

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

Reference Group:	Torrens to Darlington Community and Business Reference Group (Southern Tunnel)
Meeting No:	8
Date:	Wednesday, 20 October 2021
Time:	6:30PM – 8:30PM
Location:	

Business Attendees	Position
Mark Douglas	Facilitator
Malcom Short (MS)	North-South Corridor Program Delivery Office; Director of Engineering DIT
Greg Garrihy	Business Association – Southern Business Connections
Glenn Hanson	Castle Plaza
Vernon Hembrow	Professional Business Solutions
Stephen Lochert	Stratco
Akarra Klingberg	City of Unley
Phil Kurmis	Total Gate Auto
David McNaughton	Jarvis Toyota
Vince Rigter	Renewal SA (Tonsley Innovation District)
Anthony Roe	Roe Financial
Peter Russo	McDonalds
Donna Griffiths	City of Marion
Tyla Clayson	North-South Corridor Program Delivery Office; DIT
Stephanie Hensgen	North-South Corridor Program Delivery Office; DIT
Sarah	North-South Corridor Program Delivery Office; DIT
Community Attendees	Position
Michael Ahern	Mitcham Plains Action Group
Martin Angus	Local Resident
Kevin Scofield	SRISAG Representative (Proxy for Phillip Boehm)
Tanya Firth	Local Resident
Graham	Local Resident (proxy for Iris Iwanicki)
Anne Jantzen	SRISAG Representative
Cr Sasha Mason	Elected Member – City of Marion
Cr Don Palmer	Elected Member - City of Unley
Cr Elisabeth Papanikolaou	Elected Member – City of West Torrens
Cr John Sanderson	Elected Member – City of Mitcham
Tegan Stehbins	Local Resident
Stuart Young	Local Resident
Community Apologies	Position
Andrea McDougall	Local Resident
Phillip Boehm	SRISAG Representative
Iris Iwanicki	Local Resident

Business Apologies	Position
Nancie-Lee Robinson	North-South Corridor Program Delivery Office; DIT
Richard Johnson	Energy Hot House
Heather Holmes-Ross	City of Mitcham

1. Opening Formalities

Mark advised that at tonight's meeting, we will run the Community and Business groups through the reference design of the northern portal of the southern tunnel and the ventilation structures.

Mark requested that people do not share this online until the department has had the opportunity to speak with as many people as possible that are directly impacted.

1.1. Welcome and Apologies

- Richard Johnson – Apology
- Heather Holmes-Ross – Apology
- Andrea McDougall – Apology
- Iris Iwanicki – Apology
- Phillip Boehm – Apology

1.2. Work Health and Safety

- Nil

2. Items for Discussion

2.1. Previous meeting actions / Notes of Discussion

Endorsed Business and Community Notes of Discussions – change Churchill Street to Churchill Avenue on the Community Reference Group Notes of Discussion

3. Air quality and Ventilation Structures presentation

Three key requirements for the ventilation system – in-tunnel jet fans, large axial fans at ventilation station, ventilation structures to exhaust tunnel air. All major tunnels require ventilation, standard pollution and measures are in place to ensure external air quality is not affected by vehicles using the tunnels. In case of a car fire, the ventilation system in the tunnels serves to push smoke out so there is no danger to people.

Jet fans in the tunnel ceiling keep the air flowing and push the fresh air through the tunnels.

At the ends of each tunnel there are ventilation facilities that have more fans that aren't in the tunnels. These are three meters in diameter and suck the air out of the tunnel and into the exhaust structure. Fresh air is then drawn in from the entrance points.

Air is drawn in through the exit portal to minimise tunnel air coming out from the exit portal. There are opportunities to allow some tunnel air to escape from the portal during low peak times (eg at night) when impacts are negligible to reduce energy use.

The ventilation structures will be in four locations at the exit portal of each tunnel and are approximately 15 metres in height.

What other project have you got as an example where the stack is close to residential properties? In Melbourne one of the tunnel projects incorporated ventilation outlets 15m from residential properties.

Southern Tunnel portal

South Road will remain two lanes in each direction for local connection.

Tram Stop 6 will remain the same with minor modifications to relocate the stairs and lift.

There has been a lot of work with the ramp connection to ensure the tunnel is as far north as possible, so no impact on Glandore oval and the retirement home.

1. Is there a kiss and drop lane for northbound traffic?

Slip lane drop off for children and a pedestrian overpass that will go over the top of South Road to provide east-west connectivity. Drop off location on the western side is not included in the reference design but could be considered.

2. North of Anzac Highway and Gallipoli will that be affected?

The Gallipoli underpass itself won't be affected. Two lanes at the moment will be modified to three lanes in each direction by removing the median and relocating the bike lanes. The lanes will be narrower, but will be safe and functional. Minor works will be required on the retaining wall north of the structure.

3. How would I drive my kids to school if I live in Glandore?

Families will be encouraged to use the new pedestrian and cycle bridge, which provides direct connection to the school from the Glandore side. To drop off students on the eastern side travelling from the west, alternative accesses would need to be used, including Addison Avenue, as Forest Avenue will no longer provide right turns in.

4. Homes have received letters, a lot of questions of what is happening on the east side they haven't received anything but have instead received a newsletter from a local saying that they will be acquired

There is no acquisition on the east side of South Road.

5. Why didn't we acquire the section on the corner of Anzac Highway and Grosvenor Street, Glandore?

We can only acquire land that is needed for the project and this section was not required.

6. What will the top of the cut and cover section look like?

The cut and cover sections of the project will house essential permanent services such as the ventilation structures but are also opportunities for greening and landscaping.

7. Coming up South Road and turning left on to Anzac Highway is there enough room?

Yes, the current design allows for sufficient space to maintain a left hand turn from South Road on to Anzac Highway.

8. How much noise from the pump room?

Minimal noise will be generated from the pump room. We will also ensure that we provide any required acoustic treatment to the structure if required.

9. How high is the elevated ramp?

Approximately 6m to bottom of structure and 10-12m to top depending on the design.

10. Does the tunnel go underneath the Cross Road intersection?

Yes, the tunnel goes under Cross Road. The tunnel will be deep under this section so as not to preclude any opportunities for future upgrades to this intersection, including grade separation of the rail line.

11. Is the tramline going to be affected during construction?

The design has been developed to minimise impacts on the tramline during construction, and specifically the need to shut down services. Some modifications will be required including relocation of the stairs and lifts

12. Impact on pollution to Black Forest Primary School?

The ventilation system will be designed to ensure that pollution is managed within EPA requirements. Modelling will be undertaken to ensure this.

13. Tram stop on the bridge be retained?

Yes, the tram stop will be retained. East side will remain as is but the west side will shift slightly.

14. Will there will be sufficient signage in the tunnel, including symbols to direct to the airport?

Yes, we will need to ensure we get the signage right as there are a few decision-making points along this section of the North-South Corridor.

15. Ramps heading northbound on to the flyover bridge looks skinny?

These will be one lane each and they are the same as the surface road. This is just an indicative map.

16. Will there be acquisition along Anzac Highway for the flyover to come on to Anzac Highway?

No, there are no acquisitions on Anzac highway. The bridge will come back to surface within the centre of Anzac Highway and allow motorists to safely merge in to traffic.

17. Anzac Highway is banked up in peak hour traffic, will the bridge take away one lane on Anzac highway when it merges back to surface level and will this make things worse?

No, we won't reduce the number of lanes on Anzac Highway and there is no acquisition.

18. Where do cyclists go?

There will be a cycle path on the western side of the road next to the lowered motorway section

19. Access to Black Forest Primary School during construction?

We don't know the staging of the project as yet and won't have more information on this until we engage a contractor.

20. Are there more acquisitions to come for this section?

No, the full acquisition impact and project footprint has been finalised

21. Can there be extra communication as no one knew what was happening with the acquisition process?

We need to do the courtesy of speaking with the impacted property owners first before we speak to broader public.

22. Haven't received a reference design for the SLA?

The design was presented this at a previous meeting and is in the presentation. We can provide a link to this

23. Why can't we see the entire reference design?

The feedback from the community was that they wanted to understand the reference design as soon as possible and know what properties would be impacted instead of having to wait for the entire design until the end of the year. To date the design south of Anzac Highway has been developed, which is what has been provided/is currently being provided to affected landowners and subsequently the wider community.

Wrap up

Property owners who are not being acquired don't know that they are safe as they have not heard. Group members advised that the department needs to make contact with them and let them know that they will not be acquired however we will be in contact with you soon once we can discuss the project further. It was advised that a letter has already been provided to properties in close proximity to the project advising them of this and if they would like to book a meeting with the project team to discuss this further.

One of the group members advised that they did receive a flyer however it shouldn't be the property owner's responsibility to contact the department to arrange a meeting. The team confirmed that this is being progressively done across the hundreds of new neighbour residents and businesses.

Group member asked if someone from the communications team could respond to some of the enquiries online to put people's mind at ease via social media.

Group members advised that timely, clear, information is key.

Some group members advised that they would like all the information at once rather than being dripped fed. They would prefer to get the information all at the end of the year. Timing isn't a difference. They just want the big picture. A group member raised that people just want to know if they are being acquired or not.

Asked if information could be put in the Black Forest Primary School newsletter to distribute to the community.

Advised that the map is a good level of detail however what other narrative are we doing? 3D imagery, different people have different levels of understanding, maps, face to face meetings and

drop in sessions. The team confirmed that the formal consultation period for the Reference Design would include different communication outputs.

What is the route of transporting soil? The team confirmed that it is looking at a range of options in the south and the north. Anticipate that the spoil from the southern tunnel will go to the south. We are looking at spoil management. Likely to go to landfill or used for embankments/earth filling.

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