

3 Community and stakeholder engagement

3.1 Objectives of the program

Engagement with the community, stakeholders and government agencies has been a vital part of the environmental assessment process for the Northern Expressway and Port Wakefield Road Upgrade. This section outlines the engagement processes and activities that were undertaken before and during the route selection phase and during the preparation of the Environmental Report. It gives an overview of the key issues raised.

A Community Involvement Plan, developed in September 2006, outlined the guiding principles and provides a broad framework for community involvement for the Northern Expressway and Port Wakefield Road Upgrade.

The broad objectives of the Community Involvement Plan are to:

- inform the community about the project and obtain feedback on the proposed route and concept design
- inform the community about how its input would be used within the overall strategic objectives of the project
- conduct an open and transparent engagement process by informing the community where it can influence a decision (and to what extent), and where it cannot influence a decision
- ensure that the community is given adequate time and opportunity to provide input.

3.2 Engagement prior to route selection

Several strategic planning and route selection studies were completed before a preferred route was selected for the Northern Expressway. These studies incorporated stakeholder engagement activities and the outcomes are outlined briefly below.

1998 SKM Strategic Planning Study

In May 1998, as part of preliminary investigations for a new National Network link through the northern Adelaide area, a workshop was held with representatives from South Australian Government departments and authorities, industry and community interest groups, and major businesses. The outcomes of the workshop included the recommendation for further study and exploration of possible alignments for the options of Main North Road, Heaslip Road and Taylors Road.

The study recommended a route near to the alignment of Heaslip Road as a preferred future route for the Adelaide–Sydney National Highway, as opposed to Main North Road.

2002 QED initial consultation

In May 2002, initial consultation for a Heaslip Road corridor included representatives from Australian and South Australian Government departments and authorities, industry and community interest groups, and major businesses in the region. The consultation explained the planning study and its objectives to the stakeholders, identifying issues, concerns and constraints from their perspective and gaining general acceptance on the main components of the corridor. The main outcomes were support for development of

the route and an emphasis from councils for involvement of elected council members in any future planning studies.

DTEI investigations and workshops

In October 2003 and March 2004, internal workshops were held with DTEI (formerly Department of Transport and Urban Planning) executives and a representative from DOTARS. Attendees were given a broad overview of the form and function of the proposed road, an understanding of cost and social impacts, the context of the planning study and future land uses, the broad structure of the planning study and the process for the planning phase and delivery.

3.3 Engagement during the concept planning phase

During the route selection phase, the project team held briefings, information exchange sessions and workshops with key industry and representative bodies, and Australian, South Australian and local government elected members and officers.

Three stakeholder groups were established to formally engage these parties in the planning process:

- Government Steering Committee – to provide high-level oversight of the project (Australian and South Australian Government representation)
- Government Reference Group – to encourage whole-of-government contribution to the project (South Australian Government agencies)
- Stakeholder Reference Group – to identify local issues (local councils, representative bodies and industry).

The role of the Government and Stakeholder reference groups was consultative, rather than decision making, providing a forum to discuss issues and identify needs to assist with the planning study. The project team carefully considered all input from the groups on strategic objectives of the project.

The main issues were:

- land use:
 - preserving horticultural productivity by minimising the impact of the Northern Expressway on productive land
 - minimising impact on the Urban Boundary and pressures on rezoning including opportunities to rezone land in support of economic issues
- the preservation of Metropolitan Open Space System (MOSS) zones
- road traffic noise
- the impact on public transport
- access to and from Edinburgh Parks
- flow-on effects to health and education services
- preservation of the potential intermodal site
- drainage and flood management

- freight efficiency (less stop/start) versus local access
- entry to the new road from Gawler.

Land use issues were of particular concern to Primary Industries and Resources, South Australia (PIRSA), Planning SA, Department of Trade and Economic Development (DTED), Northern Adelaide Economic Development Alliance (NAEDA), councils and the Virginia Horticulture Centre (VHC). PIRSA, Planning SA and the VHC were keen to preserve horticultural productivity, while DTED, NAEDA and councils viewed the new road as a catalyst for creating opportunities for economic development.

The Environment Protection Authority (EPA) was concerned about the introduction of road traffic noise into a quiet rural area and wanted to ensure that all 'reasonable and practical' noise mitigation measures were incorporated into the project.

Councils were concerned about the potential impact on local roads, current and future developments (e.g. Edinburgh Parks and Playford North), and were keen to develop an integrated drainage/stormwater management plan in conjunction with DTEI to address drainage problems and provide an alternative water supply.

The Royal Automobile Association (RAA) and the SA Freight Council, while strong advocates for the project, were concerned that community pressure may compromise the expressway function of the road and they wanted to ensure that funds are used wisely to deliver a product fit for the purpose (i.e. the most direct route).

DTEI's Infrastructure Division, the SA Freight Council, DTED, NAEDA and councils all wished to see a route that accommodated road/rail intermodal development.

Most key stakeholders who had been consulted at that time anticipated that the wider community would be concerned about access, extra noise and traffic, and loss of fertile land and would want to see vegetation planted along the corridor.

The implications for Port Wakefield Road of a new expressway component connecting somewhere near or north of Waterloo Corner Road were examined concurrently with the concept planning investigations for the Northern Expressway route in 2005 and 2006.

Two DTEI workshops were held in June 2006 to analyse the options for addressing increased traffic flow on Port Wakefield Road. A package of works was identified to address safety issues and provide additional capacity at the junctions. Safety issues arise where vehicles attempt to gain access to Port Wakefield Road, particularly making right-turn entries. Congestion issues may occur at the main junctions, particularly Bolivar Road and Salisbury Highway.

3.4 Engagement prior to the release of the Environmental Report

Community engagement for the Northern Expressway began in mid-November 2006. A range of information, engagement and feedback tools were used to reach the community:

- a brochure outlining the route, explaining the project objectives and providing visual impressions of what the Expressway may look like
- fact sheets (translated into Vietnamese and Khmer):
 - How to have your say
 - Environmental management

- Noise
- Property acquisition
- Local road access
- The next steps (for those directly affected by land acquisition)
- website
- editorials and advertisements in newspapers
- SMS facility and reply paid service on feedback forms
- posters advertising the Open Day at Angle Vale Primary School After School Hours Centre between 10 a.m. and 4 p.m. on Saturday 2 December 2006
- interpretive service (including Vietnamese and Khmer).

Members of the community were also invited to send a letter directly to the Project Director.

Property owners affected by land acquisition were:

- initially contacted to arrange appointment times for home visits
- visited by communications and valuation team members
- presented with an information pack and contact details for further visits and follow-up.

Stakeholder meetings, briefings and/or presentations were conducted with:

- City of Playford, City of Salisbury, Town of Gawler and Light Regional Council
- Virginia Horticulture Centre
- Gawler Harness Racing Club
- Adelaide Soaring Club.

Displays were held at:

- Munno Para Shopping Centre between Monday 20 November and Saturday 25 November 2006 and between Monday 4 December and Saturday 9 December 2006
- Virginia Shopping Centre between Monday 27 November and Monday 4 December 2006, at certain times with a Vietnamese interpreter staffing the display
- Northern Markets Shopping Centre, Gawler between Monday 20 November and Monday 27 November 2006
- Hollywood Plaza Shopping Centre, Salisbury between Thursday 14 December and Saturday 16 December 2006.

Staff were on hand to answer questions during busy shopping hours.

The community was encouraged to have its say mainly by ringing the 1300 hotline number or by filling out the feedback forms and sending them back to DTEI.

A total of 226 contacts (39% of all contacts made by the community) were made on the 1300 number and 123 feedback forms were filled in and returned to DTEI. A total of 136 discussions were recorded and 55

emails were received between 14 November 2006 and 8 January 2007. All information was fed back directly to the DTEI project team.

Other methods used to obtain community feedback included:

- meetings held at houses in Macdonald Park, Buchfelde and other areas
- meetings held with members of the community who were not directly affected by land acquisition but who would be significantly affected by noise and visual amenity, with these continuing throughout 2007.

Other stakeholder engagement included meetings with Aboriginal representatives; local Members of Parliament (State and Commonwealth); local government elected members, chief executive officers and mayors; representative bodies such as the Virginia Horticulture Centre; and utility and infrastructure providers.

The community generally expressed support for the Northern Expressway with the primary issues raised being the location of the route alignment and noise.

Figure 3.1 provides photographs of the community consultation at Munno Para Shopping Centre and Angle Vale Primary School After School Hours Centre.

The *Community Engagement Technical Paper* outlines the community engagement methods and outcomes.

3.5 Overview of issues raised during the engagement period

The government, stakeholder and community engagement process raised a number of issues which are summarised below.

3.5.1 Positive support for the Northern Expressway

The majority of support is summarised by:

- improved safety on Angle Vale and Heaslip roads
- improved road safety issues, specifically around the Angle Vale Primary School and at local intersections
- reduced travel times for people living in the northern suburbs and commuting to Outer Harbor and Adelaide especially for people living in Gawler and the Northern Adelaide Plains
- reduced travel times for freight journeys, recognised by truck operators as 'good for business'
- reduced traffic volumes 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!'

3.5.2 Key concerns about the Northern Expressway

Primary concerns 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 they fear the effect on their business
- property impact – adequacy of compensation for people who have significant noise, visual or access intrusion but who are not legally entitled to receive compensation (under the *Land Acquisition Act 1969*)
- access – no interchange at Angle Vale Road
- access – no north-facing 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
- shortening of the gliding club (Adelaide Soaring Club) runway, which may limit the range of operations. The gliding club is also known as the glider field, the Gawler Airport, Gawler strip, Gawler aerodrome and possibly by other names. It is predominantly used by the Adelaide Soaring Club. For the purposes of this Environmental Report, it will be referred to as the Gawler glider field
- loss of community facilities and activities – Adelaide Soaring Club and Gawler Harness Racing Club are important community activities. The Gawler Harness Racing Track is also known as the Gawler Landscaping Supplies Sports Park or the Gawler Trotting Track and is used by the Gawler Harness Racing Club. For the purposes of this Environmental Report, it will be referred to as the Gawler Harness Racing Track.

3.6 Conclusion

Information addressing the issues raised during the community engagement before development of the Environmental Report is provided where possible in the sections on effects in Parts D and E of this report.

In a few cases, additional analysis may be required with the issue to be addressed in the preparation of the Supplement after consultation on this Environmental Report.

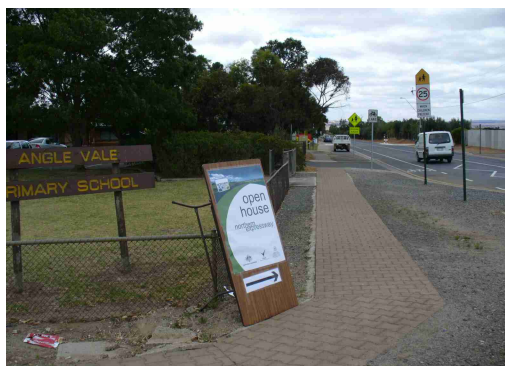


Figure 3.1 Community engagement

