

northern expressway  
environmental report  
community engagement  
technical paper



Australian Government



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of South Australia

Department for Transport,  
Energy and Infrastructure





# **Northern Expressway**

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## **Community Engagement Technical Paper**

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**28 February 2007**

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- A Key stakeholders and preliminary issues, risks and concerns for Phase 1
- B Steering Committee, Government Reference Group and Stakeholder Reference Group

## List of abbreviations

BCR	benefit cost ratio
CIP	Community Involvement Plan
DTED	Department of Trade and Economic Development
DTEI	Department for Transport, Energy and Infrastructure
ITS	intelligent transport systems
LMC	Land Management Corporation
MOSS	Metropolitan Open Space System
MPFG	Major Projects Facilitation Group
TAFE	Technical and Further Education



# 1 Introduction

## 1.1 Background

The Northern Expressway is primarily aimed at improving access into Adelaide for freight transport via the Sturt Highway, including freight for export from key areas such as the Barossa Valley wine producing area and the Riverland wine and citrus producing area. Together with the Port River Expressway, it will provide a high standard link between the Sturt Highway at Gawler and the Port of Adelaide, South Australia's main shipping port.

The proposed Northern Expressway is a 23 km expressway commencing at the Gawler bypass and connecting to Port Wakefield Road. There will also be an upgrade of Port Wakefield Road north of Taylors Road to the Salisbury Highway to cater for future traffic volumes.

The project has commenced and is being managed over four key phases as follows:

- Phase 1 – concept planning, route selection and project approval (This phase is complete. Key issues raised during consultation and communication with key stakeholders during this phase can be seen in Attachment A of this report. Attachment B outlines the government steering committee, government and stakeholder reference group members that had input during this phase)
- Phase 2 – concept design, public engagement and environmental assessment (nominally October 2006 to July 2007). (This phase is the focus of this report.)
- Phase 3 – land acquisition, July 2007 to September 2008
- Phase 4 – construction, September 2008 to September 2011.

This report primarily addresses the community involvement process in Phase 2, from the notification to affected property owners and formal announcement in mid-November 2006 to the end of the comment process on 15 January 2007. Community involvement will continue as the Environment Report is released on 14 March 2007 and written submissions are received until 19 April 2007.

## 1.2 Key objectives

The purpose of the community engagement process is:

- to obtain community feedback on the project, through a planned and coordinated approach; and
- inform the community about the project and how their input will be used within the overall strategic objectives of the project.

### Phase 1

During Phase 1, local and state-wide stakeholders were consulted and their issues and concerns identified (Attachment A).

The stakeholder reference group and government reference group was also established during this phase to provide information to the government as input into the formulation and analysis of route options. (Attachment B).

The key aim of communication and consultation during Phase 1 was:

- to provide information to key stakeholders about the process; and
- to seek information about social, environmental and physical issues that will inform the analysis of the area and route options.

## **Phase 2**

A Community Involvement Plan (CIP) was designed for Phase 2.

The CIP was designed to incorporate a range of consultation and communication options for interested parties to obtain information, participate in consultation processes, and make comment on the proposed Expressway and Environmental Report.

The key objectives of the strategies underpinning the CIP Phase 2 were:

- to provide information in a range of ways to affected property owners, key stakeholders, residents, and commercial and business interests about the proposed Expressway
- to engage with directly affected property owners on an individual basis and develop effective ongoing negotiations
- to identify stakeholder and community issues and comments to inform the Environmental Report
- to provide opportunities for interested parties to make comment and provide feedback to further inform the next development phases.

Comments and feedback were sought from participants at all key initiatives, and feedback forms invited responses by 15 January 2007 from interested parties.

## **1.3 Guiding principles for community involvement**

Community involvement has been undertaken within the context of guiding principles that were established to guide the consultation and communication processes on the Northern Expressway Project.

The underlying principles included:

- transparency – inform the community where they can influence a decision, where they cannot and the extent to which they can influence a decision
- adequate time – to provide the opportunity to participate as fully as possible
- genuine approach – value the knowledge, skills and experience of the community contributions to the development of the project
- awareness of the effect on others – have regard to the effect on all stakeholders when making decisions based on the outcomes of the community interaction process
- flexibility – acknowledge the right of stakeholders to access and receive information in a way that suits their individual needs

- inclusiveness – the promotion of a two way dialogue process
- mutual respect – respect the right of each stakeholder to have a say and to be heard.

## 1.4 Communication and consultation strategies

Communication and Consultation are two integral aspects of the community engagement process.

### Communication

- generally involves providing information to interested parties, public and stakeholders
- the information increases awareness and understanding of the project

### Consultation

- is a two way process – information is provided and feedback is sought.
- the feedback provides information which will be considered in the design, in the assessment of effects, and the assessment of the route.

The CIP communication and consultation strategies conducted in Phase 2 are summarised in Tables 1.1 and 1.2.

**Table 1.1 Communication strategy**

Communication strategy	Comment
<b>Property owners</b>	
<ul style="list-style-type: none"> <li>▪ Letters were sent to affected properties that did not have a residence inviting owners to contact the information line.</li> <li>▪ Information package was given to property owners.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Property owners affected by the Expressway were visited and/or contacted as soon as possible after the announcement on 15 November 2006.</li> <li>▪ A register showing contacts with property owners monitors ongoing communications.</li> </ul>
<b>Project postcard</b>	
<ul style="list-style-type: none"> <li>▪ Postcards were prepared with summary information about the Northern Expressway and distributed broadly to residents around the proposed route.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Postcards with information about the Expressway were inserted in information packages and made available at key outlets.</li> <li>▪ These postcards will also be used to promote the Open Day for the Environmental Report on 24 March 2007.</li> </ul>
<b>Project brochure</b>	
<ul style="list-style-type: none"> <li>▪ 'Introducing the Northern Expressway' is an eight-page brochure which folds out to show the proposed route. It also outlines the key features, benefits, aim and planning study process of the Expressway.</li> <li>▪ An information folder was produced so that a relevant package of information could be distributed and managed more effectively by interested parties.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A colourful brochure that aimed to capture attention.</li> <li>▪ Distributed widely and through key outlets such as councils and offices of Members of Parliament. It was also available through the information line and on the website.</li> <li>▪ Brochure was translated into Vietnamese to inform the large Vietnamese community living near the proposed Expressway.</li> </ul>

Communication strategy	Comment
<b>Information sheets</b>	
<ul style="list-style-type: none"> <li>How to have your say</li> <li>Environmental Management</li> <li>Property Acquisition</li> <li>The Next Steps</li> <li>Noise</li> </ul> <p>Property acquisition was a complex issue. A booklet was produced, providing more detail than was able to be addressed in an information sheet, for interested parties.</p>	<ul style="list-style-type: none"> <li>A series of information sheets was developed to provide specific information on topics of interest.</li> <li>Information sheets were translated into Vietnamese and Khmer. The Vietnamese fact sheets and brochures were popular at the Virginia display.</li> <li>The 'Next Steps' information sheet was only provided to those directly affected by land acquisition and included such information as the counselling service available.</li> <li>The property acquisition booklet was given to affected property owners who needed extensive detail about the issue.</li> </ul>
<b>Display poster</b>	
<p>An A3 poster inviting involvement at the displays and Open Day was prepared and displayed in public places.</p>	<ul style="list-style-type: none"> <li>Colourful display poster to capture attention and promote key events.</li> <li>Displayed in key community locations in the four council areas and distributed through councils, libraries and offices of Members of Parliament.</li> <li>Brochures and information sheets were also available at these locations.</li> </ul>
<b>Media strategy – advertisements and editorials</b>	
<ul style="list-style-type: none"> <li>Notice inviting attendance at Open Day and displays, in local papers such as The Bunyip.</li> <li>Ongoing liaison with local papers.</li> </ul>	<p>The aim of the media strategy was to:</p> <ul style="list-style-type: none"> <li>provide a media profile, in the local community and to wider South Australian interests to generate interest, and comment on the Expressway.</li> <li>to advise where to access further information.</li> <li>to invite attendance at the Open Day and displays.</li> </ul>
<b>Availability of documents</b>	
<p>In addition to direct mail outs and availability at displays and the Open Day, the brochure and information sheets were made available:</p> <ul style="list-style-type: none"> <li>through the Department for Transport, Energy and Infrastructure (DTEI) and the website</li> <li>in response to calls to the telephone information line.</li> </ul>	<ul style="list-style-type: none"> <li>The 'Introducing the Northern Expressway' brochure and information sheets were available as .pdf files to download.</li> <li>The option of providing comment and feedback online was promoted through the brochure, information sheets and at the displays and Open Day.</li> </ul>
<b>Telephone information line</b>	
<ul style="list-style-type: none"> <li>1300 line open during business hours on an ongoing basis.</li> <li>Contact for enquiries about the project to obtain further information.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 226 people called the telephone information line to request further information or with specific enquiries regarding the property acquisition process.</li> <li>The information line provided a consistent approach for property owners and interested parties to channel concerns or arrange individual follow-up appointments.</li> <li>A data record 'Communication Sheet' was developed to capture key points made by callers and record subsequent follow-ups.</li> </ul>

Communication strategy	Comment
<b>Feedback</b>	
A feedback form was distributed with other information to encourage comments from the community.	<ul style="list-style-type: none"> <li>Information and comment provided through the feedback have been recorded on the database.</li> </ul>
Records of meetings were also taken.	<ul style="list-style-type: none"> <li>Where contact details have been given, invitations will be sent inviting participants to attend the Open Days on 24 March 2007 and 26 March 2007.</li> </ul>
Emails were sent via the email address promoted through the various communication strategies.	<ul style="list-style-type: none"> <li>In total, 123 feedback forms were returned.</li> <li>In total, 136 records of meetings were noted.</li> <li>In total, 55 emails were received.</li> </ul>

**Table 1.2 Consultation strategy**

Consultation strategy	Comment
<b>Affected property owners' visits (whose property will be partially or fully acquired)</b>	
On Monday 13 November 2006, affected property owners were telephoned and where possible, an appointment time for these home visits was arranged.	<ul style="list-style-type: none"> <li>Most property owners telephoned made themselves available on 14 November 2006 for an appointment. They saw the importance of this visit.</li> </ul>
On Tuesday 14 November 2006, as many as possible of the 80 plus affected property owners, were individually visited by a team of two comprising a property valuer and a communications team member.	<ul style="list-style-type: none"> <li>Following the visits, summary notes were completed to enable careful follow-up to take place.</li> <li>Some of the affected property owners were extremely distressed and the communications team member continued to be involved in the ongoing discussions.</li> <li>Approximately half of the properties identified for acquisition have commenced valuation processes and about 40% are awaiting the results of the Environmental Report or the formal approval of the alignment.</li> </ul>
<b>Presentations and briefings</b>	
<ul style="list-style-type: none"> <li>Briefing sessions were scheduled with the Cities of Playford and Salisbury, Gawler and Light Regional Councils and Virginia Horticulture Centre as well as key individual stakeholders and upon request.</li> </ul>	<ul style="list-style-type: none"> <li>Briefings and presentations were conducted at the stakeholder or group facilities.</li> </ul>
<ul style="list-style-type: none"> <li>Briefing sessions and follow-up meetings were held with Gawler Harness Racing Club and Gawler Soaring Club.</li> </ul>	<ul style="list-style-type: none"> <li>Mr Luigi Rossi, Northern Expressway Project Director, generally attended these presentations giving an extensive explanation about the Expressway. Other members of the Northern Expressway project team were in attendance, depending on the area of interest expressed.</li> </ul>
<ul style="list-style-type: none"> <li>Stakeholder meetings and briefings have been conducted with utility and infrastructure providers and emergency service agencies.</li> </ul>	<ul style="list-style-type: none"> <li>Notes of key issues raised during these meetings were made and considered in the analysis of the proposed route and into the Environmental Report.</li> </ul>

Consultation strategy	Comment
<p><b>Open Day</b></p> <p>An Open Day was held at the Angle Vale Primary School on Saturday 2 December 2006.</p> <p>The Open Day included:</p> <ul style="list-style-type: none"> <li>▪ staffed displays of key components of the project</li> <li>▪ a large map of the route</li> <li>▪ consultation information</li> <li>▪ access to brochure and information sheets, and assistance in completing comments and feedback form as required</li> <li>▪ light refreshments and sausage sizzle</li> <li>▪ DVD on the Northern Expressway presented by Mr Rod Hook (this included subtitles)</li> <li>▪ activities area for children and face painting.</li> </ul>	<ul style="list-style-type: none"> <li>▪ In total, approximately 250 people attended the Open Day.</li> <li>▪ Staff in attendance included specialists in consultation, environment management, noise, engineering and transport planning, and a Vietnamese translator was also available. The Project Director attended the Open Day and spoke to affected property owners.</li> <li>▪ All visitors viewed the displays and the majority engaged in discussion with relevant staff.</li> <li>▪ Of significance, there was in general, very positive response to the Open Day. Participants were appreciative of the opportunity to receive information and to be able to come along and talk to people about the project.</li> <li>▪ People who attended the Open Day were invited to register their interest on a mailing list, to ensure they received any future updates on the progress of the project.</li> </ul>
<p><b>Shopping centre displays</b></p> <p>Displays were conducted at:</p> <ul style="list-style-type: none"> <li>▪ Angle Vale Shopping Centre (hosted by Mr Tony Piccolo, State MP for Light): 18 November 2006</li> <li>▪ Munno Para Shopping Centre: 20 November–25 November 2006 4 December–9 December 2006</li> <li>▪ Virginia Shopping Centre: 27 November–4 December 2006</li> <li>▪ Gawler Northern Markets Shopping Centre: 20 November–27 November 2006</li> <li>▪ Salisbury Hollywood Plaza Shopping Centre: 14 December–16 December 2006</li> </ul>	<ul style="list-style-type: none"> <li>▪ Displays had static posters, and handout materials with feedback forms were distributed to participants for comments.</li> <li>▪ Evening sessions were staffed and attracted high volumes of people; the displays were also staffed at busy shopping times.</li> <li>▪ An estimated total of 4200 people attended the five displays.</li> <li>▪ At two locations, Munno Para and Salisbury, a DVD was on display showing more information about the proposed Expressway including an aerial view along the route.</li> <li>▪ At the Virginia display, a member of the consultation team who spoke Vietnamese was in attendance. The demographic profile for this area showed a high proportion of Vietnamese people.</li> </ul>

Consultation strategy	Comment
<p><b>Neighbourhood meetings</b></p> <p>Two neighbourhood meetings were conducted on request from local areas perceived to have particular issues.</p> <p>A neighbourhood meeting hosted by a City of Playford Councillor Ms Julie Norris, was held for Macdonald Park residents.</p> <p>A neighbourhood meeting hosted by Ms Elizabeth Woolsey-Herbert, was held for Gawler residents.</p>	<ul style="list-style-type: none"> <li>▪ Northern Expressway project team members attended these meetings and issues raised were recorded. The Macdonald Park meeting was attended by 16 participants with 29 participants attending the Gawler meeting.</li> <li>▪ A plan of the proposed route was provided at each meeting and an overview presentation addressed the route selection, the key objectives of the project and progress to date. Participants had many challenging questions and comments at both meetings. The majority of participants were strongly against the Expressway: they questioned the route, alternative routes, funding, severance and access points as well as raising specific concerns about the local understanding of the area adjacent to the corridor.</li> <li>▪ Participants were sent copies of meeting notes and have been encouraged to attend and be involved in the Open Day planned for 24 March 2007. Meeting notes were given to the project team and used to inform this report.</li> </ul>
<p><b>Individual meetings with property owners</b></p> <p>In addition to meeting specifically with property owners whose properties will be partially or fully acquired, some affected property owners and property owners near the route have been concerned about particular issues. Individual meetings have been arranged with these stakeholders and relevant project team members.</p>	<ul style="list-style-type: none"> <li>▪ Records of these meetings have been kept and issues raised included on the database for inclusion in the Environmental Report.</li> <li>▪ Brochures, information sheets and feedback forms were also distributed.</li> <li>▪ Issues raised through these meetings have mainly been about noise, visual amenity and access.</li> </ul>
<p><b>Kaurna involvement</b></p> <p>Meetings have been held with the Tappa Iri Business Centre and representatives of the Kaurna community to develop appropriate ways to involve the Kaurna people.</p>	<ul style="list-style-type: none"> <li>▪ Kaurna monitors have been involved through the Aboriginal heritage investigations in surveying representative properties directly affected by the proposed Expressway.</li> <li>▪ A presentation and briefing are planned with the Tappa Iri Board in early March 2007 to present key findings of the Heritage Survey and encourage involvement at the Open Day on 24 March 2007.</li> <li>▪ Invitations will be sent to local Aboriginal groups as advised by the Cities of Playford and Salisbury and the Kaurna Plains School.</li> </ul>
<p><b>Comments and written submissions</b></p> <p>A comments and feedback form was made available at the display sites and at the Open Day, displays and for completion online. General comments about any aspect of the Expressway were invited.</p> <p>Members of the community were also invited to send a letter to the Project Director, Mr Luigi Rossi.</p>	<ul style="list-style-type: none"> <li>▪ In total, 226 written responses were received via the feedback form and/or attachments or in letters.</li> <li>▪ Most of the respondents attended a briefing session, display and/or an Open Day.</li> <li>▪ The advertised final date for comments and feedback via the feedback form was 15 January 2007.</li> </ul>

Consultation strategy	Comment
<p><b>Community Involvement Report</b></p> <p>This report summarised the level and type of involvement and key issues raised in the community. It will inform the Environmental Report of the Northern Expressway and the considerations of the project team.</p>	<ul style="list-style-type: none"> <li>▪ A total of 573 feedback sources have been recorded in the database (this number does not include comments received during open days and stakeholder and community meetings).</li> <li>▪ Issues have been collated and analysed using the subject areas of the Environmental Report.</li> <li>▪ All participants of the community involvement strategy who have provided contact details will be invited to the Open Days planned for 24 March 2007 and 26 March 2007.</li> </ul>



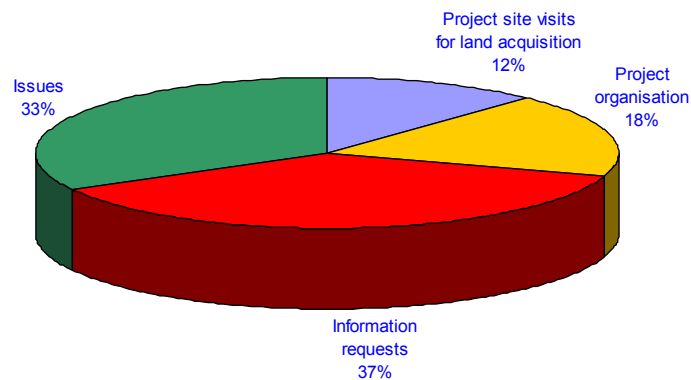
## 2 Summary of responses

In total (public displays plus formal contact through email, Information Line, SMS, one-to-one meetings with affected property owners, meetings with key agencies and industry stakeholders), approximately 5000 people have discussed the project with the Northern Expressway team.

- Between 15 November 2006 (the day of the public announcement of the proposed Northern Expressway alignment) and 8 January 2007, 573 formal points (contact through telephone calls, emails, SMS, letters) of contact were recorded.
- There were approximately 4200 people who came through the public displays. Their comments were not formally recorded in entirety due to the constant flow of interested members of the community. All interested persons, however, were encouraged to formally put forward their views through the various feedback mechanisms, such as feedback forms and the 1300 number. A summary of key issues raised by people visiting the displays and Open Day was recorded.
- The majority of communication in relation to the Northern Expressway has been positive.
- The relative degree of support or opposition to the proposed location of the Northern Expressway by respondents through the more formal feedback process (e.g. feedback forms, emails, calls to the 1300 number and small meetings) has been analysed. The findings show that a high degree of support for the proposed location of the Northern Expressway comes from Angle Vale residents. There have been mixed levels of support from Virginia, Penfield, Gawler (approximately half the respondents giving feedback support the proposed location and half oppose the proposed location). The majority of residents from Macdonald Park who have provided feedback, oppose the proposed location.
- Of the formal feedback (which is not statistically representative of residents residing within the region), a total of 226 (39%) of all community contacts were made via the 1300 number. 123 feedback forms were filled in and returned to DTEI. A total of 136 records of discussions were recorded and 55 emails were received between 14 November 2006 and 8 January 2007. Information was fed directly back to the DTEI project team as it became available.
- Figure 2.1 shows the nature of communication and feedback recorded in terms of the relative proportion of requests for more information, project site visits to property owners to discuss land acquisition, project organisation (organisation of meetings, etc.) and general issues which were raised (primarily through the 1300 number) .
- Figure 2.2 shows the method of feedback in the consultation database – a high proportion of which were records of phone call conversations and records of meetings/face-to-face discussions.
- Figure 2.3 shows the main issues raised by the community through the formal feedback process (excluding informal comments made at open days) and the number of responses to these particular issues. It shows that the highest proportion of responses were in support for the Northern Expressway. Noise and the location of the route were the main community concerns raised.
- Figure 2.4 shows the number and type of information requests. As can be seen, more than half of all information requests were seeking general project information. The next most frequent information request was in relation to the location of the route and its proximity to properties.

**Figure 2.1 Nature of consultation activity**

Proportion of issues raised, information requests, site visits to affected property owners and project organisation 14 November 2006–8 January 2007

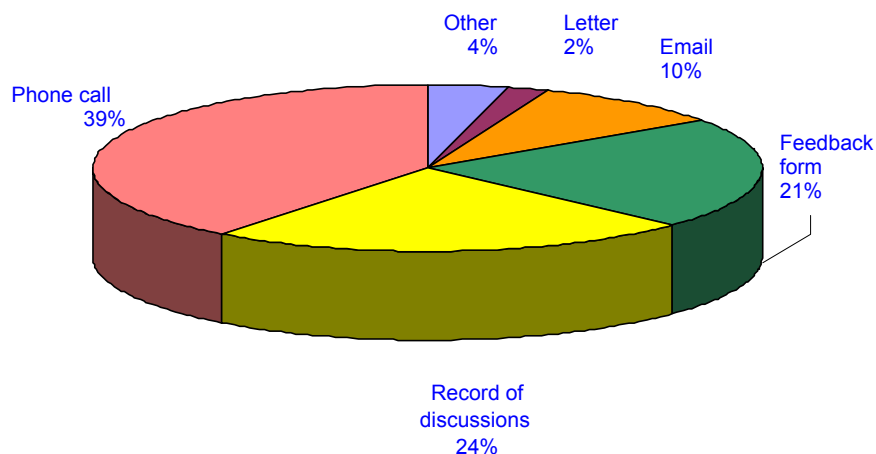


Notes:

n=840, includes multiple responses.

Excludes feedback obtained through public displays, open days and media

**Figure 2.2 Method of consultation feedback**

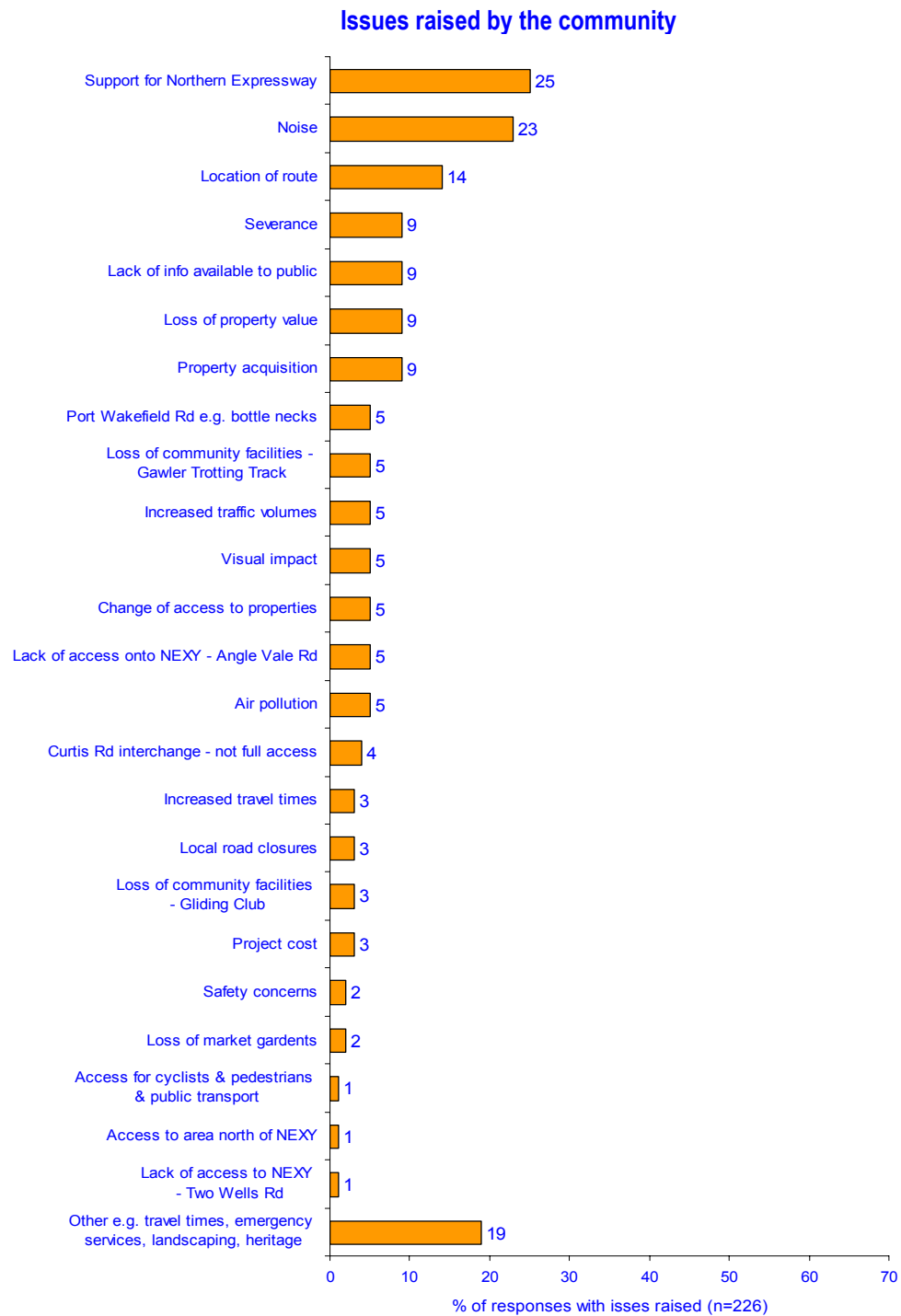


Notes:

n=573, feedback forms, calls to the 1300 number, emails and letters.

Excludes feedback obtained through public displays, open days and media.

**Figure 2.3 Key issues**



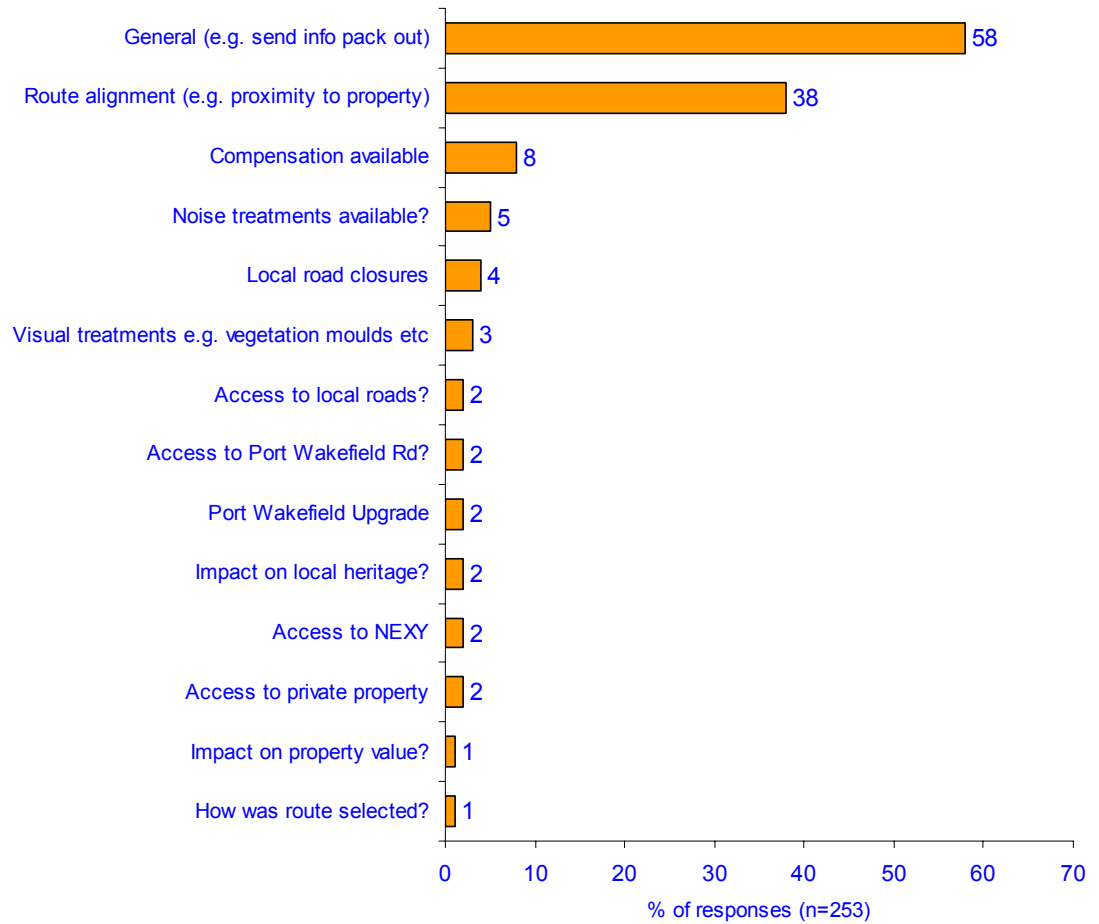
Notes:

N = 226

Feedback forms, calls to the 1300 number, emails and letters. Multiple responses.

This data does not include information obtained from public displays, open days, media and informal meetings and discussions.

**Figure 2.4 Information requests**



Notes:

N = 253

Feedback forms, calls to the 1300 number, emails and letters.

Excludes feedback obtained through public displays, open days and media.

Multiple responses.

## 2.1 Levels of support for the Northern Expressway

Visual observations and records were kept of consultation activities at public displays. Based on these records and observations, a high level of support for the Northern Expressway was noted, although this was not the case for all locations and consultation activities. In some locations such as around Macdonald Park, the level of support for the Northern Expressway is observed to be lower.

A majority of responses support the Northern Expressway alignment.

In some events a significant majority supported the Northern Expressway. As an example of responses at public displays the display at Centro Hollywood (14–16 December 2006) recorded the following:

- 1100 brochures were disbursed during the 3 days
- approximately 800 people approached the display while it was staffed
- 189 people formally recorded their opinion of the project
- 90% of those people supported the Northern Expressway
- 6% of those people opposed the Northern Expressway
- 4% of those people were neutral

Examples of comments received on formal responses included:

- improved safety on Angle Vale and Heaslip Roads
- improved road safety issues, specifically around the Angle Vale School and at local intersections
- reduced travel times for people living in northern suburbs and commuting to Outer Harbor and Adelaide, especially people living in Gawler and the Northern Adelaide Plains
- reduced travel times for freight journeys. Truck operators recognise this as 'good for business'
- reduced travel movements and therefore noise on local roads
- increased growth and complementary opportunities around Edinburgh Parks
- reduced freight movements along Main North Road
- 'It's about time!'

## 2.2 Key concerns about the Northern Expressway

Primarily, the concerns raised during the community engagement process were:

- Route alignment – the impact of the Expressway on Macdonald Park, particularly severance and noise impacts.
- Noise – dissatisfaction with the noise assessment process and not enough information being provided on noise treatments.
- Property acquisition – people do not want to leave their property or sell their land and/or fear the effects on their business.

- Property impact – adequacy of compensation available for people who have significant noise, visual or access intrusion but are not legally entitled to receive compensation (under the *Land Acquisition Act 1969*).
- Access – no interchange at Angle Vale Road.
- Access – no northbound on-ramp at Curtis Road interchange.
- Impact on lifestyle, quality of life and amenity.
- Property values.
- Access – restricted access to Andrews Farm from Macdonald Park as a result of the closure of Petherton Road.
- Changing the length of the Gliding Club (Gawler Soaring Club) runway
- Loss of community facilities and activities – Gawler Harness Racing Club and Gawler Soaring Club are important community activities.

## **3 Key issues – Biophysical**

### **3.1 Flora**

Very few responses related to flora within the region. The comments received were more relevant to the landscaping and visual amenity.

A suggestion was made to develop an appropriate referral process for dealing with native vegetation removal and offset plantings consistent with DTEI referral policies. Where vegetation clearance occurs, the offset should adhere to DTEI's principles using indigenous species relevant to the local area. Dense vegetation was preferred over sparse plantings and species for landscaping treatments.

The Metropolitan Open Space System (MOSS) involving the One Million Trees Program was considered an opportunity for the Northern Expressway, to reduce the impact from carbon dioxide emissions.

During consultation meetings, questions were asked about particular species of weeds and weed invasion, and processes during construction through which additional weeds could be distributed, for example, the Colomba daisy spread via grain trucks or Coolatai grass which is an invasive weed.

One feedback form expressed concern that mature trees planted close to the Northern Expressway may increase the potential for car crashes at the side of the road.

A horticultural student who was interested in the species' selection expressed concern about river red gums adjacent to the Little Para River crossing. The risks these trees pose in relation to safety was also highlighted.

### **3.2 Fauna**

No formal responses or comments on fauna were received during the consultation on issues related to fauna.

### **3.3 Greenhouse energy and sustainability**

Few comments specific to greenhouse gas emissions and sustainability were received.

Some people thought it was important that the landscape designs and species selection used low water usage or drought resistant plants.

'With water restrictions, median strips should not be planted with any plants that have to be watered.'

There were questions about plant species being suitable for future greenhouse gas conditions, with one respondent referring to the potential for dry conditions currently experienced at Mallala being experienced in the Salisbury area in the future.

## 3.4 Landscape and visual amenity

A relatively low level of response received was about landscaping and visual amenity issues. One community member questioned the height of the road and if it would obscure the view of the landscape. Some specific responses have come from areas which are already affected by traffic noise like Willaston and Reid in the Gawler region. Properties which are located close to proposed interchanges have shown some concerns about the visual amenity.

A sample of comments include:

*‘Go ahead and do it. I am happy as long as I get a mound of dirt along my boundary with trees.’*

*‘I am interested in design and flora applications.’*

*‘Interested in aesthetics around the area and where trees will be planted. Can trees be planted along Paternoster Road to prevent getting blinded by lights and also keeping view of traffic, and noise to a minimum?’*

*‘Do not plant destructive vegetation at roundabouts.’*

## 3.5 Urban design

A low level of feedback received was about the urban design of the Northern Expressway. Some responses sought bicycle and pedestrian access on and over the Northern Expressway. In addition, a representative of a bicycle organisation sought confirmation that bicycle access had been considered.

There has been some feedback about the design of on/off ramps and slipways associated with the Northern Expressway. This feedback has been considered by the traffic engineers and, where possible, some modifications and improvements have been made.

One comment highlighted better road designs in New South Wales as perceived by this participant. A question was raised on the environmental justification of the use of underpasses at busy intersections.

Many participants living near the proposed Expressway are awaiting detailed landscape plans of their areas. Updates of these plans will be produced following finalisation of interchange design. Full design details will be developed as part of the next detailed design phase.

Concern about lighting from bridges was raised at the community meeting at Gawler and at individual stakeholder meetings.



## **4 Key issues – Socio-economic**

### **4.1 Overview**

Key socio-economic issues raised were:

- community severance
- longer travel times due to this severance
- land zoning
- social and economic impacts of property acquisition and relocation
- perceived reduction in property values due to proximity to the Expressway

### **4.2 Non-Aboriginal heritage**

A low level of response received was on non-Aboriginal heritage. There appears to be some local awareness of the munitions bunkers in Macdonald Park. There is a Second World War bunker in Macdonald Park which is used by a group of 10 families for worship on Sundays and occasional weddings and funerals. This bunker is likely to be affected by the Northern Expressway.

One response expressed concern about the impact the Northern Expressway may have on cultural heritage, namely cemeteries and places of historical significance.

Another response mentioned concern about the potential relocation of a war memorial.

### **4.3 Severance issues**

A high level of concern was expressed about community severance from facilities, particularly in relation to the Gliding Club (Gawler Soaring Club), Gawler Harness Racing Track, schools and emergency services.

Concern was also expressed about the negative effects on commercial activities and services on Port Wakefield Road.

A meeting was held with some MacDonald Park residents. Feedback was also received from MacDonald Park residents during public displays and through the 1300 information line. Significant concern was expressed about community severance with the closure of Petherton Road and the impact on travel routes to schools.

There were also concerns expressed about access to an industrial park in Elizabeth being compromised by the Northern Expressway.

Some responses raised concern over the proposed closure of Petherton Road. Presently, people living in Macdonald Park use Petherton Road en route to drop off family members and 'park and ride'

at Munno Para train station. Petherton Road is also considered important for access to Munno Para shops.

#### **4.3.1 Community severance – Gliding Club (Gawler Soaring Club)**

A key issue raised was the effect of shortening the runway. The potential effects raised included:

- The tug planes will be too close to the Northern Expressway as they leave the shorter runway. This was considered dangerous as sometimes tow planes and tug lines fall or drop off planes.
- Some planes may not be able to use the airstrip. Professional pilots and workers were considered important users of the Gawler airfield.
- Access of and usage by large passenger planes may be restricted.
- Possible loss of events.

As well as its recreational value as a community facility, the Gliding Club near Gawler is considered important for emergency services to the Gawler region.

Some participants expressed frustration at the longer journeys required to attend the Gliding Club where currently the access is very convenient.

#### **4.3.2 Community severance – Gawler Harness Racing Club**

Gawler and the surrounding area are known in South Australia as a hub for a variety of horse activities and facilities. Many properties have their own harness tracks. It is part of the culture and lifestyle of some people living in the region, and the loss of this facility will affect their businesses as well as their lifestyle and sense of attachment to the area.

Responses from participants raised concerns that the loss of the Gawler Harness Racing Club would diminish or threaten this strong community of interest in Gawler.

Participants expressed the importance of conducting ongoing negotiations with members of the Gawler Harness Racing Club rather than with the club's executive or Harness Racing SA.

One response highlighted the potential for horses to be scared by the noise from truck air-brakes.

Examples of comments include:

*'As I have people placing their very expensive award-winning horses at my stables, I am concerned that because of the noise and pollution they will take their horses elsewhere.'*

*'I bought the property based on the convenient location to the Gawler Trotting Complex. I have spent lots of money buying horses and setting up the property for the purpose of training horses. The Northern Expressway will go through the Gawler track or will stop them from having use of the track.'*

### **4.3.3 Community severance – Schools**

Local residents have raised concerns that the proposed Expressway will necessitate parents taking longer alternative routes for the journey to school. School transport routes are considered an important issue, particularly travelling across the Northern Expressway from Angle Vale and Macdonald Park. Concerns have also been raised about the Northern Expressway severing access to community and shopping facilities.

In addition to feedback from the community meetings, 1300 number, displays and feedback forms, there has been communication with Department of Education and Children's Services and Catholic Education SA about the likely effects on their student populations.

In particular, many school students in Macdonald Park and the surrounding region attend St Columba College (Reception to Year 12) in Andrews Farm. The Northern Expressway route will bisect the existing route and the distance and time travelling to school will be greater. This was perceived to be at a higher social and financial cost.

School bus routes currently use Fradd Road to transport students from Angle Vale. Fradd Road is also an important consideration in plans for the proposed super schools. Frisby Road is not considered a good alternative route because it is currently unsealed.

The effect of the Northern Expressway on the local transport network has been raised by both local and State government agencies.

### **4.3.4 Community severance – Emergency services**

A high level of concern was expressed at a community meeting about the potential effect of the Northern Expressway on emergency services responses to residences in Macdonald Park. Whilst emergency services may need to use some alternative routes to access emergencies, the Northern Expressway project team is working with emergency services to ensure that access to the local communities is maintained or enhanced.

There are concerns that the shortening of the runway at the Gliding Club may restrict usage by Country Fire Service water carriers or reduce the amount of water that is able to be carried to extinguish fires.

## **4.4 Planning, zoning and land use**

Land zoning was raised as a financial and future planning consideration. In particular this related to the potential for rezoning agricultural land to residential land. The Urban Boundary was raised as a planning consideration in relation to the Northern Expressway.

Some affected property owners discussed their general awareness of Adelaide's Urban Boundary. Concern, and sometimes encouragement, was expressed about whether the boundary would be changed as a result of the Northern Expressway. Some properties have been bought outside the Urban Boundary for speculation reasons, with the idea that zoning may be changed in the future. Some larger and smaller property owners indicated that they had aspirations for their land to be subdivided for children/grandchildren to share the profits in the long term.

Responses about a possible change to zoning came from Macdonald Park, Virginia, Penfield Gardens and Angle Vale.

One Angle Vale resident stated: *'Will any of the land appropriated for the roadway be changed from rural - thereby letting in more housing on the uneconomic farm land? We don't wish any more housing in our immediate area.'*

## 4.5 Financial and economic issues

The impacts on business viability, degree of compensation and property values were a major issue for directly affected property owners, particularly property owners in the vicinity of the proposed route and those affected by land acquisition. Financial and economic issues have been a less significant issue for people who are not directly affected and who, in fact, benefit from the proposed route.

Concerns about financial and economic implications relate to:

- expectations of compensation for effects on business, lifestyle, travel time and severance
- the project budget and the perceived budget blow-out and inflation costs
- impact on business viability
- increased travel costs for alternative and longer travel journeys
- effects on property values.

Phone calls and feedback forms on this topic were received from residents from areas north of the Northern Expressway, including the suburbs/localities of Virginia, Penfield, Angle Vale and Waterloo Corner.

The majority of effects on business viability related to changes to property access and severance, particularly for business activities such as horse training and market gardens. A few businesses on Port Wakefield Road expressed concerns about changes to access (no right turns in particular). Business viability of harness racing enterprises was raised. One person said, *'I am concerned that because of the noise and pollution they will take their horses elsewhere, with my business becoming unsuccessful because of people not wanting [to place] horses at my stables.'*

There was also dissatisfaction with the lack of compensation for property owners who have significant noise, or visual or access intrusion but who are not legally entitled to receive compensation under the Land Acquisition Act.

The proposed closure of local roads due to the Northern Expressway has resulted in concern about increased travel costs for daily trips to school and work.

A specific response was received from a property owner who had concerns about access to his property near the interchange proposed at Angle Vale and Womma roads. Another respondent included the request that they wanted *'... to speak to someone about changes to access (ingress/egress) at (their) property ... (their) business relies on convenient access for customers when delivering waste.'*

Property values have also been raised as a financial/economic issue for property owners along the route. Concerns raised were that property values will decrease because of the proximity of the Northern Expressway. Noise and local road access effects appear to be linked with these concerns, as are changes to the zoning of rural land. For example:

- *'Don't want it in my area, let alone behind us! No consultation! Why?! Put it somewhere away from homes...Home valuations will plummet! Can't sell now! Can't sell later.'*
- *'There is a need for [the] Expressway, but the location has destroyed our amenities of life. Our property backs onto gliding club, is a dead end road with a completely rural outlook with very little noise and no through traffic. (They were concerned about) noise pollution, air pollution, devaluation of our property due to proximity of highway to our property. Is compensation in any form available to us?'*
- *'The possibility of house pricing going down due to noise is also an issue as property owners will lose money.'*

Others however, particularly those in the transport industry, could see the advantages of the Expressway.

Questions relating to the Expressway funding usually arose in response to media reports on Commonwealth Government and State Government contributions. There were concerns that the present proposed cost did not take into account inflation and adequate compensation.

At the time of the consultation process there was also significant media attention on the cost of other DTEI projects like the South Road/Anzac Highway underpass and the extension of the Glenelg tramline in the city.

### 4.5.1 Property acquisition

Of the 573 formally recorded contacts (excluding public displays), almost 40% raised property acquisition as either an issue or an area on which further information was sought. This is recognised as a major issue, particularly for property owners who will be directly affected by property acquisition or who are located in the vicinity of the proposed route.

Initial communications about property acquisition occurred on 14 November 2006 when properties were visited to alert owners of the need for their property. Where possible, appointments were made by telephone with property owners who were directly affected by the land acquisition process, from Monday 13 November 2006. Further appointments were made with property owners over the subsequent weeks. Concerns raised included getting a fair price for their home, adequacy of compensation to replace current farm, house or business, possibilities for finding a suitable replacement property (and often in the same area), social and dislocation impacts, arrangements for tenants and inheritance considerations.

All property owners where complete or partial acquisition were known to be required were visited or contacted. Each property owner has a specific valuation and consultation staff member assigned for ongoing consistency in communications and support. Negotiations around outcomes and solutions are dealt with on a case-by-case basis, and guided by overall Northern Expressway consultation objectives and principles.

There are larger property owners with multiple properties who have engaged lawyers, accountants and independent land valuers. In some cases, the purchase of the property will 'solve' a problem for landowners who wanted to sell anyway, but in other cases it presents complex and distressing issues for themselves, their families and/or tenants.

Responses from discussions with local property owners are diverse with some owners wanting to retain their property or land or fearing the effect on their business. The land uses of affected properties include an organic vineyard, irrigated and non-irrigated market gardens, construction businesses,

mechanics, agistment and horse training facilities. There is also a potato grower with premium quality potatoes who has supplied a potato chip company for 35 years.

Property owners explained the considerable time, money and effort spent on developing their properties such as planting trees on their properties for noise, wind and privacy reasons. Concern was expressed that a replacement property might not be able to provide a similar quality of life to their existing environment. Others have spent years preparing soil for premium market gardening. In some instances, the property has both a dwelling and business and loss of the property will impact not only on business viability but also on lifestyle.

The Expressway was seen to have significant effects on families who have lived, worked, raised families and developed community ties in the region. Furthermore, there are social, physical and financial effects, the severity and consequences of which vary depending on the individual circumstances.

## **5 Key issues – Engineering and infrastructure**

### **5.1 Water quality**

This did not emerge as a significant issue through the consultation process.

One resident expressed concern about the Northern Expressway having an impact on the quality of the water supply from water tanks on her property. The Gawler River has experienced many modifications over the years and presently receives polluted run-off from surrounding farmland.

### **5.2 Site contamination**

There was a low level of response on site contamination throughout the consultation process to date.

There is some awareness of the contamination of pesticides in agricultural areas. At a community meeting in Macdonald Park, concerns were raised about contamination of the old munitions property. This related to potential asbestos in the soil being disturbed during construction. Some responses highlighted the potential impact of dust .

### **5.3 Hydrology and hydraulics**

Concern was expressed verbally at information displays and community meetings about existing flooding issues in the region.

Issues often related to frustration at the way in which local government has dealt with the issue. The floods in November 2005 have caused considerable damage in the region. One respondent specifically referred to flood issues on Curtis Road.

There were also concerns that flooding in the Virginia and Two Wells region will be exacerbated through the proposed road closures.

The Mawson Lakes (drainage swale) and the future Mawson Connector were discussed in relation to potential loss of the drainage swale as a result of upgrades on Port Wakefield Road.

Council staff and government agencies have raised concerns relating to the impact of the Northern Expressway on drainage patterns and the ability of the region to withstand this.

There was a level of expectation that the Northern Expressway may lead to improvements relating to the region's stormwater management infrastructure.

## 5.4 Traffic and transport

### 5.4.1 Traffic congestion

There was a positive reaction (particularly from Angle Vale residents) about the Northern Expressway reducing congestion on Heaslip and Angle Vale roads. This reaction was expressed many times by participants at the Angle Vale Open Day and displays.

In general, the freight industry participants at the displays were supportive of the proposed Northern Expressway. A truck driver said that he was *'very pleased it is happening. It looks like a great project.'*

Participants at community meetings have questioned the extent of consultation with the freight industry.

A key community concern is that the Northern Expressway will create a 'bottleneck' of traffic on Port Wakefield Road. One truck driver said *'I am concerned that Port Wakefield Road is not expressway the full length. It is very busy at peak hour. Freight movement and congestion on Port Wakefield Road are the most important issue. Also important is east-west access across the Expressway.'*

One respondent requested *'... to speak to a Transport Planner/Road Engineer about traffic lights on Port Wakefield Road. They believe that these will slow road transport drastically and will result in increased repairs and maintenance'*. This person suggests building overpasses and grade-separated interchanges as *'the road is generally good and traffic lights will ruin the good work'*.

*'I am worried about the traffic feeding into Port Wakefield Road. I once lived in Two Wells and had to use this road to work in the city and there was often an accident on the bridge over the railway and with no way off the road or around the bridge, traffic would bank up to and beyond the White Horse Hotel or trotting track.'*

Currently Petherton Road in Macdonald Park is used as a route to services closer to Main North Road and mixed responses were received on the proposed closure. This road becomes quite busy for residents. Some could see the benefit of this road being closed to through traffic, as they would enjoy less traffic as a result of the Northern Expressway. Others at the community meeting would like to see it remain open.

A resident/business owner was in full support of the Northern Expressway. Living near the intersection of Angle Vale and Womma roads, he was aware of, and had assisted at, many serious accidents. He believed the Expressway would provide greater safety for local road users.

### 5.4.2 Load limits for local roads

A few responses at displays and a written response form have suggested the use of load limits on local roads to force truck drivers to use the Northern Expressway. In particular, this would relate to limiting the truck load sizes on Heaslip and Angle Vale roads. One response form stated the most important issue was:

*'Heavy vehicle traffic through Angle Vale on both Heaslip and Angle Vale roads ... load limit though the Angle Vale township. Living on Angle Vale Road, I would like to see a load limit imposed so that all heavy vehicles would be forced to use the Expressway.'*



### 5.4.3 Traffic – access

Petherton Road and Fradd Road are used by residents and commuters from further away to get to businesses and community services (e.g. schools). Macdonald Park residents in particular see Petherton Road as important for their daily travel patterns and for the access of emergency services.

Written and verbal feedback during the displays raised the issue of the Curtis Road intersection. Concern was expressed that this intersection only catered for travel to and from the city – not to and from Gawler to the north. Comments highlighted that access north from Curtis Road interchange would be an obvious improvement to the road.

Concern was raised about the proposal not including an interchange at Angle Vale Road. Residents living near Gawler cannot easily access the Expressway unless their property is located north of where the Gawler Bypass starts. Alternative access to the Expressway by residents south of the Gawler Bypass is at Curtis Road. There were comments in community meetings that Gawler residents would have limited access to the Northern Expressway. One participant calculated they would have to drive 'back' 7.5 km to access it. Another comment at the Gawler meeting stated that *'the access is poorly planned where it starts north of Gawler'*.

Modifications to right-hand turns (in, out and across) at Port Wakefield Road have been identified as a benefit by some and a concern by other respondents. Verbal feedback at the consultation display in Salisbury indicates that safety is a particular concern for people using and living on Port Wakefield Road, particularly where the changes are proposed. Other businesses have concerns about these changes because of the access for themselves and their customers (i.e. right turns).

Council staff mentioned the pedestrian underpass under the Little Para River bridge and would like to see the link maintained.

### 5.4.4 Suggestions for alternative routes for the Northern Expressway

Suggestions for alternative routes were mentioned by specific property owners whose properties were being directly affected, and also by community members who reside in the vicinity of the proposed route. It is important to note that a range of suggestions from council staff, government agencies and key stakeholders were expressed and explored during the concept planning phase prior to the release of the preferred route.

The various alignment options expressed either had the Northern Expressway running along existing roads or with the route designed to avoid places like Macdonald Park, the Gawler Soaring Club, Gawler Harness Racing Club, key horticultural properties and vineyards. Some responses suggested that the Northern Expressway could have been located further north so that it traversed through vacant and less fertile land and not houses.

Some supported upgrading Main North Road with extra lanes and the use of bridges/cloverleaf junctions instead of building the Northern Expressway.

There were suggestions that the Northern Expressway near Gawler should be taken out past the industrial park (near the bottle factory on Sturt Highway) instead of cutting through major community facilities such as the gliding and the trotting clubs.

Some participants were aware of the 'different coloured routes' which were being considered by DTEI and government and stakeholder reference groups during the concept planning phase. This led to questioning the reasons that these other routes were not considered and/or proposed. Strong support

was expressed for the release of the alternative routes to be examined as part of the consultation process.

Examples of comments about the route included:

*'Current route [Northern Expressway] should see traffic that was using Heaslip Road being diverted, but can't see the traffic coming from Virginia going elsewhere. Why would the Virginia trucks go south to enter the expressway when northbound, when they can still drive "as the crow flies" through Angle Vale.'*

*'It seems a very round-about way of making two direct roads to Gawler. For all the trucks that will now travel on Port Wakefield Road and not Main North Road, there will now be double the trucks on Port Wakefield Road and double the cars on Main North Road. It is also sending the traffic to a bottleneck at the top of the Sturt Highway. The expressway is necessary but it begins too far out. Why not direct traffic up Bridge Road and over One Tree Hill? Or begin the expressway at Gepps Cross – not unlike Melbourne?'*

*'There is a need for the expressway, but the route negatively impacts on local infrastructure. A better route could be selected - i.e. Short Road alignment (particularly south of Angle Vale).'*

*'With all the vacant land in this area from Willaston/Gawler area to Port Wakefield Road, why does the trotting track, various homes, market gardens and such have to be compulsorily purchased, at greater disruption and cost to the community, including a world class gliding area and runway.'*

One response suggested an alternative route above Macdonald Park. The reasons this route was preferred by this respondent included improving freight efficiency, reducing effects on local/regional traffic, improving safety for all users, reducing effects on land productivity, avoiding splitting up communities and reducing environmental impacts.

The possibility of using trains for freight instead of trucks on the routes was suggested in a community meeting. It was asked if DTEI had researched rail freight as an alternative to the Northern Expressway.

## 6 Key issues – Noise

Noise is a major issue that has emerged. The majority of feedback in relation to noise came from Macdonald Park, Andrews Farm and Willaston residents.

The key noise concerns related to the effects on a presently 'quiet' rural environment as well as concerns about the Northern Expressway further increasing noise from the Gawler Bypass. Many queries sought clarification on the process of noise assessment. Much dissatisfaction was expressed over potential noise treatments and their effectiveness, and the lack of information being provided about noise treatment.

Andrews Farm residents, who were on the perimeter of the suburb facing Macdonald Park, raised concerns over noise due to their proximity to the Northern Expressway route. Macdonald Park residents expressed concern about the effect that noise from the Expressway would have on their quality of life. The 'quiet country life' was mentioned by some respondents as being the reason for residing in the area. Others were simply shocked by the proposal for an expressway.

There were concerns stated about the increased noise affecting property values in rural areas.

Gawler residents adjacent to the Gawler Bypass commented on their existing concerns in relation to noise levels with present traffic volumes. Some people were specifically mentioning noise mitigation measures they would like, for example, noise mounds.

One person stated that they were concerned about the *'reduced value of our property due to noise from the Northern Expressway and increased traffic on Andrews Road. It is too close to the residential areas of Andrews Farm. Will we be compensated?'*

Another person stated, *'I am unhappy with the current noise associated with trucks on the Gawler Bypass. Very concerned about impact of the expressway.'*

Other Gawler residents highlighted the existing poor traffic management in and around Gawler and did not expect the Northern Expressway to reduce the impact of these conditions.



## **7 Key issues – Vibration**

Very few comments were received specifically relating to vibration. Only two respondents raised issues about vibration. These were in relation to the effect vibration may have on older houses near the proposed Northern Expressway including any increased effects during construction.



## 8 Key issues – Air quality

Air quality issues tended to be either about the construction management of the Northern Expressway or the effect of the Expressway once it is finished and is being used by traffic. Air quality, however, has not emerged as a major concern. One participant at a display verbally expressed concern that air pollution from the Northern Expressway would reduce the visibility of the stars at night.

There were also concerns raised about existing crop spraying activities in the area, particularly for those alongside the Northern Expressway. Concern was also expressed on increased levels of pollution and therefore health effects.

Examples of comments and concerns on air quality included:

*'My main concern is the noise and pollution levels that my house and family will be exposed to.'*

*'Noise pollution, air pollution, devaluation of our property due to proximity of the highway to our property . . . is compensation in any form available to us?'*

*'It will attract an increase of traffic flow on the Gawler Bypass next to the residential area of Reid, increasing noise of traffic, and pollution of fumes from heavy vehicles settling on our roofs and going into our drinking water, as well as increasing pollution to the air we breathe.'*

*'Due to extreme and severe emphysema I am very susceptible to vehicle emissions. The most important issues to me are noise pollution, as this route is very close to a heavily populated area, and property values (I may have to move due to pollution).'*





## **9 Key issues – Aboriginal heritage**

Comments regarding Aboriginal heritage related to the organisational aspects of the surveys being undertaken by DTEI, the archaeologist and the Kaurna representatives.

One person, who is a landowner affected by the Northern Expressway, stated that he had a burial site on his property in Penfield and was subsequently visited by the archaeologist and Kaurna monitors.

Consultation with Kaurna representatives and site monitors has underpinned the Aboriginal Heritage Survey.



## **10 Key issues – Native title**

There has been no response to date from the general public during the community involvement process about Native title.



# **11 Key issues – Geology and geotechnical**

No comments to date have been received during the community involvement process about geology and geotechnical issues.



## **Attachment A**

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**Key stakeholders and preliminary issues, risks and concerns for Phase 1**

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## Key stakeholders and preliminary issues, risks and concerns for Phase 1

Key stakeholder	Issue, risk and concern
<b>Landholder</b>	
Landholders/tenants (residential) directly affected by the route (will require partial or full acquisition)	<ul style="list-style-type: none"> <li>▪ Acquisition (total or partial) – process, timing, scope of compensation, relocation</li> <li>▪ Access (to property, to new road, to local facilities)</li> <li>▪ Quality of life impacts on family</li> <li>▪ Mitigation measures, e.g. noise, visual amenity, air quality</li> </ul>
Landholders/users (commercial) directly affected by the route (will require partial or full acquisition)	<ul style="list-style-type: none"> <li>▪ Acquisition (total or partial) – process, timing, scope of compensation</li> <li>▪ Finding alternative sites to relocate to - productive land with required infrastructure (i.e. for horticulture); proximity to employment sources and suppliers/markets (i.e. for processing)</li> <li>▪ Effect on business viability particularly for horticulture</li> <li>▪ Access (to property, to new road, to other properties, to transport routes)</li> <li>▪ Impact on employees</li> </ul>
Landholders/tenant (residential) indirectly affected by the route	<ul style="list-style-type: none"> <li>▪ Access (to new road, to local facilities and to their own property)</li> <li>▪ Quality of life impacts and mitigation measures, e.g. noise, visual amenity, air quality</li> <li>▪ Impact on adjacent streets in terms of increased noise and traffic</li> </ul>
Landholders/users (commercial) indirectly affected by the route, e.g.: <ul style="list-style-type: none"> <li>▪ Edinburgh Parks' companies, e.g. Holden, Coles Myer</li> <li>▪ Gawler Harness Racing Club</li> </ul>	<ul style="list-style-type: none"> <li>▪ Access (to new road, to transport routes/hubs, to suppliers/markets)</li> <li>▪ Possible loss of drive-by traffic</li> <li>▪ Wyatt Road and Womma Road access to new road (and road/rail intermodal) critical as is access to Port Wakefield Road</li> </ul>
Real estate agents	<ul style="list-style-type: none"> <li>▪ Will be interested in the acquisition process and how it and the opening of the new road will impact on the demand for properties in the area and on property values</li> </ul>
Delfin	<ul style="list-style-type: none"> <li>▪ Interested in how the road will impact on their options for land near the railway line</li> <li>▪ May see the project as an opportunity to lobby the State Government for a change to the Urban Boundary to enable the rezoning of the land referred to above</li> </ul>
<b>Local government</b>	
Barossa Regional Council	<ul style="list-style-type: none"> <li>▪ Making the Barossa more accessible (i.e. time savings) for transport of regional produce (i.e. wine), visitors/commuters to/from Adelaide</li> </ul>
Light Regional Council	<ul style="list-style-type: none"> <li>▪ Gawler aerodrome site – Light leases it from the Commonwealth Government; is keen to see that an exit strategy for the Adelaide Soaring Club (tenant) is developed if the land is required</li> <li>▪ Flooding and location of Gawler River crossing</li> <li>▪ Access to Kingsford Industrial Estate</li> <li>▪ Making Kapunda and Freeling more accessible (i.e. time savings) to facilitate residential development</li> </ul>
Town of Gawler	<ul style="list-style-type: none"> <li>▪ Connection at Gawler – connectivity with existing/future urban development (e.g. Evanston Gardens)</li> <li>▪ Pressure to relieve freight traffic on Murray Street and Redbanks Road and ease congestion near Trinity College</li> <li>▪ Future use of and improvement to Main North Road and Gawler Bypass</li> <li>▪ Flooding/drainage</li> </ul>



Key stakeholder	Issue, risk and concern
	<ul style="list-style-type: none"> <li>▪ Relationship of the aerodrome to the Gawler community</li> <li>▪ Noise impacts near Gawler Bypass from extra vehicles accessing the new road</li> </ul>
City of Playford	<ul style="list-style-type: none"> <li>▪ Maintaining community access (as direct as possible) to Angle Vale and west of new road to regional centre of Elizabeth</li> <li>▪ Maintaining Curtis Road as a major connector with Playford North and Munno Para West residential developments and Elizabeth Centre</li> <li>▪ Northern access to industrial areas of Elizabeth West and Edinburgh Parks (via Womma Road); access to Taylors Road for horticultural freight</li> <li>▪ Impact on local roads (closure of local roads; requirement to upgrade certain roads; works priorities; cost etc.)</li> <li>▪ Views new road as opportunity to address drainage in the area</li> <li>▪ Supportive of the re-direction of freight to the new road, particularly away from the Angle Vale/Heaslip roads intersection, thereby improving safety and restoring the use of the intersection by local traffic (at present using roads in the residential area adjacent to the intersection)</li> <li>▪ Supportive of a route that accommodates road/rail intermodal development</li> <li>▪ Concerned about protecting horticultural land (particularly west of Heaslip Road) and minimising contamination from the new road</li> <li>▪ Expects there will be pressure to alter the Urban Boundary (to align with the new road); sees opportunities for economic development and rezoning areas to industrial</li> <li>▪ Anticipates community will be concerned about access, extra noise and traffic, loss of fertile land and will want to see significant plantings along corridor/road reserve</li> <li>▪ There is an expectation by a number of elected members that the route will go west of Angle Vale; staff suggest that it may be preferable to go east so that Angle Vale retains its township identity</li> </ul>
City of Salisbury	<ul style="list-style-type: none"> <li>▪ Wants minimal encroachment on land (currently horticultural) within the area of Waterloo Central interchange</li> <li>▪ Sees opportunities for economic development and rezoning areas to industrial, particularly north of RAAF Base and around Waterloo Corner (both sides)</li> <li>▪ Keen that a buffer of industrial land be established around the RAAF Base</li> <li>▪ Minimise impacts on secondary roads - maintain access to St Kilda (recreational use) from the east; Salisbury Town Centre via Waterloo Corner Road; and connectivity from both sides of Port Wakefield Road</li> <li>▪ Wyatt Road and Womma Road access to new road (and road/rail intermodal) critical for Edinburgh Parks companies (i.e. Coles Myer) as is access to Port Wakefield Road</li> <li>▪ Supportive of a route that accommodates intermodal development</li> <li>▪ Wants to develop an integrated drainage/stormwater/noise buffer along corridor in conjunction with DTEI to address drainage problems and provide alternative water supply</li> <li>▪ Noise and visual impacts on residential properties from interchange at Port Wakefield Road</li> <li>▪ Minimise and manage impact on Aboriginal sites</li> <li>▪ Minimise freight transport in residential areas</li> <li>▪ Minimise/manage the freight and private transport mix</li> <li>▪ Potential to deliver future infrastructure for land development</li> <li>▪ Maximise current and future industrial land availability and accessibility</li> </ul>

Key stakeholder	Issue, risk and concern
	<ul style="list-style-type: none"> <li>▪ Land in the vicinity should have full access to Northern Expressway via secondary road network</li> <li>▪ Ensure accessibility between same land use types</li> <li>▪ Interchanges to be located on least valuable land within minimal footprint</li> <li>▪ City of Salisbury is promoting an integrated development for the area bounded by Waterloo Corner Road, Burton Road, Port Wakefield Road and the Helps Road drain corridor. This integrated approach is to rationalise access points and facilitate a coordinated infrastructure expansion to the north</li> <li>▪ City of Salisbury sees itself as more than just a key stakeholder. Council sees this project as critical and wants a greater involvement and direct input into the design process</li> </ul>
District Council of Mallala	<ul style="list-style-type: none"> <li>▪ Connectivity to Gawler, Munno Para and Elizabeth</li> </ul>
<b>Representative bodies</b>	
Barossa Light Regional Development Board	<ul style="list-style-type: none"> <li>▪ Making the region more accessible (i.e. time savings) for transport of produce (i.e. wine), visitors/commuters to/from Adelaide</li> <li>▪ Making Kapunda and Freeling more accessible (i.e. time savings) to facilitate residential development</li> </ul>
Northern Adelaide Economic Development Alliance (NAEDA)	<ul style="list-style-type: none"> <li>▪ Concerned how the new road will impact on NAEDA's projects e.g. to facilitate: <ul style="list-style-type: none"> <li>– economic development in the region i.e. Edinburgh Parks, Elizabeth West, Salisbury north-west triangle and employment generation</li> <li>– urban regeneration and residential development, e.g. Playford North</li> <li>– a road/rail intermodal facility (is one of the main players pursuing its development)</li> <li>– positioning the Elizabeth Regional Centre as the regional hub for business and government agencies</li> <li>– the provision of information communications technology infrastructure in the north</li> <li>– building the horticultural and food processing industry in the region</li> <li>– stormwater mitigation and extension of the Bolivar pipeline</li> </ul> </li> <li>▪ Wyatt Road and Womma Road access to new road (or Port Wakefield Road) critical for industrial areas of Edinburgh Parks (e.g. Coles Myer) and Elizabeth West</li> <li>▪ Expects there will be pressure to alter the Urban Boundary (to align with the new road) which may see the development of more industrial land at the expense of horticultural land</li> </ul> <p>Effect on horticultural business viability from full or partial acquisition for the road, and future Urban Boundary pressures for rezoning, and the substitution effect over the Gawler River</p>
Royal Automobile Association of South Australia	<ul style="list-style-type: none"> <li>▪ Strong advocate of the project – wants to ensure Commonwealth funds are used wisely to deliver a product fit for the purpose (i.e. most direct route)</li> <li>▪ Concerned that community pressure (for extra access points etc.) may compromise the expressway function of the road, the budget, the type and extent of features and delay completion</li> <li>▪ Wants to see breakdown lanes and truck parking areas, maximum permissible design speeds and minimal speed variations, maximum design standards at conflict points and for sight distances, and that intelligent transport systems (ITS) are incorporated</li> </ul>

Key stakeholder	Issue, risk and concern
	<ul style="list-style-type: none"> <li>Impact on the livelihood of families and businesses affected</li> </ul>
South Australian Freight Council (SAFC)/South Australian Road Transport Association (SARTA)	<ul style="list-style-type: none"> <li>Strong advocate of the project – wants to ensure Commonwealth funds are used wisely to deliver a product fit for the purpose (i.e. most direct route)</li> <li>Concerned that community pressure (for extra access points etc.) may compromise the expressway function of the road, the budget, the type and extent of features and delay completion</li> <li>Road to be built for 30-year purpose, free of undulations; minimising noise from road surface and vehicles stop/starting; and wide enough to disperse air-borne pollutants</li> <li>Supportive of a route that accommodates road/rail intermodal development</li> </ul>
Virginia Horticulture Centre (VHC)	<ul style="list-style-type: none"> <li>Wants to maintain the region's horticultural clustering and position as one of the State's leading producers (contributes around \$700 million to economy with over 3000 employees)</li> <li>Concerned about impact on horticultural industry – loss of production from acquisition of horticultural land/supporting facilities for corridor; danger of creating 'No Man's Land' between Northern Expressway and Heaslip Road; segregation of land holdings; limited areas for relocation (lack of infrastructure, e.g. irrigation, compatible land, etc.); increased costs of production (spraying)</li> <li>Wants to work with DTEI to develop a relocation strategy and to ensure individual landholdings have access to local road network</li> <li>Preferred access point to new road for the industry is at Womma Road to cater for freight from packing facilities on Taylors Road, and an overpass for Womma Road through traffic (freight, equipment and employees)</li> <li>Impact of Northern Expressway on Bolivar pipeline (existing and pending extension) and on bores and water contracts/licences</li> <li>Initially preferred a route close to the RAAF Base but has become more appreciative of the RAAF restrictions on construction</li> </ul>
Virginia Irrigation Association	<ul style="list-style-type: none"> <li>Impact of Northern Expressway on Bolivar pipeline (existing and pending extension)</li> </ul>
<b>State Government</b>	
Adelaide and Mount Lofty Natural Resources Management Board (formerly the Catchment Water Management Board)	<ul style="list-style-type: none"> <li>Impact on aquifers, groundwater and water licenses</li> <li>Interested in opportunities for reusing run-off</li> </ul>
Central Northern Adelaide Health Service (CNAHS)	<ul style="list-style-type: none"> <li>Concerned that the new road may make it harder for patients to access health care facilities at Lyell McEwin Hospital (catchment is predominantly from Playford and Salisbury Council areas), Gawler and the proposed health centre at Elizabeth Regional Centre while making it easier to access Queen Elizabeth Hospital (State is investing in Lyell McEwin)</li> <li>General community severance</li> </ul>
DTEI - Infrastructure Division	<ul style="list-style-type: none"> <li>Supportive of a route alignment that accommodates intermodal development</li> <li>Expects to receive regular briefings on project progress (in particular in relation to budget and time frames) to feed into the Major Projects Facilitation Group (MPFG)</li> </ul>
DTEI – Office for Cycling and Walking	<ul style="list-style-type: none"> <li>Would like to see cycling and pedestrian facilities incorporated along the new road (preference for separated shared-use path) and links across the road to provide alternative transport choices</li> </ul>
DTEI – Public Transport Division	<ul style="list-style-type: none"> <li>Impact of road on patronage on the Gawler Central Line (the Division believes the closer the Expressway is to the rail line the more commuters it may attract at the expense of public transport)</li> </ul>

Key stakeholder	Issue, risk and concern
	<ul style="list-style-type: none"> <li>Impact on future plans to use buses from Angle Vale to feed into the rail system - cross-overs will be critical</li> </ul>
DTEI – Metro Region	<ul style="list-style-type: none"> <li>Impact on road network, impact of changed traffic conditions on the operation of traffic signals</li> <li>Would like to see the provision of ITS</li> </ul>
DTEI – Mid North Region	<ul style="list-style-type: none"> <li>Interested in being advised of project development and progress, to be able to field enquiries and inform their community</li> <li>Interested in the indirect impacts on their regional communities, such as Mallala, Barossa, etc. (access, changes to local road conditions, project benefits, etc.)</li> </ul>
Department for Families and Communities (DFC) <ul style="list-style-type: none"> <li>Families and Communities</li> <li>SA Housing Trust</li> <li>Children, Youth and Family Services</li> </ul>	<ul style="list-style-type: none"> <li>Impact on Playford North redevelopment (Curtis Road access, noise etc.)</li> <li>Access to the proposed Early Childhood Centre at Direk (via Wyatt Road/Port Wakefield Road)</li> </ul>
Department for Aboriginal Affairs and Reconciliation (DAARE)	<ul style="list-style-type: none"> <li>Application of the Aboriginal Heritage Act (including processes for survey and approval to disturb sites)</li> <li>Interested in the process of consulting with Aboriginal communities</li> </ul>
Department of Education and Children's Services (DECS)	<ul style="list-style-type: none"> <li>Impact on school bus routes (i.e. Two Wells Road, Angle Vale Road, the Gawler Bypass)</li> </ul>
Department for Environment and Heritage (DEH)	<ul style="list-style-type: none"> <li>The importance of the remaining areas of native vegetation (for biodiversity conservation reasons)</li> <li>The importance of establishing and maintaining biodiversity corridors (e.g. Gawler River)</li> <li>Revegetation of indigenous local species (within and/or beyond the road corridor)</li> <li>Keen to see the Gawler Urban Buffer (i.e. MOSS zone) maintained</li> <li>The Office of Sustainability would be keen to see sustainability principles implemented (i.e. in the construction and related to disposal and recycling of wastes)</li> </ul>
Department of Health	<ul style="list-style-type: none"> <li>Concerned that the new road may make it harder for patients to access health care facilities at Lyell McEwin Hospital (catchment is predominantly from Playford and Salisbury Council areas) and Gawler while making it easier to access Queen Elizabeth Hospital (State is investing in Lyell McEwin)</li> <li>Ensure that health impacts from noise are minimised</li> </ul>
Department of Trade and Economic Development (DTED) (see also Office of the North)	<ul style="list-style-type: none"> <li>Supportive of a route alignment that accommodates intermodal development</li> <li>Access to new road (and intermodal) critical for Edinburgh Parks (e.g. proposed battalion, new Coles Myer facility)</li> <li>Sees the project as a catalyst for economic development, particularly around the interchanges (while it may result in loss of horticultural land, industrial development may provide greater economic benefits and employment opportunities)</li> <li>Concerned about impact on business-to-business relationships, issues of severance</li> </ul>
Department of Water, Land and Biodiversity Conservation (DWLBC)	<ul style="list-style-type: none"> <li>Impact of Northern Expressway on Bolivar pipeline (existing and pending extension), aquifers, bores and groundwater</li> <li>Sees land acquisition as an opportunity to reduce the over-supply of water licences</li> <li>Impedance of flood plain flows (particularly from the Gawler River), or redirection, and the Expressway's impact on biodiversity and flooding</li> </ul>

Key stakeholder	Issue, risk and concern
	<ul style="list-style-type: none"> <li>▪ Keen to see the Gawler Urban Buffer (i.e. MOSS zone) maintained</li> <li>▪ Crossing of the Gawler River and its effect on the river as a biodiversity corridor</li> <li>▪ Minimise impact on native vegetation</li> <li>▪ Land salinisation from localised road drainage and run-off treatment structures</li> <li>▪ Severance of the horticultural area</li> <li>▪ Interested in how the project will contribute to the State Strategic Plan's target of 20% reduction in eco-footprint</li> </ul>
Environment Protection Authority (EPA)	<ul style="list-style-type: none"> <li>▪ Interested in the proposed criteria and mitigation package for noise (actively involved in DTEI's investigations and proposals)</li> <li>▪ Will be concerned with any breaches of the National Environment Protection Measure (NEPM) – Air Quality guidelines at sensitive receivers</li> </ul>
Land Management Corporation (LMC)	<ul style="list-style-type: none"> <li>▪ Interchange/access from Edinburgh Parks via Wyatt Road to new road/proposed road/rail intermodal (intersections of Heaslip Road with Wyatt Road and Waterloo Corner Road may also need upgrading) – is pushing very hard for an interchange at Wyatt Rd to boost growth at Edinburgh Parks</li> <li>▪ Supportive of a route alignment that accommodates intermodal development</li> <li>▪ Impact on Playford North redevelopment (Curtis Road access, noise, run-off, visual impacts, etc.) and other Land Management Corporation land holdings (Edinburgh Parks, Evanston Gardens, etc.)</li> <li>▪ Is concerned about the extent to which the route will act as a barrier, particularly to employment, and land use impacts, i.e. the resultant pressure to alter the Urban Boundary and the use of surplus land</li> </ul>
Office for Racing (Department for Administrative and Information Services)	<ul style="list-style-type: none"> <li>▪ Impact on Gawler Racing Club and Gawler Harness Racing Club (new road could be a catalyst for relocation)</li> <li>▪ Impact on the local racing industry (e.g. stables, trainers, etc. – one or two full-timers are at Gawler, part-timers are scattered in study area)</li> </ul>
Office of the North	<ul style="list-style-type: none"> <li>▪ Supportive of a route alignment that accommodates intermodal development</li> <li>▪ Wyatt Road and Womma Road access to new road (or Port Wakefield Road) critical for industrial areas of Edinburgh Parks (i.e. Coles Myer) and Elizabeth West</li> <li>▪ Expects there will be pressure to alter the Urban Boundary (to align with the new road) which may see the development of more industrial land at the expense of horticultural land</li> <li>▪ Effect on horticultural business viability from full or partial acquisition for the road and future Urban Boundary pressures for rezoning</li> <li>▪ Effect on the character of townships, i.e. Angle Vale, Macdonald Park, Virginia (township versus metropolitan area) and the need to maintain a certain level of connectivity among the communities</li> <li>▪ Impact on Playford North development</li> <li>▪ Concerned about access to services and facilities such as TAFE (Salisbury, Elizabeth and Gawler), the proposed Australian Technical College in Elizabeth, and the planned primary health care facility in Elizabeth</li> <li>▪ Conscious of noise impacts – believes the noise walls along Main North Road near the intersection of Smith Road are seen as the standard for noise treatment by people in the north</li> <li>▪ Concerned how the new road will impact on NAEDA's projects (refer to NAEDA above)</li> </ul>
Primary Industries and	<ul style="list-style-type: none"> <li>▪ Wants to maintain the region's horticultural clustering and position as one of the</li> </ul>

Key stakeholder	Issue, risk and concern
Resources, South Australia (PIRSA)	<p>State's leading producers (contributes around \$700 million to economy with over 3000 employees)</p> <ul style="list-style-type: none"> <li>▪ Concerned about impact on horticultural industry – loss of production (dollar value and capital value) from acquisition of horticultural land/supporting facilities for corridor (and proposed intermodal); danger of creating 'No Man's Land' between Northern Expressway and Heaslip Road; segregation of land holdings; limited areas for relocation (lack of infrastructure, e.g. irrigation, compatible land, etc.); increased costs of production (e.g. spraying) and costs of relocation</li> <li>▪ Expects there will be pressure to alter the Urban Boundary (to align with the new road) which may see more industrial land at the expense of horticultural land</li> <li>▪ Impact of Northern Expressway on Bolivar pipeline (existing and pending extension) and on aquifers, groundwater and water contracts/licences</li> <li>▪ Interested in opportunities for reusing run-off</li> </ul>
Planning SA	<ul style="list-style-type: none"> <li>▪ Impact on and access to/from new route to future residential zones i.e. Evanston Gardens and Evanston South</li> <li>▪ Role in the environmental impact assessment process</li> <li>▪ Expects there will be pressure to alter the Urban Boundary (to align with the new road) but there are no commitments for a wholesale review of the boundary at this time</li> <li>▪ Acknowledges that there may be opportunities for rezoning land around interchanges (for value-added activities) and for the possible intermodal but they would be subject to usual rezoning processes</li> <li>▪ Keen to see the Gawler Urban Buffer (i.e. MOSS Zone) maintained</li> </ul>
<b>State MPs</b>	
Minister for Transport, Energy and Infrastructure – Hon. Patrick Conlon	<ul style="list-style-type: none"> <li>▪ Concerned that the road is consistent with targets in South Australia's Strategic Plan.</li> <li>▪ Concerned that the road 'completes the link from Sturt Highway to the Port River Expressway', this being a Number 1 priority objective in the State Infrastructure Plan</li> <li>▪ Concerned that there is adherence to the project appraisal process</li> <li>▪ Views the meeting of project timelines and budget as a priority</li> <li>▪ Expects the proposed route will have a sufficient benefit cost ratio (BCR) (interested in traffic modelling and project estimates)</li> <li>▪ Expects to receive regular briefings on project progress and advance alert on politically sensitive issues</li> <li>▪ Expects that risks to the project are identified and assessed, and a risk management strategy is in place with effective controls to mitigate and manage each identified risk</li> <li>▪ Concerned that negative project impacts on the community are minimised and sensitively managed, especially property acquisition and noise</li> <li>▪ Concerned that, being a greenfield project, as few property owners/occupiers as possible be subjected to the anxiety of anticipating they will be affected directly. Therefore, he supports the development of one potential route for wider community consultation, rather than several, to reduce the extent of anxiety</li> <li>▪ Interested in opportunities for participation or involvement in publicity activities associated with the project</li> <li>▪ His office will need to approve all communication material</li> </ul>
Member for Light – Tony Piccolo	<ul style="list-style-type: none"> <li>▪ Supportive of the route bypassing Angle Vale and Hillier Park Residential Village</li> <li>▪ Concerned about access points to the new road, e.g. Burton Road or Waterloo Corner Road</li> </ul>

Key stakeholder	Issue, risk and concern
	<ul style="list-style-type: none"> <li>▪ Concerned about safety at Heaslip and Angle Vale roads, and traffic management around the growing Trinity College</li> <li>▪ Conscious of noise impacts (from Gomersal Road experience) – believes the Munno Para noise mounds are an effective measure worthy of consideration</li> <li>▪ The impact of flooding/drainage particularly from the Gawler River and in Playford</li> <li>▪ Concerned about the number of relocations required but appreciates that a new route will have less impact than if it used the existing Heaslip Road</li> <li>▪ Suggested that consideration be given to the new route going on the northern side of the river</li> <li>▪ Perceives that Gawler Soaring Club has minimal traffic – mostly weekend users</li> <li>▪ Is keen to include project updates in his quarterly electorate newsletter</li> <li>▪ Interested in the process of community engagement to involve his community in the planning process and inform it about the outcomes and the reasons behind planning study decisions and how they are engaged in the process</li> </ul>
Minister for Industry and Trade, and Minister for Urban Development and Planning – Hon. Paul Holloway	<ul style="list-style-type: none"> <li>▪ Interested in the implications for future Development Applications and the need for a Planning Amendment Report</li> <li>▪ Interested in the environmental impact assessment process</li> <li>▪ As per Planning SA above</li> <li>▪ As per DTED above</li> </ul>
Minister for State/Local Government Relations, and Minister for Agriculture, Food and Fisheries – Hon. Rory McEwen	<ul style="list-style-type: none"> <li>▪ Would wish to maintain the region's horticultural clustering and position as one of the State's leading producers (contributes around \$700 million to economy with over 3000 employees)</li> <li>▪ Would be concerned about impact on horticultural industry – loss of production (dollar value and capital value) from acquisition of horticultural land/supporting facilities for corridor (and proposed intermodal); danger of creating 'No Man's Land' between Northern Expressway and Heaslip Road; segregation of land holdings; limited areas for relocation (lack of infrastructure, e.g. irrigation, compatible land, etc.); increased costs of production (e.g. spraying) and costs of relocation</li> <li>▪ Expects there will be pressure to alter the Urban Boundary (to align with the new road) which may see more industrial land at the expense of horticultural land</li> <li>▪ Impact of Northern Expressway on Bolivar pipeline (existing and pending extension) and on aquifers, groundwater and water contracts/licences</li> <li>▪ Interested in how the new road will impact on State and local governments in the area and how the consortium engage with them</li> </ul>
Member for Napier – Hon. Michael O'Brien (Transport Parliamentary Secretary and member of NAEDA)	<ul style="list-style-type: none"> <li>▪ Interested in the process of community engagement to involve his community in the planning process and inform it about the outcomes and the reasons behind planning study decisions</li> <li>▪ Impact on/from Playford North redevelopment</li> <li>▪ Has a close working relationship with the local Mayors and has offered to be a mediator with the local councils should major issues arise</li> </ul>
Member for Schubert – Hon. Ivan Venning	<ul style="list-style-type: none"> <li>▪ Supportive of a route that accommodates road/rail intermodal development</li> <li>▪ Suggested a noise treatment similar to that used at Gomersal Road would be effective</li> <li>▪ Is '100% behind it' – would encourage complainant landholders to negotiate the best deal</li> </ul>
Member for Taylor – Hon. Trish White	<ul style="list-style-type: none"> <li>▪ Concerned about the impact on Hillier Park Residential Village</li> </ul>

Key stakeholder	Issue, risk and concern
	<ul style="list-style-type: none"> <li>▪ Concerned about safety at the intersection of Heaslip and Angle Vale roads (and what is being done before Northern Expressway is built)</li> <li>▪ Interested in the process of community engagement to involve her community in the planning process and inform it about the outcomes and the reasons behind planning study decisions</li> <li>▪ Suggested a Questions and Answers flyer be sent to all residences in the area</li> <li>▪ Wants to be informed of any major announcements</li> </ul>
<b>Commonwealth Government</b>	
Department of Transport and Regional Services (DoTARS)	<ul style="list-style-type: none"> <li>▪ Primary concern is to ensure AusLink objectives are met and that there is adherence to the project appraisal process</li> <li>▪ Expects the selected route will have a sufficient BCR (interested in traffic modelling and project estimates)</li> <li>▪ Supportive of a route that accommodates road/rail intermodal development</li> <li>▪ Wants regular contact and briefings on project progress</li> <li>▪ Is particularly concerned that allocated yearly funds are spent within the specified time frame</li> <li>▪ Will need to approve all communication material</li> </ul>
Department of Defence/RAAF Base Edinburgh	<ul style="list-style-type: none"> <li>▪ Existing access from RAAF Base Edinburgh to Heaslip Road and Wyatt Road needs to be maintained; access to the new road could be via Wyatt Road; and if the battalion proceeds, A-double access would be required</li> <li>▪ The RAAF Base Edinburgh has a number of restrictions governing development within a prescribed proximity of the site which may require approval – height and security restrictions (which will impact on interchanges/overpasses, lighting, noise walls, vegetation, etc.); restrictions on the use of reflective material, extraneous lighting and communications equipment; impact on remote base infrastructure (i.e. beacons); the siting of stormwater basins (may attract birds)</li> <li>▪ Is also concerned that the close proximity of aircraft activity may distract users of the new high-speed road and has suggested noise walls at grade separation could reduce views</li> <li>▪ Supportive of a route that accommodates road/rail intermodal development</li> <li>▪ Is aware of suggestions that the runway could be extended beyond the current property boundaries in the future, but the current master plan does not provide for such an extension (Note: the plan is to be reviewed at some stage)</li> <li>▪ Initially preferred a route west towards Virginia but has become more relaxed in its position, appreciating the impact on horticulture</li> </ul>
<b>Federal MPs</b>	
Minister of Transport and Regional Services – Hon. Warren Truss	<ul style="list-style-type: none"> <li>▪ Primary concern is to ensure AusLink objectives are met</li> <li>▪ Is particularly concerned that allocated yearly funds are spent within the specified time frame</li> <li>▪ Interested in opportunities for participation or involvement in publicity activities associated with the project</li> </ul>
Minister for Local Government, Territories and Roads – Hon. Jim Lloyd	<ul style="list-style-type: none"> <li>▪ Primary concern is to ensure AusLink objectives are met</li> <li>▪ Is particularly concerned that allocated yearly funds are spent within the specified time frame</li> <li>▪ Interested in opportunities for participation or involvement in publicity activities associated with the project</li> </ul>



Key stakeholder	Issue, risk and concern
Member for Wakefield – Hon. David Fawcett	<ul style="list-style-type: none"> <li>Interested in the process of community engagement to involve his community in the planning process and inform it about the outcomes and the reasons behind planning study decisions</li> <li>Wants to be informed of any major announcements</li> </ul>
<b>Community groups</b>	
Community groups such as: <ul style="list-style-type: none"> <li>Angle Vale &amp; District Residents Association</li> <li>Gawler River District Lobby</li> <li>Hillier Residential and Tourist Village</li> <li>Peachey Belt Residents Association</li> <li>Salisbury North Community Reference Group</li> <li>St Kilda Progress Association</li> <li>Virginia Residents Action Group</li> </ul>	<ul style="list-style-type: none"> <li>Interested in route and project scope – acquisition process, timing, benefits and scope of works</li> <li>Access (to property, to new road, to local facilities)</li> <li>Quality of life impacts and mitigation measures e.g. noise, visual amenity, air quality</li> </ul>
<ul style="list-style-type: none"> <li>Mallala Regional Road Safety Groups</li> <li>Wakefield Regional Road Safety Groups</li> </ul>	There are a number of memorials (flowers and/or crosses) along Port Wakefield Road (in front of properties 132, 158, 169 and 15). If these need to be removed, liaison should occur with these road safety groups who can then communicate with the families concerned.
<b>Aboriginal groups</b>	
Aboriginal groups such as: <ul style="list-style-type: none"> <li>Kaurna Aboriginal Community Heritage Association</li> <li>Kaurna Elders Council</li> <li>Kaurna Yerta Inc.</li> </ul>	<ul style="list-style-type: none"> <li>Concerned about Aboriginal heritage impacts</li> <li>Concerned about Native title implications</li> </ul>
<b>Environment groups</b>	
Gawler District Environment and Heritage Association	<ul style="list-style-type: none"> <li>Concerned about the impact of the proposed road on the environment and heritage</li> <li>Interested in opportunities to be involved in revegetation activities</li> </ul>
Playford Greening and Landcare	<ul style="list-style-type: none"> <li>Concerned about the impact of the proposed road on the environment</li> <li>Interested in opportunities to be involved in revegetation activities</li> </ul>
<b>Utility authorities</b>	
Electranet (high voltage)	High voltage transmission power line parallel to Dalkeith – one site
Epic Energy	High pressure gas line along Short Road and Port Wakefield Road – one site
ETSA (low voltage)	Connections to low voltage power lines (numerous sites)
NextGen (optical fibre along railway)	Optic fibre along Port Augusta rail line
Optus	Optic fibre along rail line to Gawler
Origin Energy – gas	High pressure gas lines and local connections – along Heaslip, Curtis, Coventry and Main North roads
SA Water – water/sewerage	Mains and local water sewage lines – numerous sites

<b>Key stakeholder</b>	<b>Issue, risk and concern</b>
SEA Gas	<ul style="list-style-type: none"> <li>▪ High pressure gas line along Heaslip Road</li> </ul>
Telstra	<ul style="list-style-type: none"> <li>▪ Optic fibre and local connections – numerous sites</li> </ul>
United Water	<ul style="list-style-type: none"> <li>▪ Same as SA Water</li> </ul>
Water Reticulation Systems Virginia (Bolívar pipeline)	<ul style="list-style-type: none"> <li>▪ Local connections of water pipeline</li> </ul>
<b>General public</b>	
General public	Will have a diverse range and level of interest in the project: benefit to commuters, employment opportunities (from the road and new developments), political issues (e.g. use of public revenue and justification in relation to other State projects, etc.), social issues (especially if affecting family and friends), etc.
<b>Media</b>	
Media outlets such as: <ul style="list-style-type: none"> <li>▪ The Advertiser</li> <li>▪ The Sunday Mail</li> <li>▪ Metropolitan TV and radio</li> <li>▪ News Review Messenger</li> <li>▪ Gawler Bunyip</li> <li>▪ The Plains Producer</li> <li>▪ The Leader</li> </ul>	Will follow the project, its impacts, benefits and issues – political, economic, environmental and social

## **Attachment B**

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**Steering Committee, Government Reference Group  
and Stakeholder Reference Group**

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## Steering Committee, Government Reference Group and Stakeholder Reference Group

Name	Purpose	Representation
Government Steering Committee	Key decision-making body and to keep the Commonwealth Government informed of progress	Department for Transport, Energy and Infrastructure (DTEI – Transport Services, Transport Planning) Department of Transport and Regional Services (DoTARS)
Government Reference Group	To encourage whole of Government contribution to the project and to resolve State Government issues	Central Northern Adelaide Health Service (CNAHS) Department for Families and Communities (DFC – SA Housing Trust, Families and Communities) Department for Transport, Energy and Infrastructure (DTEI – Transport Planning Transport Services, Infrastructure, Public Transport Divisions) Department of Education and Children's Services (DECS) Department of Environment and Heritage (DEH) Department of Health Department of Trade and Economic Development (DTED) Department of Transport and Regional Services (DoTARS) Department of Water, Land & Biodiversity Conservation (DWLBC) Environment Protection Authority (EPA) Land Management Corporation (LMC) Office of the North (OTN) Primary Industries and Resources SA, Planning SA (PIRSA)
Stakeholder Reference Group	To provide local information to help the Government determine potential route options	Barossa Regional Council City of Playford City of Salisbury RAAF (Commonwealth Department of Defence) Department for Transport, Energy and Infrastructure (DTEI) General Motors Holden (GM Holden) Light Regional Council Northern Adelaide Economic Development Alliance (NAEDA) Office of the North (OTN) Royal Automobile Association of South Australia (RAA) SA Freight Council Town of Gawler Virginia Horticulture Centre (VHC)