

# North-South Corridor Program Torrens to Darlington Business Reference Group Meeting Agenda

*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.*

<b>Reference Group:</b>	Torrens to Darlington Business Reference Group (Northern Tunnel)
<b>Meeting No:</b>	5
<b>Date:</b>	Wednesday, 14 July 2021
<b>Time:</b>	6:30PM – 8:30PM
<b>Location:</b>	Edwardstown Football Club, Function Room 2, South Plympton

<b>Attendees</b>	<b>Position</b>
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)
James Franzon	Hilton Hotel
Arthur Patiniotis	State Surveys
Kym Wundersitz	City of Charles Sturt
Charles Mountain	RAA
Greg Mander	Brickworks Marketplace
Jeff Faust	Total Workwear
Steve Sibonis	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>	
Sue Curran	City of West Torrens
Evan Knapp	SA Freight Council
George Mocatta	Railway Terrace Development
Shane Wingard	Renewal SA
Ron Goldfinch	Safe Fire Electrical

## **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, SA Water.
- 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 of the utility 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.
- Some service relocations may occur on the corridor and some on side streets – those impacted will be notified.

#### **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 control speed of airflow.
- Monitoring is underway to compare future levels with the current environment.
- Rigorous air quality monitoring as part of EPA requirements underway.
- 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 which will provide real time monitoring and integration with the wider 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.
- If there is a blackout how does that work? Working with SAPN to resolve power configurations. There will be a standalone sub-station for the tunnel, construction and ongoing operations. Likely to be a generator.
- Is the air filtered? No, discharge and flow that is released will be in accordance with EPA requirements.

### **2.3. Southern laydown area**

- The Southern Laydown Area was recently announced, land acquisition process has commenced.
- The laydown area will be used to support tunnelling i.e. assemble, launch and operate tunnel boring machines (TBMs). Approximately 100 – 120,000m<sup>2</sup> is required.
- The TBMs will be approximately 15m in diameter and 90 – 100m long. They will travel approximately 10m per day.
- The laydown area will consist of:
  - Watering plants

- Conveyors to remove spoil
- Acoustic shed (noise insulated shed to monitor the spoil)
- Bring tunnel segment liners 24/7
- To minimise impact to the community and land acquisition, the new motorway will be built in the footprint of the Southern 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 future use of surplus land through the City Shaping Strategy.
- South Road will remain operational while undertaking construction due to tunnelling occurring to the west, however there will be some traffic switching but impacts reduced.
- What is the planned Selgar link?
  - Carry over from Darlington project, taken opportunity to work through the design and modifications
  - Maintaining access to businesses after the completion of Darlington and T2D
  - Engaging with owners, considering option as a two way link
  - Feedback that small businesses in the area appreciative of what is planned.
- Land requirements for the northern end of the Southern Tunnel is different due to linking in with Anzac Highway.
- What vibration and noise levels do those nearby experience? Approximately 35 – 45 decibels which is similar to a fridge.
- How many lanes will the motorway be? 3 lanes each way in the motorway and 2 lanes southbound and northbound at surface level. Approximately 40m in width.
- Currently identifying areas for a laydown area to start drilling from the north. Need a power source to construct a purpose built sub-station to power construction and operation.
- It is expected that there will be 8 million tonnes of spoil, filling Adelaide Oval 4 times.
- Southern laydown provides great connection to the motorway to transport spoil.
- Footprint of sub-station is typical size of what is seen in the suburbs.

### **Tunnelling**

- Why not one tunnel? Connectivity from the South to the City was the biggest driver shown through modelling. Only 20% of people would use the one tunnel option as that's all that use the full stretch. TBMs don't allow split off from tunnels in soft soil and can only operate at a minimum of 10m below surface. If adding in ramps for one long tunnel it requires cut and cover which causes more impact to the surface.
- Lowered motorways allow connectivity to the city and airport.
- What happens to the TBM at the northern end of the Southern Tunnel? Will depend on procurement. The Northern Tunnel requires to commence before the Southern Tunnel finishes.
- What is the status of complimentary road studies such as Cross Road? Tunnelling under Cross Road and Emerson Crossing and therefore will not preclude future solutions.
- Richmond Road is being considered as part of this alignment with airport access, freight, airport master plan freight precinct.
- How will people access premises that are on the lowered motorway post-construction? Turn around and access points will be included in the Reference Design.
- The tunnel will take majority of traffic that wants to commute through the area making surface level trips less congested and more appealing for retail. People that are visiting a retail business may have to go south or north to turn around.
- The design is looking at community access to existing facilities as much as access to the motorway.
- Will South Road be restructured where there is a tunnel? Nothing drastic, there will be a higher focus City Shaping.
- Businesses would like to see access points that aren't far from each other to allow traffic to get to premises without being inconvenient and deterring visitors to retailers.
- The TBM has compressed air due to depth for workers.
- Where is the location to treat/store the spoil? Working through options for where these may be and where it can be treated.

### **Acquisition**

- In order to commence land acquisition, the design needs to be confirmed and relevant approvals received in alignment with legislation and the Minister. The department will then notify landowners by a letter and commence contacting tenants and people of interest.
- Balance of being respectful to those who are impacted and also maintaining transparency and meeting timelines.

- For the Southern Laydown Area, letters were sent out to owners approximately two weeks prior to public notification. The department gives landowners the right to notify their tenants first, where an existing relationship is with the tenants, the department is proactive to contact the tenants. The department don't always have the details of who is renting and/or tenanting.
- Sufficient time to relocate – approximately 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.
- Will those being acquired be able to speak openly about their experience? Yes, the department do not disclose details due to it being a private matter, however the individual is welcome to share their experience.

#### **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.

#### **2.5. Other Business**

- What numbers were the department expecting in regards to the survey? 3 – 5,000 responses expected due to the scale of the project.
- Are businesses wanting to take compensation or relocate? Starting to have these conversations through case managers and that has not yet been determined.
- How much has traffic flow at surface level reduced at the completed T2T section? Traffic movements will vary along South Road due to different journeys being taken.