

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:	5
Date:	Wednesday, 7 July 2021
Time:	6:30PM – 8:30PM
Location:	Edwardstown Football Club, Function Room 2, South Plympton

Attendees	Position
Mark Douglas	Facilitator
Susana Fueyo (SF)	Executive Director, North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Jenny Carbery (JC)	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
Dr Joseph Masika (Proxy)	Elected Member – City of Marion
Anne Nicolau (Proxy)	SRISAG Representative
Cr Don Palmer	Elected Member - City of Unley
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
Stephanie Hensgen	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	
Anne Jantzen	SRISAG Representative
Cr Sasha Mason	Elected Member - City of Marion
Andrea McDougall	Local Resident
Tegan Stehbens	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 etc.
- Comment made for the Department to provide contact details on the project website for the service authorities undertaking the service relocation works so members of the public know who to directly contact if they have questions/concerns.

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 diluted with fresh air so it is well mixed once it is released throughout the ventilation outlet.
- Monitoring is underway to compare future levels with the current environment.
- Rigorous air quality monitoring is being undertaken and will be undertaken as part of 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.

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 conveyer 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 Program.
- South Road will remain operational while undertaking construction however there will be restrictions in place at certain times.

Acquisition

- How many businesses and homes are being acquired as part of the Southern laydown area what is the compensation?
 - 64 properties are being acquired as part of the southern laydown area. Space will also be used to build a substation to provide power to the TBM and operation of the tunnel.
- Is this indicative of the area required in Glandore and Black Forest?

- Land requirements will be different to the southern end. It will not be a laydown area, the TBMs will be extracted. Extent of land required is not yet confirmed.
- 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
- An independent valuer will look at market prices in the area, it will be assumed that a project is not happening in the area.
- Previous acquisition along the corridor has meant that people could not relocate in the same area due to the market.
- Will rentals and lessees receive compensation?
 - The tenants get compensation under legislation and support for relocation.
- Each are assigned a case manager who they can call to understand the process and ask questions
- 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
- What if people who are being acquired are unable to find somewhere to move in the time allocated? Two case managers are assigned to help the land owners and tenants through this process.

Tunnels

- The TBM's will run parallel to each other.
- Will the TBM's be rebuilt for the northern tunnels? There are two options which will be determined by the successful contractor.
 - Rebuild, refurbish and re-assemble TBMs for the other tunnel.
 - Could also be new machines.
- How long does it take to build TBMs?
 - Engagement with supplier and takes approx. 15 – 18 months to be manufactured, gives time to prepare the site and assemble the TBMs.
- Challenges to tunnelling include differing ground conditions, utilities and unlicensed bores. The TBMs are purposely made for ground conditions.
- Will damages caused during construction to bores be compensated? Yes, to bores that are licensed - the department has a list of these and is currently mapping the location of the bores.
- Two TBMs will start at Clovelly Park in 2025 and surface before Anzac Highway in 2028. Works will then need to commence to link in with existing infrastructure e.g. Gallipoli underpass / Tram Overpass.
- As the TBM moves forward, activities follow behind i.e. build the road, jet fan installation, cross passages constructed, drainage installed, electrical fittings installed etc.
- Will land acquisition occur before 2025?
 - The department would like to advise all those impacted by the project before the end of the year to provide land owners certainty.
 - As soon as sections of the Reference Design have been confirmed and approvals sought, owners will be notified.
 - Owners have approx. 18 months' notice before needing to relocate.
- How well financed is the project that will see it through?
 - \$5.4 billion is committed to the project - 50% Commonwealth and 50% State Government
 - Pre-construction is covered e.g. ground investigation works, utility relocations and construction of laydown area.
 - 22 June budget estimate is \$9.9 billion for the project.
 - City shaping improve enhancement of liveability and place making to encourage retail and trade within the local areas.
- Freight
 - Modelling shows that journeys are primarily from the South to the City and back by commuters and freight i.e. 110,000 vehicles per day in the peak hour.
 - The North South Corridor Project is addressing the problem that South Road can't cope with current and projected congestion, this will flow onto adjoining networks such as Marion and Goodwood roads.
- Larger project such as T2D maintains employment for locals in climates such as Covid.
 - Economic analysis and model was completed in the planning stage, economic benefits to improve liveability of the area and attract retail of new businesses.
- Cross Road

- The design focuses on alleviating and building the missing link on the North-South Motorway rather than designing around specific intersections such as Cross Road.
- Tunnelling under Emerson is to future proof and not preclude any solutions and options for this intersection.

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.

2.5. Other Business

Feedback on the reference group

- Members are more knowledgeable about the project.
- Process has been more successful than other engagement processes undertaken by the department.
- The amount of information relevant to other parts of the project won't be known until the end of the year – this is concerning
 - As soon as we have certainty we will approach those who are directly impacted, the department is committed to providing this information before the end of the year.
- Acquisition has been a worry for a lot of residents since the announcement of the Hybrid+ option was announced last year.
- Feedback that information be communicated that there are processes in place for acquisition i.e. process reassurance to understand rights under the law and what is provided by the department.
- Are there any protections for impacts on new neighbours? If there are none what can we do?
- Concern that there is no representative from Clovelly Park on the reference group. Explained that it was an EOI process and nobody from Clovelly Park nominated.

ACTION **Share data from previous projects on what air quality looks like e.g. Victorian tunnel projects.**

ACTION **Are there any protections for impacts on new neighbours? If there are none what can we do?**

ACTION **Follow up representation for Clovelly Park area on the Community Reference Group (southern).**