

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

Reference Group:	Torrens to Darlington Community Reference Group (Southern Tunnel)
Meeting No:	4
Date:	Wednesday, 2 June 2021
Time:	6:30PM – 8:30PM
Location:	Edwardstown Football Club, Function Room 2, South Plympton

Attendees	Position
Mark Douglas	Facilitator
Malcolm Short (MS)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Michael Ahern	Mitcham Plains Action Group
Martin Angus	Local Resident
Phillip Boehm	SRISAG Representative
Tanya Firth	Local Resident
Iris Iwanicki	Local Resident
Anne Jantzen	SRISAG Representative
Brett Grimm (Proxy)	City of Marion
Andrea McDougall	Local Resident
Cr Don Palmer	Elected Member - City of Unley
Tegan Stehbens	Local Resident
Cr John Sanderson	Elected Member – City of Mitcham
Cr Elisabeth Papanikolaou	Elected Member – City of West Torrens
Tyla Clayson	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Taylah Slattery	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Stephanie Hensgen	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport
Apologies	
Cr Sasha Mason	Elected Member - City of Marion

No.	Item	Speaker	Action	Papers
1.	Opening Formalities			
1.1.	Welcome and Apologies	Facilitator	N/A	No
1.2.	Work Health and Safety	Facilitator	Discussion	No
2.	Items for Discussion			
2.1.	Previous meeting actions/Notes of Discussion	Facilitator	Discussion	No
2.2.	Reference Design Overview	MS	Presentation	No
2.3.	Q&A	MS	Discussion	No
2.4.	Wrap up	Facilitator	Discussion	No
2.5.	Next meeting	Facilitator	Discussion	No
3.	Other Business			

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. Reference Design Overview

Technical Design Update

- Noise & Vibration
 - Total of 25 noise and 10 vibration monitors being placed within the project area
 - Predominately located in private properties to measure baseline noise/vibration levels
- Community East-West Connectivity Surveys
 - Observation surveys being undertaken at intersections, crossings and side roads
 - Information is used to identify where people are crossing now
 - Also obtain information from the community about where they would like to cross
 - Information is used to inform the Reference Design and City Shaping outcomes
- Flora and Fauna Survey
 - Survey completed for all public areas within and adjacent the project
 - Average canopy coverage for the project area is 10%. For comparison, Metropolitan Adelaide average is 24%
 - Native vegetation is limited to locations such as the River Torrens and parks
- Ground Investigations
 - Phase 1 (200 bores) across the whole project
 - Phase 2 (250 bores) focused on the southern tunnel – has just commenced
 - Using information to understand the types of soil and how far down the groundwater is
 - Informs the location of structures, construction materials and how the project is constructed
 - Depth of tunnel will be underneath contaminated areas
- Strategic Transport Context – key objectives are to:
 - Provide city-based trips from the North and South via the corridor
 - Maintain and improve freight access to Port Adelaide
 - Maintain access to the airport from the CBD
 - Improve performance of intersections and east-west connectivity
- What is a motorway?
 - Free-flowing and fast-moving road
 - South road - at the surface - is separate to the motorway. The motorway consists of a combination of tunnels, lowered motorways and at grade/surface motorways
- What is a Reference Design?
 - Used to establish the indicative road layout, on and off ramps, connectivity with the wider network and overall footprint and areas of construction laydown required
 - Staging of the road
 - Assess environmental and construction impacts and their mitigations
 - Constructability
 - Ensure benefit outweighs the cost
 - Contractor takes the Reference Design and uses it as a basis for developing a detailed design
- Traffic Modelling
 - Traffic modelling looks at current and projected trips along South Road
 - Congestion in 2026 without the tunnels: AM peak (8 – 10am) - 50,000 – 75,000 vehicles per day.
 - Congestion in 2041 without the tunnels: AM Peak – 60,000 – 80,000 vehicles per day
 - How will congestion change with the T2D Project? South Road 20,000 – 50,000 and NSC Motorway 100,000 – 120,000 vehicles per day
 - Roads are designed for a certain level of service, traffic speed and trip time
 - Improved conditions of Marion and Goodwood roads
- Typical Cross Section
 - 15 metres in diameter (1 metre more than Edwardstown Bunnings)
 - 20 – 45 metres below ground (to the bottom of the tunnel)

2.3. Q&A

How deep will the tunnel be? The tunnel will be approximately between 20 and 45 metres below ground.

How deep is the contaminated material located? Contaminated materials are often in the surface soils, i.e. first few metres. Contaminated spoil would be disposed of in compliance with EPA regulations.

What is the volume of freight that will be going down Cross Road? Modelling shows freight is shared by Glen Osmond, Cross and Portrush Road. Separate Cross Road study being undertaken by the department and how this links in with the outer ring road.

How has public transport been captured in modelling? Public transport, including bus movements, is being considered as part of the modelling.

Coming from Old Noarlunga, will road users be able to access the Airport? Yes access will be via South Eastern Expressway into the tunnel at Tonsley and exit before Anzac Highway, crossover Anzac Highway and onto Richmond Road.

How do road users from the North access the Airport? Road users will exit near Richmond Road, turn right onto Marion Road and then onto Sir Donald Bradman Drive.

How does the business case look at the return of a non-income generating project? The financial model values time e.g. travel time savings.

Will Emerson Crossing be improved as part of the T2D Project? Can there be an overpass for the train? Emerson Crossing is not part of the T2D scope of works, however the tunnel depth does not eliminate opportunities such as a lowered or lifted train line.

What will it look like outside Black Forest Primary School? The design is currently being developed and the team is looking at improving safety and connectivity for schools.

There is uncertainty around the Glandore Oval upgrade. The project team is working through the design to minimise impact to the surface level, including important community spaces such as Glandore Oval.

Will there be acquisition where there is a tunnel? The use of tunnels greatly reduces the amount of land acquisition required. However there will be land acquisition required particularly where the tunnels tie into surface-level and lowered motorways.

High level map may be perceived to have acquisition on both sides of the road, which will concern the community. The high-level map is indicative and not to scale and is intended only to provide an overview of how access to the motorway is achieved.

Be up front, land acquisition will occur in this area, can't determine if its east, west or both. A reasonable level of certainty of the design is required prior to understanding acquisition.

Where will the portal be located near Anzac Highway? The position of the portal will be determined by the length of the ramp to access Anzac Highway and ensure that traffic is not 'banked up' into the tunnels.

Turning right onto Anzac Highway is a non-negotiable, need to establish what is and isn't negotiable. Access to Anzac Highway is a non-negotiable and is one of the key reasons for having two tunnels.

Has Adelaide Airport been consulted? The project team meets with Adelaide Airport regularly to discuss general connectivity of the Airport, future plans and freight access via Richmond Road and Sir Donald Bradman Drive.

How will you access the tunnel if heading south from Cross Road? Heading south from Cross Road and turning left into South Road, there will be an opportunity to join the motorway at Tonsley because access to the tunnel is north of Cross Road.

What is the scale of the motorway? Will pinch point intersections be increased? Currently looking at options, it is important to have continuity along the corridor to have a free-flowing motorway and there will be three lanes each way.

How do you get from the beach to the Barossa? Travel up Anzac highway, enter the lowered motorway and tunnel just north of Anzac Highway and continue north to the Barossa.

Will right hand turns remain in places along South Road? In some areas yes. Design detail is yet to be finalised in relation to right hand turns.

Glandore student crossing to remain? The team is currently assessing east west connectivity along the motorway – current studies and pedestrian counts are being undertaken to inform where key connections are required to provide access to key community facilities.

Will there be emergency tunnels? There will be pedestrian only cross-passages to connect the tunnels together if there is an incident, allowing escape via the second tunnel.

Is the tunnel expected to follow South Road? If it's under my house what is the compensation? The tunnel will be going under properties in some locations and this will be determined through the Reference Design.

Will the Tunnel Stratum show as an easement on the title? The department to follow up.

How will T2D link in with the Darlington Project? Portal for southern end of the southern tunnel will allow road users to continue from Darlington and also exit to access the surface roads. A section of lowered motorway will connect Darlington to the tunnels from around Tonsley Boulevard.

There is an opportunity to increase connectivity throughout the project including interconnectivity of bike and rail systems. Information from the reference groups will be used to feed into the Reference Design

How will locals be able to access local places, businesses and community facilities. It is important for locals to understand how they can travel around the network. Opportunity to provide updated information on travel patterns as the design evolves.

Concerned about vegetation, is there an opportunity to improve the amount of greenspace and amenity to be improved from Darlington. This desire will be forwarded to the design team for consideration. It is important to note however that it is difficult to acquire land for landscaping alone given the impact this has on land owners.

The Urban Design Strategy will look at things such as portal areas, noise barriers, treatments around ventilation outlets. It is a document for contractors to follow.

2.4. Wrap up

- Summary of engagement activities being undertaken in June and July 2021.

2.5. Next meeting

- Wednesday 7 July 2021.

2.6. Other Business

- The department has doorknocked businesses and residencies along South Road. We have recently undertaken a second round going further back. A card is left for those that are not home. Doorknocking will continue along the corridor.
- **Doorknocking needs to be targeted to those that are most anxious. This is often further back and not directly on South Road.**
- **Interested to see what the business reference group's thoughts are.** Notes of Discussion from their meetings can be viewed on the website.

ACTION: Department to prompt the group when the survey has been released.

ACTION: Brief overview of Business reference groups so far.

ACTION: Will the tunnel stratum show up as an easement on the Certificate of Title.