

Executive summary

This Supplement Report has been prepared following receipt and assessment of submissions and further investigations undertaken since the release of the Northern Expressway Environmental Report for public comment on 15 March 2007.

This Supplement Report:

- responds to the issues raised within the submissions by the public, government agencies, local government and representative bodies
- provides an overview of the community engagement processes undertaken during the compilation and subsequent public exhibition of the Environmental Report
- describes the further investigations undertaken on a range of issues that were not able to be reported in the Environmental Report because such investigations were incomplete (at that time), or were ongoing investigations relating to route refinements to the project
- describes the proposed changes resulting from the community engagement processes or those further investigations undertaken immediately prior to and during the community engagement stage
- illustrates the changes proposed and identifies where those changes occur relative to the route shown in the Environmental Report. In particular, these relate to:
 - the provision of additional ramps and interchanges along the Northern Expressway route in response to the significant comment and requests made for them to be provided. A funding submission for the provision of these additional ramps and interchanges is currently being considered by the Australian Government Department of Transport and Regional Services (DoTARS)
 - refinement to the route in response to landowner comments and desire to further minimise the effects on individual property acquisition.

The further investigations related to:

- the feasibility of providing additional ramps/interchanges
- the secondary economic effects of the proposed Northern Expressway on the region and in particular the opportunities and effects on land uses in and around the proposed Expressway
- further explanation on the need for the proposal and the alternatives considered, in particular, the Red route evaluation
- updated for noise modelling based on the refined route
- outcomes from additional Aboriginal heritage surveys
- further comment on effects on non-Aboriginal heritage places as a result of refinement to the route
- additional surface water investigations relating to the Gawler River crossing and Port Wakefield Road
- the greenhouse gas assessment adding to the work provided in the Environmental Report
- visual analysis of the additional ramp options
- Gawler Airfield operational requirements
- preliminary assessment of fill materials (and volumes) to be obtained from three flood detention basins.

A total of 59 submissions were received. Each submission was summarised and cross-referenced, either to the Environmental Report or to the relevant sections within this Supplement Report. A summary response is provided to each issue raised within the submissions (Appendix A). Where a response has required additional explanation, this is provided within the body of the Supplement Report. The community engagement activities between March and May 2007 are summarised in Appendix B.

The refined route of the Northern Expressway is shown on the fold-out plan (Appendix C). In key locations around the interchanges and the junction with Port Wakefield Road, 'indicative' landscape concept plans illustrate the potential landscape treatments.

In summary, the refined route has been confirmed as the most feasible, beneficial and environmentally acceptable whilst having the least possible effect on direct property acquisition, particularly in terms of dwellings affected. Support for the project was also received, in submissions and at the various events held prior to and during the community engagement process.

The Supplement Report together with the Environmental Report and Technical Papers will be considered prior to finalising the refined route for approval by the South Australian Government.