

1 Introduction

1.1 Purpose

The environmental assessment process for the Northern Expressway Project is shown in Figure 1.1. The proposed Northern Expressway Project consists of two components: the Northern Expressway (between Gawler and Port Wakefield Road) and the Port Wakefield Road Upgrade. The project will provide an improved highway and freight connection through metropolitan Adelaide between the Sturt Highway at Gawler and the Port River Expressway. This project will improve freight access from the northern areas of the State and from the main highways, and link key centres in the north, east and west of Australia with the Port of Adelaide, South Australia's main shipping port.

Further detail about the Northern Expressway Project can be found in the Northern Expressway Environmental Report (the Environmental Report).

The Environmental Report was publicly displayed between 15 March 2007 and 26 April 2007. During this time, interested parties were provided with a formal opportunity to comment on the project. Fifty-nine submissions were received from members of the public, representative bodies, local government and State government.

The Northern Expressway Environmental Report Supplement (the Supplement Report) responds to the submissions and outlines the findings of further investigations that have been carried out since the release of the Environmental Report.

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

1.2 Supplement Report structure

The structure and content of the Supplement Report are outlined in Table 1.1.

Table 1.1

Structure and content of the Supplement Report

Section	Description
Section 1 Introduction	Provides an introduction to the Supplement Report and summarises the consultation activities and key issues raised during community engagement.
Section 2 Amendments to the proposal	Provides an amended project description for those components of the overall project that have been revised or changed as a result of further investigations or submissions received.
Section 3 Further investigations	Provides additional or new information relating to ongoing or additional investigations that have been undertaken.
Section 4 Summary of issues and responses	Summarises submissions received and provides a summary response to those issues. Addresses matters raised in submissions.
Appendices	A: Summarises submissions and provides responses. B: Summarises community engagement activities. C: Fold-out map of refined route.

1.3 Community engagement (following the release of the Environmental Report) and key issues raised

Fifty-nine government and public submissions have been received about the project. Appendix A contains a summary of the submissions received, which are cross-referenced to the relevant sections of the Environmental Report, and responses to these submissions.

In addition to formal written submissions, a range of community engagement activities were held between March 2007 and May 2007. Interested parties were encouraged to document any issues raised during these activities and to lodge them as formal submissions. Assistance was provided if requested. Verbal comments and other issues raised have been provided to the project team for consideration.

The community has also been engaged in activities relating specifically to the upgrade of Port Wakefield Road. Some comments were documented and lodged as formal submissions and have been addressed in the Supplement Report. Comments and issues raised informally during these activities have been provided to the project team for their consideration. Community involvement for residents and businesses interested in the upgrade of Port Wakefield Road is continuing.

Community engagement activities undertaken during the formal public exhibition period are summarised in Appendix B.

These activities informed the community, local government, State government agencies, industry and representative bodies about the Environmental Report and how they could make a formal submission. The range of activities provided a forum for the community and other interested parties to raise issues, concerns and opinions about the report and provided an opportunity to view an animated visualisation of the Northern Expressway.

Activities included public meetings, feedback on the 1300 phone number, briefings and meetings with government agencies and representative bodies, individual meetings with property and business owners, community information days and shopping centre displays.

All public events were advertised on the website and in local Messenger newspapers and *The Advertiser*.

The following key issues were raised during this community engagement process:

- The community engagement process did not provide the opportunity for participation in the route selection process.
- There was no clear explanation as to why the 'Red' route was not selected.
- The effects of changed access requirements, particularly for Macdonald Park residents, were not adequately addressed.
- The psychological and emotional effects of the project, particularly for directly affected property owners and occupiers and those in close proximity to the alignment, were not adequately addressed.
- There is an inadequate explanation on how the socio-demographic data was relevant in the route selection process.
- The potential effects on land use change were understated, particularly the effect on land outside the Urban Boundary.
- There was concern that there was insufficient access to the Northern Expressway via interchanges and ramps.

- There were concerns with the noise, air quality, traffic and flooding effects of the project.
- There was concern about the reduced access for businesses and communities adjacent to Port Wakefield Road.
- The potential effect on the glider field operation was understated.

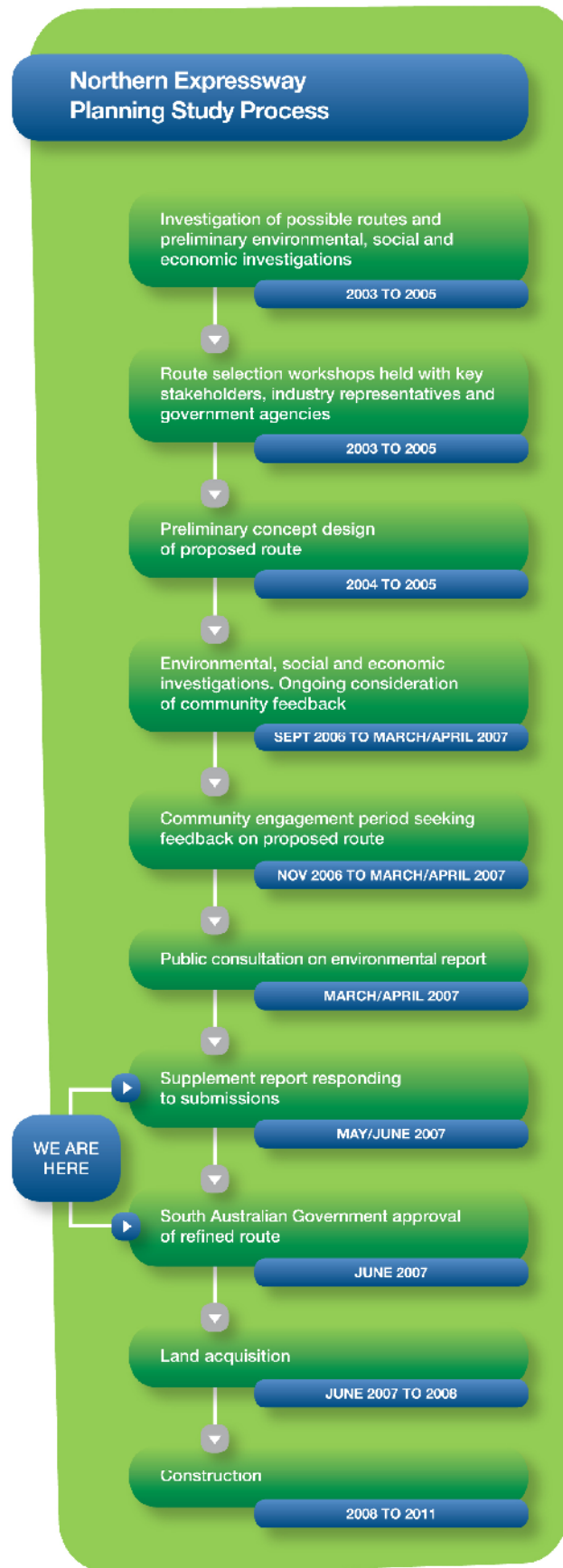


Figure 1.1 Environmental assessment process