

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

*I would like to acknowledge the Kurna people of whose land we meet on today. I also pay my respects to their Elders past and present and extend that respect to other Aboriginal and Torres Strait Islander people who are present today.*

Reference Group:	Torrens to Darlington Community Reference Group (Northern Tunnel)
Meeting No:	5
Date:	Thursday, 8 July 2021
Time:	6:30PM – 8:30PM
Location:	West Adelaide Football Club, 57 Milner Road, Richmond

Attendees	Position
Mark Douglas	Facilitator
Susana Fueyo (SF)	Executive Director North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
James Hohneck (JH)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
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 (Via Teams)	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
Apologies	
Cr Paul Alexandrides	Elected Member – City of Charles Sturt
Tom Bastians	Local Resident
Sibylle Taylor	Local Resident

## **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. Project update**

#### **Service relocation**

- Important to note that the location of ground investigations are being undertaken does not indicate the location of the tunnel.
- How are bores managed when drilling? Department have a list of registered bores. The bore is backfilled as soon as possible so that it doesn't drain and impact the borehole if it is hit.
- The relevant service authority will notify those that are impacted e.g. service outages.
- Feedback that links to the relevant utility services should be easily located on the project website e.g. SA Power Network, SAWater.
- An app for Torrens to Torrens was used, would be helpful for the community if similar technology was utilised.
- Some relocations can only occur at certain times of year to ensure capacity is not decreased.
- Services are being removed/relocated in advance of construction to minimise risk.
- Will be a combination of moving services underground and to overhead.

#### **Ventilation structures**

- There will be a ventilation structure at the exit end of each tunnel i.e. four in total. Still determining the location of the structures. Ventilation exhaust is mixed with fresh air so it is well mixed when released meaning no effects of direct exhaust.
- Vehicles drive air volume through the tunnel. Fans will help control speed of airflow.
- Monitoring is underway to collect baseline data to compare future levels with the current environment.
- Rigorous air quality monitoring will comply with EPA requirements.
- Air quality is a big concern for families particularly around Black Forest Primary School.
- Burnley tunnel in Melbourne has 200,000 cars per day which is at 25% of what EPA requirements allow.
- There will be an operations centre and will integrate with this to manage the wider road network.
- There are regulatory requirements that the project will need to meet from Civil Aviation Safety Authority (CASA) and the EPA e.g. quality of air in the tunnel and also quality of air being dispersed.
- The height of the structures is determined through the reference design.
- Urban Design Guidelines will determine how it looks providing an opportunity to beautify and be respectful of the environment.

### **2.3. Southern laydown areas**

- The Southern Laydown Area was recently announced, acquisition process has commenced
- The laydown area will be used to support tunnelling i.e. assemble, launch and operate tunnel boring machines. Approximately 100 – 120,000 square metres is required.
- The TBMs will be approximately 15m in diameter and 90 – 100m long. They will travel approx. 10 metres per day.
- The laydown area will consist of:
  - Watering plants
  - Conveyors to remove spoil
  - Acoustic shed (noise insulated shed to monitor the spoil)
  - Space for tunnel segment liners 24/7
  - Spoil removed via a conveyor belt
- To minimise impact to the community and land acquisition, the new motorway will be built in the footprint of the laydown area once tunnelling is completed.
- A cut and cover tunnel is required to assemble the TBM and allow it to tunnel at the correct gradient
- Currently working through opportunities for surplus land through the City Shaping Strategy.
- South road will remain operational while undertaking construction.

- What is the planned Selgar link?
  - Carry over from Darlington, taken opportunity to work through the design and modifications
  - Maintaining access to businesses after the completion of Darlington and T2D
- Laydown areas stand independent of each other. Can you use the southern laydown area to support the north? No, due to requiring it for the road by the time the northern tunnel is being constructed
- Is land size for the laydown area in the North the same as the South? Yes a similar size will be required for the laydown area
- Where will the laydown area be for the northern area?
  - Still working through options. As soon as we have certainty and approvals we will let the community know
- Location needs to provide space to build a sub-station, access to the motorway and avoid having traffic go through residential areas.

### Acquisition

- In order to commence land acquisition, the design needs to be confirmed and relevant approvals received as required by legislation and the Minister. The department will then notify landowners by a letter and commence contacting tenants and interested parties.
- The approach requires a balance of being respectful to those who are impacted and also maintaining transparency and meeting timelines
- Letters were sent out to owners in the Southern Laydown Area approx. two weeks prior to public notification. The department gives landowners the opportunity to notify their tenants first. Where an existing relationship is with the tenants, the department is proactively contacts the tenants. The department doesn't always have the details of who is renting and/or tenanted
- Sufficient time to relocate – approx. 18 months due to the site being needed for the project
- Aiming to notify landowners that are impacted along the corridor before the end of the year.

### Tunnels

- What will the tunnel alignment be? Will vary, may not necessarily run directly below South Road, ground investigations works determine this. South Road maintains current state where there is tunnelling. South Road will look different where there are tunnel on and off ramps.
- There is currently \$300 billion of tunnelling works happening around Australia.
- Why isn't the tunnel going under the River Torrens to meet with T2T and reduce land requirements?
  - There isn't sufficient space to come back up to the surface.
  - Gradient required would undo the work that has been done up to Grange Road (T2T)
  - The ramp configuration north of the river would not comply with ramp grades and could also lead to ramping at lights.
  - There are target cover depths required to drive the tunnel.
- How deep will the tunnels be?
  - Anywhere from 10 – 40 metres of coverage above the Tunnel Boring Machine (TBM)
  - The tunnels will be at a grade that meets compliances for road geometry, drainage and fire.
- There won't be staircases in the tunnel, cross passages will form part of the fire and life safety to cross to the other tunnel and evacuate.
- There will be mechanisms to save lives in the case of an incident in both tunnels - deluge and monitoring systems.
- Will TBMs be re-used? Has not yet been decided and will depend on procurement and timing. TBMs need to be returned to the original manufacturer for refurbishment after the first tunnel. They can then either be re-used or de-commissioned.
- If you have the sunken hole, how does South Road continue? The launch area is done to the side so that South Road can continue to operate.
- The hole is excavated, TBMs are then assembled at the level of the tunnel before moving forward to bore the tunnel.
- How long does it take to build TBMs?
  - Takes approx. 15 – 18 months for the TBM to be manufactured, gives time to prepare the site and assemble to TBMs.
- Two TBMs will start at Clovelly Park in 2025 and surface before Anzac Highway in 2028. TBMs move approx. 10 metres per day. Once the tunnel is bored, the fit out of the road needs to happen.
- Lowered motorway will be done concurrently to the southern tunnel to get works completed by 2030.
- There will be a market sounding session to gather information on how to procure the contracts.
- Contract awarded in 2026 and TBM is expected to begin in the Northern Tunnel around 2027.
- Will they be built in Australia? Depends on contractor as they will have a preferred supplier, they will be assembled in operated in SA.

- There are Industry Participation targets that the department needs to meet. Procurement can include tunnel bore operators, pre-casting, electrical and mechanical engineers and fit out jobs.
- Aspects that the tender will look for include capability, capacity, experience, cost and expertise.

#### **2.4. Campaign update**

- A total of 3,607 survey responses were received and more than 1300 people spoken with at roadshows
- Top 5 suburb respondents were Glandore, Mile End, Black Forest, Clovelly Park and Torrensville.
- Sentiment towards the survey was supportive with more than 75% respondents being positive.
- More than 56% of participants thought the motorway entry and exit points were sufficient.
- Local and longer trips were primarily easier for respondents.
- Access to the CBD, Airport and SE Freeway either didn't change or was easier
  - Activities and findings to date were provided in the presentation.
- There was a lower completion rate of the survey from the Northern end initially, so extended the survey and arranged additional pop-ups
- Closing of the survey does not mean there will be no further engagement opportunities.
- Comment that it is more difficult for people in the north to be as connected and invested in the project due to timing.
- Suggested to include information in Council Rates as a way of raising project awareness.

#### **2.5. Other business**

- Commented that greening should be every 5 metres to create a boulevard - doesn't have to be tall, to make a green boulevard.
- Real intent rather than percentages around greening, would be good to see concept ideas.
- What are the requirements that have to be met, what are the boundaries, what are the species?
  - Work within state climate change strategic plan
  - There are 17 areas of outcomes, the project can only meet some of these due to the nature of the project
  - Using materials that don't emit CO2
  - Responsible usage of water
  - Social and economic – making sure infrastructure is not being vandalised and is attractive
- Future proofing the tunnel for Cross Road to make sure sufficient depth so doesn't preclude future opportunities.
- Works happening at Black Forest – there was obstruction where some drilling was being undertaken and no wheelchair access due to closures – can this be addressed.
- Currently discussing with Green Adelaide to understand where greening is needed.