

4. Responses to public submissions

4.1 Introduction

Formal submissions on the South Road Superway Project were invited from the public between the 23rd October 2009 and 19th November 2009. Submissions continued to be received and accepted up until the 8th December 2009. This invitation allowed written comment on any aspect of the *Project Impact Report* from any interested person or organisation.

This section addresses the relevant issues raised in submissions received by DTEI during the public consultation period.

In addition to the invitation of formal written submissions, other stakeholder and community engagement activities were undertaken as described in Section 1.3 and **Table 4.1** of this *Supplement*. These have also informed the design process.

4.2 Summary of issues

43 written submissions were lodged, comprising 1 from local government, 5 from state government agencies, 1 from a representative body, and 36 from the general public. An additional 42 feedback forms were received and treated as formal submissions, all from the general public.

Issues raised by submissions received have been documented, responded to, and cross referenced with the relevant sections in the *Project Impact Report* and *Supplement* (see **Appendix A**).

The sections below summarise the key issues arising from submissions received, and DTEI's response. The headings used reflect the structure and topics covered in the *Project Impact Report*.

4.2.1 Need for the project

These submissions sought further detail on the project rationale, its benefits to the local area, and to greater Adelaide. Information was also sought about the timing of the Superway project and upgrades of other sections of South Road. These questions were addressed by Section 4 of the *Project Impact Report*, and Section 6 of the *Project Impact Report* which describes the economic assessment of the project and projected economic benefits of the project to the region and greater Adelaide.

Following completion of the Gallipoli Underpass, upgrading of this section of South Road between the Port River Expressway and Regency Road is the second step in creating a 22 kilometre non-stop north-south corridor from the Port River Expressway to Darlington, and complements the residential and industrial development occurring and planned for Adelaide.

The South Road Superway Project creates the necessary 'system wide' accessibility improvements to not only support major economic activity in the northern and western regions but to also create greater certainty and be a catalyst for new investment in South Australia.

The northern end of South Road is being upgraded now as it is a key freight route for Adelaide's major export generating industries. South Road between the Port River Expressway to Regency Road is the direct link for our industrial transport hubs: Adelaide Airport, Islington Rail Terminal, the Port of Adelaide and Outer Harbour. Approximately 25 per cent of all South Australian industry is based in and around this area, leading to a freight task concentration at the northern end of South Road.

Planning for the full length of the north-south corridor is currently under development. The Australian Government has provided \$70 million for DTEI to undertake this planning work.

4.2.2 Business and community profile

Some submissions received suggested that local industry and business viability will be negatively impacted by the South Road Superway due to loss of access to businesses and loss of passing trade. Effects on businesses including changes to accessibility are discussed in Sections 8.5, 8.6, 8.7, and 17.4.2 of the *Project Impact Report*. Access at specific locations is also discussed in Section 4.2.8 of this *Supplement*, in addition to the section below.

Changes to accessibility

Local accessibility for businesses will be maximised through a number of local road improvements. Service roads running beneath the elevated roadway are proposed to help maintain business presence along South Road and accessibility to premises. The extension and improved connectivity of the local road network may also help to assist in further connecting businesses within the study area and providing alternative routes for business travel patterns.

Refinement of local road improvements and access to individual properties will continue to evolve as detailed design develops. Local Access Plans will be prepared and distributed to businesses and posted on the project website (www.infrastructure.sa.gov.au).

A Traffic Management Plan will be put in place by the Contractor before construction to ensure motorists, businesses and residents are informed of the project and a safe and reasonable level of accessibility is maintained for business operations throughout the life of the project.

Construction impacts on business

The design of the elevated roadway, the construction methodology, the construction program and traffic management will all aim to minimise disruption to businesses in the region during the three year construction period. Local roads will be upgraded ahead of work on South Road, providing practical and efficient alternative routes for traffic during construction of the elevated roadway.

A Traffic Management Plan will be put in place prior to construction to ensure motorists, businesses and residents are informed of the changes and will ensure a reasonable level of accessibility is maintained for business operation. The Construction Contractor's Environmental Management Plan will ensure appropriate environmental management measures are implemented and monitored during construction, such as noise, vibration, air quality etc.

4.2.3 Land use and zoning

A number of submissions received from local businesses sought to pursue future development opportunities post-construction including air space advertising, signage and building heights.

The commercial and industrial precincts of Regency Park and Wingfield currently vary in terms of their urban design quality, legibility and accessibility. The South Road Superway Project and the Westwood regeneration program provide a catalyst for the review of the surrounding industrial, commercial and residential areas to be considered.

The South Road Superway Project addresses accessibility through changes to the local road network and there are further opportunities for landholders and business operators to work with the City of Port Adelaide Enfield and State Government in the future on improved urban design policies. One opportunity would be to develop a signage strategy for the Regency Park and Wingfield areas to improve way finding and branding of the local areas. DTEI will work with Council and the local community to enhance directional signage, business finding and branding.

There are not expected to be any changes to land use or zoning sought about by the project.

4.2.4 Property

Some submissions queried if land values would increase or decrease as a result of the South Road Superway. The issue of property acquisition was also raised.

Land values

Property surrounding the South Road Superway is recognised and valued as a prime industrial precinct and development of the Superway will enhance this value. Where similar projects have been undertaken interstate and overseas, the trend has been for surrounding land values to increase over time. There is strong anecdotal evidence Australia wide which links the development (and announcement) of major road freight infrastructure (e.g. freeways, expressways and major arterials) with rises in both residential and industrial land values, and rates of land consumption specifically related to that infrastructure investment.

A number of property research companies have prepared papers or commentaries on the impacts of specific road infrastructure projects in various Australian cities including Sydney, Melbourne and Brisbane¹. In the two projects analysed in the Macquarie Bank Property Outlook 2005, the following was noted:

“New roads lead to wealth

Property market participants are used to seeing infrastructure build wealth. For industrial property, values are now mostly about access to infrastructure.

New roads tend to have fairly uniform effect on land values: prices rise sharply after the announcement of the road, then they slow. They rise again with the announcement of the successful bidder. Before completion – about 18 months prior – they typically shoot up again. Two road projects demonstrate this phenomenon.

The Mitcham-Frankston Highway is south-east of Melbourne. The industrial area around it is Dandenong, where between September 2002 and September 2003 prices went up 43% for the 12 months after the announcement of the road, but then slowed down. Once the successful bidder was announced prices jumped again.

In Sydney, the Westlink M7 (previously known as the Western Sydney Orbital) had a similar story. It was approved in February 2002, with the successful bidder announced a few months later. Fifteen months after it was announced prices rose by 36% before price growth slowed. However, in the past year they have picked up again by about 15% .”

Each project has its unique features and hence will impact differently on the growth in value of surrounding land depending on the level of accessibility provided. It is reasonable however to assume that growth in land values and demand could be realised at the time of completion of the South Road Superway, particularly in the Wingfield, Mansfield and Ferryden Park areas and to a lesser extent the wider Port Adelaide Enfield and Charles Sturt Council areas.

Land acquisition

The design South Road Superway (elevated roadway) has significantly reduced the amount of land acquisition required for the project (when compared to undertaking a complete upgrade of South Road at ground level). Whilst the amount of land acquired is still being determined, DTEI is endeavouring to minimise the extent of property acquisition required for the project. Under Section 25 of the *Land Acquisition Act 1969*, where businesses are affected by acquisition, in determining fair and reasonable compensation for loss that a party will incur consideration is given to:

- the fair market value of the land before the project was announced
- any loss to the remaining land caused by severance or partial acquisition
- any loss due to disturbance
- special value, including business based issues.

¹ Jones Lang LaSalle (2005), Colliers International (2005) and Macquarie Bank (2006)

For business properties that will be either partly or wholly acquired, DTEI will evaluate business impacts through assessment such as its operation and profitability. Businesses will need to make available trading figures for at least the previous three years, as well as any other documents that support their claim for compensation. DTEI may also engage experienced accountants, specialist business brokers or other industry qualified personnel to help gain an understanding of a business and its worth.

4.2.5 Non-aboriginal heritage

One submission identified sensitive cultural or heritage areas within the study area for the South Road Superway. Sections 11.4, 11.5, and 11.6 of the *Project Impact Report* addressed non-Aboriginal heritage matters relating to the project, concluding that there would be no significant impact on heritage items as a result of the project.

The new Naweena Road/Gallipoli Grove connection passes adjacent to the State Heritage Listed Sunnybrae Farm. This will require an additional entrance/exit point for Sunnybrae, that has been developed in close consultation with the Operator. Changes made to the site's access include measures to ensure that the heritage value of the site is not affected (e.g. vibration monitoring, landscaping and provision of a new driveway entrance). As advised by the City of Port Adelaide Enfield's Heritage Advisor, DTEI has submitted an application to the Development Assessment Commission for potentially affecting the amenity of the Sunnybrae Farm Complex. If development approval is obtained, any conditions of approval will be implemented.

4.2.6 Aboriginal cultural heritage and native title

One submission raised impacts on sensitive cultural or heritage areas as a result of the South Road Superway. As described in Section 12 of the *Project Impact Report*, investigations concluded that the Superway project does not affect any previously recorded Aboriginal cultural heritage sites, object or remains.

DTEI will continue to work with the Kaurna people to manage Aboriginal cultural heritage during construction and operation of the Superway. If a suspected Aboriginal site, object or remains are discovered, the advice of an archaeologist will be sought and the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet advised.

Advice has been received from the Crown Solicitors Office that Native Title has been extinguished on all properties currently to be acquired for the South Road Superway Project. If further land acquisition is required, DTEI will continue to address Native Title issues as they arise.

4.2.7 Flora and fauna

One submission raised the issue of impacts on sensitive environments as a result of the South Road Superway.

As described in the *Project Impact Report* Sections 14 and 15, both flora and fauna assessments have been undertaken for the project area. These studies determined that the remnant flora habitat in the project study area has been highly altered. It is unlikely that any native species will be significantly impacted by the construction and operation of the project. Surveys have determined that the study area does not comprise key foraging, breeding or nesting habitat for any species listed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) identified as potentially occurring in the project footprint and surrounding region.

Some 'significant trees' as defined under the *Development Act 1993* will require removal throughout the project area. The impact to areas of native vegetation will be offset by payment into the Native Vegetation Fund and rehabilitation of the disturbed area with native plant species. Areas of non native vegetation will be replaced at a minimum ratio of 1:1. A significant number of trees and shrubs will be

planted as part of the landscaping scheme to replace vegetation that is removed and will improve the biodiversity and visual amenity of the area.

In their submission, the Department for Environment and Heritage (DEH) has advised that they have not identified any significant issues with this proposal.

The preparation of a Contractor's Environmental Management Plan will ensure appropriate environmental management measures are implemented and regularly monitored for compliance.

4.2.8 Transport

Numerous submissions related to traffic, transport, and access. In particular submissions raised:

- limited access (including heavy vehicle access) to specific sites resulting on impact to business operations
- limited or restricted access generally
- loss of parking for heavy vehicles
- safety (whole project plus Naweena Road/Gallipoli Grove link specifically)
- pedestrian and cyclist access
- traffic increases on local roads.

Access and parking

A number of submissions related to the potential loss of heavy vehicle access and parking on Naweena Road (Regency Park), Rosberg Road and Rafferty Street (Wingfield). Conversely, other submissions sought to see current parking restrictions enforced.

DTEI is currently investigating options for a new traffic management scheme on Hanson Road between Grand Junction Road and Cormack Road including a ban of right hand turns into Second, Fourth and Sixth Streets, Ottoway for north bound traffic as well as new traffic signals at the intersection of South Terrace and Hanson Road.

East-west movement across South Road was also raised in submissions. Throughout the design of the project every effort has been made to provide for the east-west movement of vehicles, cyclists and pedestrians. East-west movement across South Road will be maintained at the following locations:

- South Terrace
- Cormack Road
- Grand Junction Road
- Kateena Street
- Days Road
- Regency Road.

Some submissions raised the point that the current design requires additional access to Grand Junction Road to accommodate road trains and B-Doubles. Access to Grand Junction Road from this area is being further investigated by DTEI. Enhancement of both left and right turns from Dunstan Road, through road widening, is being investigated. A new concept currently under investigation would also enable traffic to turn left onto Rosberg Road.

Several submissions suggested the lack of right hand turns from South Road as a constraint to access to properties. Whilst the Naweena Road / Gallipoli Road link between Grand Junction Road and Regency Road will provide the key alternative access route for northbound customers and suppliers seeking to access businesses along South Road (south of Grand Junction Road), DTEI has acted on the concerns of local business and are developing a new concept to include a U-turn facility just south

of Days Road. This proposed U-turn facility will provide alternative access to properties on the eastern side of South Road.

The provision of right hand turns from South Terrace to Hanson Road to facilitate B-Double movements was also raised in a submission. DTEI is investigating the installation of traffic signals at the intersection of Hanson Road and South Terrace. These signals would be linked to the signalised rail crossing.

Regency Park precinct - Naweena Road/Gallipoli Grove Link

The project will improve the alignment of the Gallipoli-Naweena Link reducing utility service impacts, minimising disruption for Naweena Road businesses, and providing better long term development options for the vacant land. Submissions received in relation to Naweena Road included topics such as:

- increases in traffic volumes
- ability for heavy vehicles to undertake existing turning movements from adjacent properties with increased traffic volumes
- strong demand for current level of on-street parking
- conflict between on-street parking, movements in and out of properties and future traffic volumes
- difficulty turning right into Regency Park precinct travelling south along Naweena Road in the absence of dedicated turning lanes

This feedback has been taken into consideration and more detail is available in Section 2.2.7.

Wingfield north-east precinct

As an outcome of recent meetings between the project team and the Australian Rail Track Corporation (ARTC), the Rafferty Street extension between Salisbury Highway and Cormack Road will not go ahead. Instead, a one-way southbound road from Salisbury Highway to Wing Street, with a two-way service road from Wing Street to Cormack Road, is proposed. Wing Street will also connect across the at-grade intersection improving east/west access. The existing railway crossing, controlled by signals, will remain on South Road.

South Road

The absence of ground level access along South Road from south of Grand Junction Road through to north of Grand Junction Road (to the South Road intersection with Rosberg Road) was raised by businesses and property owners who rely on direct access to this section.

DTEI acknowledges the associated issues for local business with the initial concept design for this area and is currently investigating and designing concepts to provide a northbound ground level access (service) road connection from Grand Junction Road through to Cormack Road. Such a link will assist with local traffic movements and connectivity.

The restricted right hand turns off South Road between Grand Junction Road and Regency Road were raised as an issue in a number of submissions. These concerns are being addressed by DTEI, who are investigating the inclusion of U-turn facilities near the intersection of Days Road and South Road, and a right turn in at Angle Road and Kateena Street.

Pedestrians and cyclists

The updated South Road Superway Project concept design allows for pedestrian and cycle access at grade. This is likely to involve a mixture of shared use pedestrian/cycle paths, dedicated footpaths and dedicated on road bike lanes.

Pedestrian and cyclist access is proposed as follows:

- dedicated bicycle lanes in each direction between Regency Road and Grand Junction Road
- two metre wide footpaths on both sides of South Road between Regency Road and Days Road
- a mixture of shared use paths and dedicated bike lanes in each direction between Grand Junction Road and the Port River Expressway
- Naweena Road/Gallipoli Grove link cycle lane
- A pedestrian and bicycle crossing at the intersection of South Road and Kateena Street.

Safety

Some submissions received identified road safety as an issue. The Superway project has been designed to improve safety by reducing the number of potential conflict points along South Road, particularly at signalised intersections, side road junctions and the South Road railway crossing.

The issue of safety in relation to vehicle breakdown on the Superway, and provision of sufficient space for motorists and roadside assistance was raised in submissions. The current design of the Superway will sufficiently manage breakdowns and roadside assistance, with a state-of-the-art Intelligent Transport System (ITS) and Incident Management System.

The ITS includes variable messages and lane use signage to ensure safe operation of the elevated roadway during normal operations and emergency situations (including vehicle breakdowns). The ITS system will enable speed reduction, advance warnings and lane closures to create a safe environment for motorists, emergency service and roadside assistance providers. The ITS system will be developed in consultation with emergency service providers and representative bodies such as the RAA to ensure appropriate safety and efficiency is achieved.

Safety was a key issue raised by Naweena Road businesses, who highlighted the potential conflict between on-street parking, movements in and out of individual properties and current and future traffic volumes. The two options under consideration for Naweena Road are described above in Section 2.2.7. Safe access to properties will be a design priority for both options.

Pedestrian safety and pedestrian traffic crossing from the eastern side of South Road to the “BP On-the-Run” complex opposite Kateena Street was raised in submissions. Provision for a pedestrian and bicycle crossing has been provided for in the current design of the intersection of South Road and Kateena Street.

Traffic increases

Submissions received addressed the projected increase in traffic volumes on Naweena Road and Rafferty Street as a result of the South Road Superway project.

The interface of increased traffic volumes and existing vehicle movements on Naweena Road is currently being investigated in order to address matters raised as outlined in Section 2.2.7. Natural increases in traffic volumes throughout the area will also occur due to predicted population growth and development in the north and greater Adelaide.

The majority of the increased traffic along Rafferty Street in Wingfield will be travelling from north to south, as they enter the precinct via the proposed new link off Salisbury Highway. The Rafferty Street extension is currently under review by the project team in consultation with the Australian Rail Track Corporation.

The design of the traffic signals at Grand Junction Road and Regency Road will cater for the predicted traffic volumes, and DTEI will review the potential for synchronisation of the two intersections.

Rail crossings

The removal of the South Road rail crossing was submitted as an issue with the concept design, with some suggesting alternatives to the current proposal such as a rail underpass or overpass. An

underpass option has been investigated; however, the creation of an underpass would not meet the operational requirements of the Australian Rail and Track Corporation (ARTC). An underpass is not viable due to the need to allow for double stacked containers on the track, as well as the issues associated with construction of an underpass in an area of high groundwater levels and potential for acid sulphate soils.

As indicated above, an assessment of the optimal traffic improvements for the Wingfield north-east precinct is currently being undertaken. This includes assessing the need for a ground level rail crossing at Rafferty Street or maintaining the existing ground level rail crossing on South Road.

The Superway overpass of the existing rail crossing will provide significant road and rail safety improvements traffic efficiency benefits to the area.

4.2.9 Noise and vibration

Noise

Some submissions raised the potential noise impacts of the Superway, especially on the upper floors of multi-storey buildings as a result of the elevated roadway, and also on the Sunnybrae Farm Complex.

Section 18 of the *Project Impact Report* described noise investigations undertaken for the project in relation to the relevant guidelines. As stated in that Section, under the DTEI Road Traffic Noise Guidelines (RTNG), the Department is responsible for the provision of noise mitigation measures which protect developed noise sensitive land uses adjacent to areas of road works (this does not include commercial/industrial businesses). These Guidelines are available to the public and have been endorsed by the Environment Protection Authority.

Noise sensitive land uses under the DTEI RTNG include:

- existing dwellings in a zone where dwellings are contemplated, as defined by the relevant development plan
- existing nursing homes
- caravan parks that accommodate existing long term residential usage
- areas used for passive recreation
- educational institutions, childcare centres and kindergartens

The most effective mitigation measure for reducing road traffic noise for residences at Days Road is via the installation of a noise barrier on the elevated roadway. Noise barrier locations, height and length will be determined during the detailed design phase.

The use of Stone Mastic Asphalt (SMA) to surface the Superway is a further mitigation measure being employed by DTEI to reduce noise levels.

A Construction Noise and Vibration Management Plan will be developed to manage noise issues during construction. A framework for managing noise impacts during construction will form part of the Construction contractor's requirements under the management plan.

Vibration

Potential for vibration impacts on business premises was raised in some submissions. As stated in Section 18 of the *Project Impact Report*, there is no evidence that exposure to airborne vibration from traffic causes even minor damage to buildings and it is as such unlikely that there will be adverse traffic vibration effects due to passing vehicles. The Superway operation is also unlikely to create ground borne vibration.

A construction methodology for the elevated roadway piers has not yet been decided. If required, vibration monitoring will be undertaken during works to ensure that the vibration limits identified in relevant standards are not exceeded.

A Construction Noise and Vibration Management Plan will be developed to manage any potential vibration issues during construction. A framework for managing vibration impacts during construction will form part of the Construction contractor's requirements under the management plan.

4.2.10 Air quality

Section 19 of the *Project Impact Report* described air quality investigations undertaken for the project in relation to the relevant guidelines, concluding that the relevant standards will be met at the nearest sensitive receptors.

The South Australian Department of Health sought confirmation through their submission that air quality modeling accounted for a reduction in the area of the Regency Park Golf Course. It is confirmed that the modeling allowed for this.

One submission expressed concern with the impact of construction dust on food manufacturing operations. Dust is not expected to be a significant issue for the project, as compared to normal roadworks, as construction of the South Road Superway (elevated roadway) is largely using pre-cast concrete and cast in-situ construction techniques. As stated in the Section 19.8 of the *Project Impact Report*, an Air Quality Management Plan would form part of the Contractors' Environmental Management Plan developed for the whole project. It would include management and mitigation measures to minimise the creation of dust from construction activities and may include, but not limited to:

- developing a construction traffic management plan to advise all truck drivers, contractors and vehicular machinery operators of designated vehicle access routes and protocols
- restricting vehicle speeds (e.g. 20–40 km/hr) to minimise wheel-generated dust on unsealed routes
- where practical covering truck loads where there is potential for dust emissions during transport
- regularly wetting down exposed surfaces, including stockpiles, and unsealed *roadways* to suppress dust generation; in addition to this the contractor may consider the use of surfactants on various surface types to increase the efficiency of these suppression techniques
- locate stockpiles away from sensitive receivers, as far as practicable
- managing stockpiles by appropriate shaping to minimise wind shear
- restricting activities with dust generating potential during periods when strong winds are blowing towards sensitive regions.

4.2.11 Community engagement

Some stakeholders expressed a view through submissions that more community engagement on the project should have occurred. DTEI has made every effort to ensure that members of the community potentially affected by the South Road Superway have had the opportunity to be involved in the community engagement process for the project.

A project letter was sent to approximately 10,000 individuals and organisations in March 2009, and a follow up letter was again sent to all stakeholders in the study area in October 2009. The *Project Impact Report* was made available online from 23 October and a copy of the *Project Impact Report* Executive Summary was sent to more than 1100 key businesses and landholders in early November 2009. The project team was also available to meet with any individual stakeholders who wanted more information on the project. **Table 4.1** details the community engagement activities that have been undertaken.

Table 4.1: Community engagement program: March 2009 – March 2010

Date	Activity	Engagement Method
March 2009	Project letter	Letter and study area map distributed to just under 10,000 businesses, landholders, residents and organisations
March – May 2009	Key business surveys	Face to face interviews with 128 targeted businesses and landholders using a formal survey tool to collect information for the project design team
March 2009 - ongoing	Emails and phone calls	Businesses and other stakeholders called the 1300 number for information or followed up via email
March – May 2009	Stakeholder briefings	Briefings were organised with non-business stakeholders, including state and federal MPs, non-government organisations and utility providers
May 2009	Phone interviews	Landholders unable to be met face to face were surveyed by phone
May 2009	Business door knocking program	All remaining businesses based on South Road between Grand Junction Rd and PRExy were contacted by the project team
May – June 2009	Business valuation interviews	Face to face meetings were held with more than 20 businesses and landholders likely to be partially or completely acquired
July – September 2009	Input of stakeholder feedback to concept design	Business, landholder, resident and stakeholder organisation feedback was included in planning and concept design and ongoing consultation with key businesses
September 2009	Project status letter	Letter providing update on progress of planning study sent to key businesses and landholders
October 2009	Project launch	South Road Superway launched by Prime Minister and Premier with key industry associations
October 2009	Project launch letter and invitation to Open Days	Project Status Letter and advising how to download the <i>Project Impact Report</i> (PIR), the consultation period, how to respond and an invitation to the Superway Information Days was direct mailed to all businesses and residents in the study area, absent stakeholders and absent landowners (just under 10,000 letters)
October 2009	Project information pack	Information pack comprising project brochure, three fact sheets, feedback form and invitation to two Information Days provided to key business and landholder stakeholders
November 2009	<i>Project Impact Report</i> communications	<i>Project Impact Report</i> Executive Summary sent to 1100 key businesses and landholders Project articles developed with local MPs and other stakeholder organisations
November 2009	<i>Project Impact Report</i> public exhibition	Two Public Information Days held at Sunnybrae Farm and Greyhound Racing, display stalls staffed at the Chicago Fair and project briefing at the John Rau MP and Mark Butler MP Community Information Day
November 2009	Key business meetings and doorknocking	Follow up interviews and door knocking of businesses and landholders potentially affected by access changes or land acquisition
November 2009	Stakeholder briefings	Project briefings provided to industry associations, local councils, state and federal MPs and state government agencies

Date	Activity	Engagement Method
November 2009	Key stakeholder letters	Letters sent to the key stakeholders with issues arising from the PIR process and information days, advising that we were working on their issues
November 2009	Naweena Road Surveys	Letter box dropped everyone on Naweena Road regarding proposed Naweena Rd link, enclosing Survey Tool and soliciting feedback on the design
December 2009 – February 2010	Key stakeholder meetings	Ongoing meetings with key stakeholders to feed into the finalisation of the concept design and at the request of businesses and landholders seeking updates on the project
January 2010	Naweena Road Stakeholders	Letter box dropped everyone on Naweena Road regarding Revised Concept Plan Briefing / Meeting – soliciting further feedback on revised design in accordance with previous input from that group
February 2010	SARTA Conference	Superway Stand at the SARTA conference – members of the project team brought the animation and spoke to conference attendees, answered questions, showed the animation and recorded details of people interested in being kept informed about the project
February 2010	Project status letter	Project Status Letter and Superway General Access Map was direct mailed to all businesses and residents in the study area, absent stakeholders and absent landowners (just under 10,000 letters)
February 2010	Port Adelaide Enfield Council briefing	Update briefing for Port Adelaide Enfield Council on latest design options for local road upgrades and community consultation update
March 2010	Naweena Road Stakeholders	Letters sent to businesses and landholders on Naweena Road and registered interested persons regarding the option chosen for Naweena Road that was determined by the public consultation in January
March 2010	Geotechnical Survey Notification	Letters sent to businesses and residents within approximately 200m of proposed test piling locations to advise of work having commenced

4.2.12 Drainage design

A submission raised the issues of local drainage, water capture and reuse. Surface water and drainage were addressed in Section 16 of the *Project Impact Report*, with further detail being provided in Section 3.5 of this *Supplement*.