relocated prior to construction to minimise disruption and make way for the corridor.

- The Reference Design is currently being developed. The Reference Design can be explained as gradual funnelling of the design process and is continuously being improved and refined.
- The Reference Design will inform the Detailed Design and delivery of the project.
- The Detailed Design will provide further opportunities to improve and refine the design while delivering the intent of the project.
- The department will be in a better position to determine property acquisition when the Reference Design is complete.
- The department's commitment is to make as much information available to the public as possible.
- Reference group member's comments were noted about businesses requiring sufficient lead time to identify alternative premises and relocate if necessary.

2. Items for Discussion

2.1. How are we going to work together

- Intent of the reference group is to contribute on behalf of organisations and others to build and shape the design and social impact, economic and business impact.
- The group discussed expectations from the reference group and the behaviours expected of members: These included:
 - The opportunity to speak openly and listen to others.
 - Do not interrupt others.
 - Don't dominate the conversation, allow others to contribute.
 - The reference group is not a decision group forum, the group has been formed to hear interests and reflect the needs of the business community.
 - Be respectful of others' opinions and views.
 - The department to provide honest, accurate and relevant information.
 - Matters of confidentiality to be taken offline.
 - Show integrity and do not talk on behalf of others.

2.2. Administration

- Group members were asked to provide consent to have their names placed on to the website so that the wider community can view the membership of each group to facilitate information sharing.
- Group members were asked to provide consent for photos taken at reference group sessions to be used publicly by the department e.g. social media, website etc. Those members who did not consent to be photographed could be omitted or blurred in any photos taken.

2.3. The Project

- Reference group members were given the opportunity to raise key issues and concerns associated with their business and the T2D Project. The following key

themes were commonly raised, with the bullet points reflecting specifically stated concerns:

- Design and Alignment
 - Is the width of the motor way going to be similar from previous stages of the project?
 - What does the corner of South Road and Sir Donald Bradman Drive look like?
 - Rough indication of where the tunnels may be based on the concept design.
 - How far will you need to travel to get into the tunnel?
 - How will intersection traffic issues be overcome to enter the tunnel?
 - Information around on and off ramps including the locations.
- Freight Movement
 - On and off ramps to be built correctly for freight to utilise.
 - Mindful that the remainder of the corridor has been constructed to the double road train standard.
 - Shift in access for freight to Adelaide Airport – utilising Richmond Road rather than Sir Donald Bradman Drive.
 - Important to maintain access to the Adelaide Airport and potential new precinct (Airport East) relying on freight movement of high value goods.
 - Airport East is the future of all air freight in SA.
 - Interested to understand how commuter traffic will flow into freight path.
 - Principal concern regarding the freight link to the South Eastern Freeway. How will that be managed and where does it come off at Cross Road? More informed upon completion of the reference design.
 - Want to understand access in and out of South Road to receive freight.
 - Mindful that James Congdon Drive is a major freight route.
 - Free flowing movement of freight is crucial for the State.
- Access and Connection
 - Key access points for tunnel on and off ramps is critical for businesses.
 - Ensure improved access to Brickworks, community land at Thebarton Oval and Thebarton Theatre.
 - Consideration for heavy vehicles and question as to future restricted access and speed limits.
 - Criticism of the Torrens to Torrens (T2T) urban design outcome and the isolation of the sunken motorway and lack of education on how to cross for east-west connectivity.
 - Transition from where the tunnel finishes to the lowered tunnel and how this will affect businesses.
 - Consideration be given to east–west traffic connecting the City to the Adelaide Airport.
 - Cross corridor connectivity is very critical.

- Major project benefit is for smaller roads to take advantage of cross connectivity.
- East-west traffic flow may be improved with increased green travel time.
- Walkability and Cycling
 - Manage cyclists and pedestrian usage in a safe manner.
 - Consider the vulnerability of road users such as cyclist and pedestrians and what connectivity looks like for them.
- Land Acquisition
 - Some businesses rely on clients of surrounding businesses – this may be impacted if those businesses are acquired.
 - Businesses want to know what will be acquired and when they will know.
 - Concern that Stage 2 will need to wait until 2026 to understand property impacts, this leaves a lot of businesses in limbo and unable to plan ahead.
 - When the reference design is completed, will information around property acquisition be known? Reference design will give a level of certainty and clarity.
- Lessons Learnt
 - Ensure lessons learnt from other projects are being drawn upon, also draw upon interstate projects.
 - Taking lessons from T2T especially in terms of connectivity.
 - Previous community and business concerns with the tram overpass upgrade.
- City Shaping
 - Surface level works and City Shaping to focus on urban amenity and renewal.
 - Concerned about the overall length of the road and equal enhancing opportunities for businesses.
 - Draw upon the opportunity to enhance and minimise impact.
 - Removal of traffic congestion at the surface will potentially enable more capacity to consider and incorporate opportunities for City Shaping.
 - Greening to be consistent along the corridor.
- Construction
 - Businesses want to know if it is going to be possible to trade and what construction disruption will impact them.
 - Geotechnical investigations currently being undertaken doesn't correspond to where works will be undertaken in the future.
 - Construction does have an impact, this impact differs based on the nature of the business including access and physical location.
 - Traffic and everyday life still needs to continue during construction.
- Heritage
 - Mention of Richmond Primary School's heritage listed building and significant tree.

- Discussion around heritage value of Thebarton Theatre, Avoca Hotel and the Cemetery.
- It was questioned if heritage becomes a consideration when designing the tunnel – the heritage listing doesn't necessarily make them safe, the reference design is being developed and will determine the alignment (the department noted that the hybrid+ option reduces the number of properties that will be acquired).

2.4. Terms of Reference (ToR)

- Members to review the ToR and provide any comment to the project team.
- Draft ToR should not be circulated outside the reference group, until the final is endorsed at the next meeting and published on-line.
- Anything of substantial nature, please share via email prior to the meeting.

ACTION: Review the ToR prior to the next meeting for comment.

2.5. Other Business

- Reference design to give consideration of public transport to the Adelaide Airport.
- Ensure to engage with the Adelaide Airport specifically around their requirements.
- Speak with Councils to understand local and regional information.
- Is funding going to include the improvement of South Road at the surface level?
 - Funding is to improve the urban environment/landscape. The department will be better informed upon completion of the reference design and the Final Business Case.
- Does the type of land use determine where the portals (on and off ramps) are located?
 - The project is located within a corridor which constraints and limits options.
- Environmental heritage assessments are currently being undertaken to understand all factors e.g. flora and fauna.
- Some members indicated interest in receiving information about traffic modelling when available to understand how they have arrived at decisions for planning and future prediction.

ACTION: Arrange traffic modellers to present at a future reference group meeting.

2.6. Next Meeting

- Future meeting dates will be shared with the group once this has been confirmed.

ACTION: Communicate future meeting dates for the year.