

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.

Reference Group:	Torrens to Darlington Business Reference Group (Southern Tunnel)
Meeting No:	5
Date:	Wednesday, 14 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)
James Hohneck (JH)	North-South Corridor Program Delivery Office; Department for Infrastructure and Transport (Presenter)
Greg Garrihy	Business Association – Southern Business Connections
Glenn Hanson	Castle Plaza
Vernon Hembrow	Stirling Proactive Accountants
Heather Holmes-Ross	City of Mitcham
Richard Johnson	Energy Hot House
Liz Judd (Proxy)	Stratco
Akara Klingberg	City of Unley
Phil Kurmis	Total Gate Auto
David McNaughton	Jarvis Toyota
Vince Rigter	Renewal SA (Tonsley Innovation District)
Kate Silkstone (Proxy)	City of Marion
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	
Donna Griffiths	City of Marion
Stephen Lochert	Stratco
Anthony Roe	Roe Financial
Peter Russo	McDonalds

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 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 of 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 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.
- 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.

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 – 120,000m² 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.
- Currently working through what traffic arrangement looks like including connection with side roads such as Celtic Avenue.
- Commuters will be able to access the tunnel if turning left from Tonsley Boulevard.

Acquisition

- It was discussed at earlier meetings that business owners that aren't the landowner also be notified if they are being acquired, it was perceived through the media that this didn't happen
 - Landowners are notified and given approximately 1 week to either speak with their tenants or provide tenant details to the department to contact. The department only have contact details of landowners due to land titles.
 - If the department don't hear anything from the owners in this time, the department will approach tenants directly.
 - Unable to notify both the landowner and tenant at the same time due to not having mail details for tenant, it also can't be guaranteed they arrive at the same time.
- Collection of contact details had been gathered to a certain extent through doorknocking, however, the relevant business owner is not always present at the time of doorknock. Forms are left with staff to pass on and return to the department.
- Large majority of tenants and landowners had conversations with property team.
- The time between notifying businesses and the media is approximately two weeks for the Southern Laydown Area.
- When will next announcements be made?
 - Reference Design will be completed in the second half of the year, as soon as there is clarity and relevant approvals obtained, impacted landowners can be approached.
- There will be an extraction of the TBMs at the end of the tunnel south of Anzac Highway, a laydown area is not required due to land requirements being of a different nature e.g. on and off ramps.
- Does the department help find new location? No, however, those that are impacted are compensated to engage professional services.
- Ideal if there is an opportunity to work with the planning department to expedite approvals process.
- The Reference Design is progressing as fast possible to provide certainty for the community.

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
- Closing of the survey does not mean there will be no further engagement opportunities.
- Activities and findings to date were provided in the presentation.

2.5. Other Business

- How do fire exits work in the tunnel? Utilise the opposing tunnel as an exit strategy. There will be a permanent cross passage tunnel approximately every 100 metres and signage closing off tunnels in an emergency to prevent traffic entering. There will also be an operation centre 24/7, deluge system and people can stay in cross passage until is safe. The department is currently working with the Metropolitan Fire Service to meet requirements.
- Is there capacity to fix some dog legs e.g. Edwards & Ragless?
 - Investigating this through City Shaping, certain outcomes and objectives are outlined including local traffic movement.
 - A multi-criteria assessment is being undertaken to understand the best benefits and will be put out for engagement towards the end of the year.
 - Important to note that not everything can be resolved but can address uplift and improved connectivity.
- Looking holistically how to manage Cross Road, tunnels will not preclude solutions for future corridor strategies.
- Capacity of the project be made known to Councils to assist with budgets.