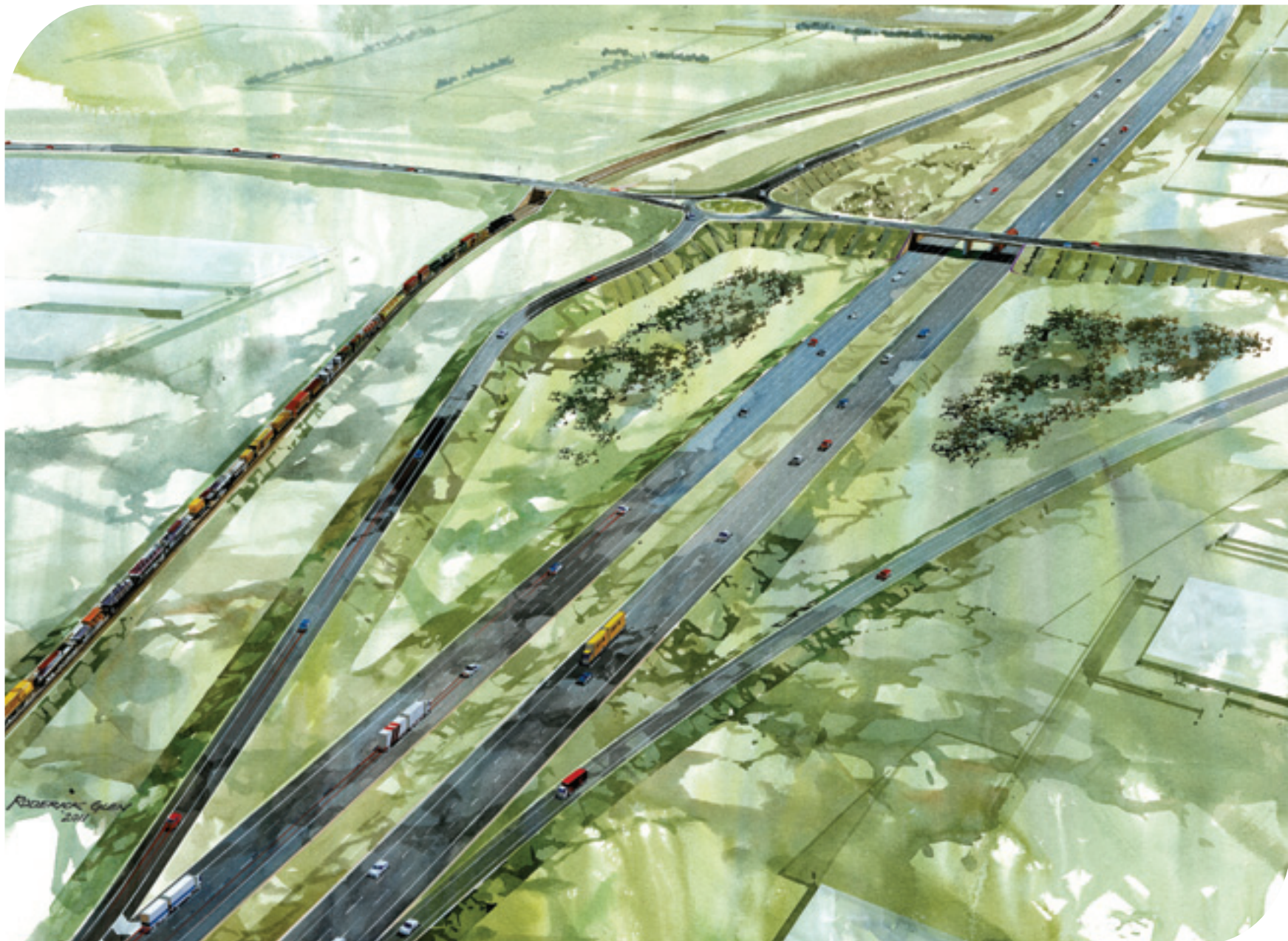


DELIVERING OUR TRANSPORT FUTURE NOW

# north-south corridor northern connector



## Project Impact Report Volume 1

An environmental, social and economic assessment



Government of South Australia  
Department for Transport,  
Energy and Infrastructure

DELIVERING OUR TRANSPORT FUTURE NOW

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## Part A. Introduction

### 1 Introduction

### 2 Community and stakeholder engagement

## Project Impact Report Volume 1

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Department for Transport,  
Energy and Infrastructure

# 1 Introduction

## 1.1 The Northern Connector

The proposed Northern Connector (the project) will form a strategic link in road and rail between northern regions of South Australia, and further afield, to the Port of Adelaide, Adelaide metropolitan area and southern regions (Figure 1.1).

It will be an integrated road and rail transport corridor comprising a new 15.6 km expressway standard road (three lanes in each direction) and a 30.9 km single track, national freight rail line. The road component would run west of the existing Port Wakefield Road, from the new Northern Expressway interchange with Port Wakefield Road in the north to the Port River Expressway and South Road interchange in the south (Figure 1.2). The rail component will primarily run west of the new road carriageways, and link with existing rail lines at Virginia to the north, Dry Creek to the south and Port Adelaide to the west (Figure 1.2).

The project has been developed in response to the *South Australia's Strategic Plan* (Government of South Australia 2007a) and *The 30-Year Plan for Greater Adelaide* (Department of Planning and Local Government 2010) which forecasts a significant increase in population growth, road and rail traffic, and economic expansion in the northern Adelaide region.

The Northern Connector project has also been listed as a 'project with real potential' by the Australian Government. Infrastructure Australia identified the national significance of the project and the clear and positive contribution it would make to achieving Australia's policy goals.

The Northern Connector will form an integral component of Adelaide's North–South Corridor extending from the Northern Expressway at Gawler to the Southern Expressway at Old Noarlunga (Figure 1.2), as identified in the *Strategic Infrastructure Plan for South Australia: 2010 Discussion Paper* (DTEI 2010). It is both integrated (encompassing transport and land use priorities) and multi-modal (encompassing rail and road).

It would form a new link in the Adelaide Urban National Land Transport Network, connecting the Adelaide–Perth/Darwin corridor, mining activity in the states north, the Adelaide–Sydney corridor, areas of the Riverland and Barossa Valley in South Australia, and the Sunraysia area in New South Wales and Victoria, with key freight destinations in Adelaide's north-west suburbs, including the Port of Adelaide, rail terminals, industry zones and Adelaide Airport.

The completed road link will allow a largely unimpeded journey from Port Wakefield, the Mid North, Barossa Valley and Riverland to the Port of Adelaide and the future non-stop North–South Corridor (incorporating the South Road Superway).

Key Northern Connector road benefits will be:



- improved traffic conditions, access and safety for road users and local communities along the route by reducing freight on Port Wakefield Road and Main North Road
- improved freight efficiency and export opportunities
- a safer, faster connection to suburban destinations such as Adelaide Airport, sporting venues, beaches and businesses, in southern and western suburbs
- reduced travel times for commuters travelling to and from the northern suburbs
- reduced overall vehicle emissions due to smoother traffic flow.

The rail component is critical to the interstate freight network managed by Australian Rail Track Corporation. Key Northern Connector rail benefits will be:

- improved safety for road users and quality of life for nearby residents by significantly reducing freight rail traffic through suburban area to the east of Port Wakefield Road (Salisbury North and South, Parafield Gardens, Mawson Lakes)
- ‘unlocked’ commercial and industrial development opportunities along the corridor, including the Economic Development Precinct in Gillman and Defence SA in Port Adelaide
- a freight transport mode shift from road freight to rail freight
- less environmental impact of heavy rail freight transport through suburban communities
- improved rail freight transport efficiencies through higher speed and shorter connection to the port and intermodal facilities
- improved rail access to intermodal terminals in Adelaide and the Port of Adelaide for rail freight transport from the north and west of South Australia and from Darwin and Perth.

Construction and operation of the Northern Connector would bring significant benefits but many, often competing, environmental, social, economic and engineering issues have had to be balanced to achieve project objectives. Inevitably, due to the scale, nature and location of the project, some adverse impacts would occur. Where possible, measures will be put in place to minimise and/or offset these impacts.

The release of this *Project Impact Report* is part of the project’s planning and environmental impact assessment processes. It represents a key aspect in determining the appropriate location and extent of the project to enable a corridor to be defined for future construction.

The Department for Transport, Energy and Infrastructure (DTEI) is currently seeking and investigating funding for the construction of the Northern Connector project. If approved and funded in the near future, construction could be completed by 2017.



Figure 1.1. Location Plan







Source: DEH, DTEI, DPLG

Figure 1.2 The Northern Connector proposed road and rail route



- Northern Connector road
- Northern Connector rail
- - - Spur line to Port Flat siding
- Northern Expressway
- South Road Superway
- Existing roads
- +— Existing railway

### 1.1.1 Project area

The project, located in Adelaide's outer northern metropolitan area, approximately 12 km north of Adelaide's central business district (Figure 1.1), will pass through three council areas —City of Playford, City of Salisbury and City of Port Adelaide Enfield — and through the suburbs of Virginia, Waterloo Corner, St Kilda, Bolivar, Globe Derby Park, Dry Creek, Wingfield and Gillman.

The project area has been zoned into three sections (Figure 1.2) to facilitate design, planning and assessment of the corridor:

- Northern section — relatively low population agricultural land, typically used for horticulture
- Central section — adjacent to and immediately east of the SA Water Bolivar Wastewater Treatment Plant
- Southern section — incorporates Globe Derby Park, with a small resident population on semi-rural land holdings used for horse agistment and training facilities; open land primarily used for salt production and the Greenfields and Barker Inlet wetlands; vacant land at Gillman; and the more densely populated urban industrial area of Wingfield.

### 1.1.2 Main elements of the project

The main elements of the project are:

- a new road (15.6 km), three lanes in each direction, between the Northern Expressway and the South Road–Port River Expressway junction
- four road interchanges: Northern, Waterloo Corner, Bolivar (on-ramp) and Southern
- Port Wakefield Road–Waterloo Corner and Port Wakefield Road–Bolivar Road intersection upgrades to connect to the Northern Connector interchange ramps
- approximately 30.9 kilometres of standard gauge, single-track freight rail line with maintenance/access track, generally located to the west of the road carriageways
- four rail bridges separating rail freight from road traffic
- two 2 km rail passing loops at Gillman and north of Waterloo Corner interchange
- a shared-use (pedestrian and cyclist) path
- Barker Inlet north wetland modifications
- wetland offset or rehabilitation areas (for flood storage, water quality treatment and habitat)
- swale drains and detention basins
- landscaping.

The project is described in detail in Chapter 8.

### 1.1.3 Other project considerations

The following planned projects in the region although separate from the Northern Connector project, have been considered as part of this study.

#### **South Road Superway**

The South Road Superway project, stage two of the North–South Corridor Upgrade, will deliver a 4.8 kilometre non-stop corridor that includes a 2.8 kilometre elevated roadway from Port River Expressway to Regency Road. The project is currently under construction and due for completion in late 2013.

The Southern interchange and the interchange at the northern end of the South Road Superway have been designed to ensure future compatibility.

#### **Dry Creek salt fields — future use**

A key objective in defining the corridor through the Southern section (Figure 1.2) is to provide the most direct and efficient transport route while minimising the impact on Cheetham Salt Ltd operations and the environment.

The Northern Connector will have some impact on current Cheetham Salt Ltd operations in the Dry Creek–Globe Derby Park area. DTEI has been working with Cheetham Salt Ltd to determine if the salt crystallisation fields impacted by the project can be relocated within the existing Dry Creek site, and to identify relocation areas, possibly around St Kilda, for impacted salt concentration ponds. Locations for these ponds require further consultation and investigations.

*The 30-Year Plan for Greater Adelaide* (Department of Planning and Local Government 2010a) identifies the current Cheetham Salt Ltd Dry Creek salt fields as a future urban expansion area. The Northern Connector integrated road and rail corridor has thus been designed to maintain the flexibility of the proposed transport corridor while maximising the future development potential of this site.

#### **Northern Adelaide Plains stormwater management investigations**

The City of Playford, in conjunction with the City of Salisbury, has been developing a stormwater management system for the Northern Adelaide region and investigating future stormwater management requirements.

In defining the stormwater management requirements for the Northern Connector project, and in consultation with the Cities of Playford and Salisbury, a number of opportunities to improve stormwater drainage through the Northern Adelaide region have been identified.



## 1.2 Project objectives

The objectives of the Northern Connector project are to:

- provide a safe, efficient, sustainable and integrated strategic land transport link, which maximises the benefit cost ratio, for road traffic and rail freight movement between the greater northern regions of Adelaide and the Port of Adelaide and proposed North–South Corridor
- minimise adverse impacts on local communities and the surrounding natural environment and, where possible, enhance community and environmental opportunities
- reduce congestion and the impact of freight activity on the local road network and local communities
- create medium-term and long-term employment opportunities for local communities and across the region
- link key infrastructure priorities and potential areas of development, thereby contributing to the economic and social development of the local community and wider northern region
- achieve a practical, flexible, yet sensitive design solution that is a positive influence on property values and economic development.

## 1.3 Project phases and schedule

DTEI is currently seeking funding for the Northern Connector project. If the project is approved and funded in the near future, construction could be completed by 2017. Indicative planning, design, construction and operation time frames (Table 1.1) are subject to funding and environmental approvals, including approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

**Table 1.1 Indicative time frames for the Northern Connector**

Project phase	Activities	Time frame
Concept planning	Route selection Initial consultation with stakeholders Preliminary environmental investigations	2008–2009
Concept design	Route concept design and development of proposed route Community and stakeholder engagement and consultation Environmental impact assessment	2009–October 2011
Project approval	Minister for Transport approval of proposed route	November 2011

Project phase	Activities	Time frame
<b>If project funding is obtained in near future</b>		
Pre-construction	Land acquisition Environmental and other approvals Pre-construction works (e.g. service relocation)	2013–2014
Construction	Detailed design and construction	2014–2017
Post-construction	Operation Maintenance	2017 onwards

## 1.4 The proponent

The proponent for the Northern Connector project is the South Australian Department for Transport, Energy and Infrastructure (DTEI).

## 1.5 Environmental impact assessment process

### 1.5.1 Overview of the process

The Northern Connector project will not be assessed under the *Development Act 1993*, as the required land will be acquired under the *Highways Act 1926*. Nevertheless, DTEI has followed an environmental impact assessment process, as part of the project's planning process (Figure 1.3), similar to the major development process under the Development Act. DTEI prepared this Project Impact Report for the project, which assesses the environmental, social and economic impacts of the Northern Connector project. Technical studies, community and agency consultation, public display, opportunities for comment and the subsequent Supplement Report are all part of the environmental impact assessment process.

#### Australian Government approvals

A referral will be submitted, under the EPBC Act, to the Department of Sustainability, Environment, Water, Population and Communities, as the project has the potential to impact on Threatened and Migratory species. Should the Australian Government determine that the project has significant impacts on Matters of National Environmental Significance (i.e. is a 'controlled action'), assessment and approval under the EPBC Act would be required.

#### Government of South Australia approvals

Under South Australian legislation, a number of further approvals, permits or licences may need to be obtained. These are summarised in Table 1.2.

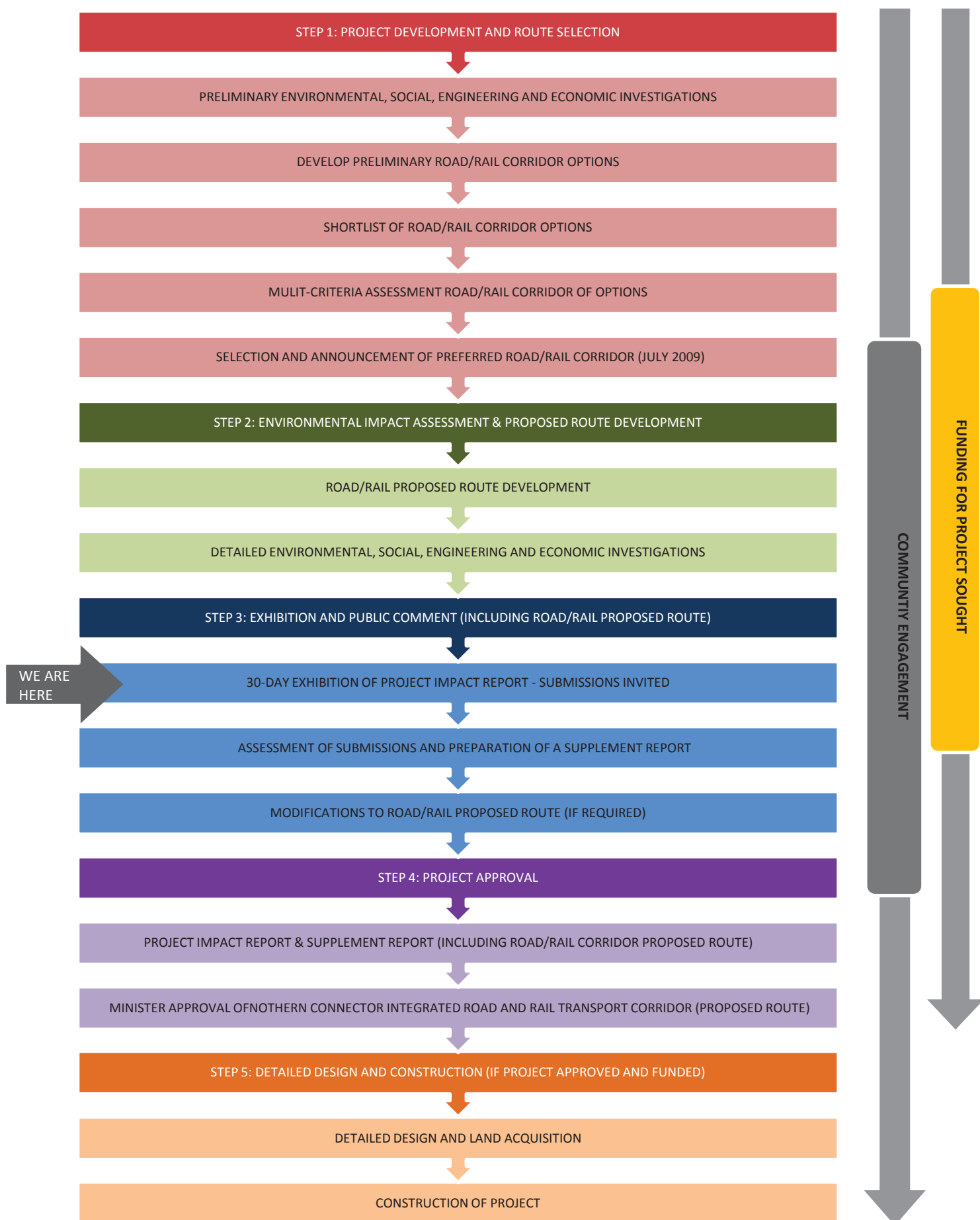


Figure 1.3. Project Planning and design process (excluding EPBC Act process)



**Table 1.2 Likely South Australian legislative environmental approvals**

<b>Legislation</b>	<b>Approval required</b>	<b>Authority/approval body</b>
<i>Aboriginal Heritage Act 1988</i>	<ul style="list-style-type: none"> <li>determine an Aboriginal site (s12)</li> <li>disturb an Aboriginal site/object (s23)</li> </ul>	Minister for Aboriginal Affairs and Reconciliation Department of the Premier and Cabinet, Aboriginal Affairs and Reconciliation Division
<i>Development Act 1993</i>	<ul style="list-style-type: none"> <li>remove a significant tree</li> <li>affect a South Australian heritage place or area</li> <li>open a borrow pit</li> </ul>	Minister for Urban Development and Planning Development Assessment Commission
<i>Environment Protection Act 1993</i>	<ul style="list-style-type: none"> <li>undertake prescribed activity of environmental significance, including: <ul style="list-style-type: none"> <li>earthworks drainage and dredging licence</li> <li>concrete batching licence</li> <li>asphalt batching licence</li> </ul> </li> </ul>	Minister for Environment and Conservation Environment Protection Authority
<i>Mines and Works Inspection Act 1920</i>	<ul style="list-style-type: none"> <li>open and operate a borrow pit</li> </ul>	Minister for Mineral Resources Development Primary Industries and Resources South Australia
<i>National Parks and Wildlife Act 1972</i>	<ul style="list-style-type: none"> <li>collect or destroy native fauna and native seed</li> </ul>	Minister for Environment and Conservation Department of Environment and Natural Resources
<i>Native Title (South Australia) Act 1994</i>	<ul style="list-style-type: none"> <li>determine native title on land being acquired for construction</li> </ul>	Attorney-General Department of the Premier and Cabinet, Aboriginal Affairs and Reconciliation Division
<i>Native Vegetation Act 1991</i>	<ul style="list-style-type: none"> <li>destroy or remove native vegetation outside an urban area</li> </ul>	Minister for Environment and Conservation Department of Environment and Natural Resources
<i>Fisheries Management Act 2007</i>	<ul style="list-style-type: none"> <li>Permit to undertake removal or interference activities with animals or plants inside an aquatic reserve</li> </ul>	Primary Industries and Resources SA
<i>Natural Resources Management Act 2004</i>	<ul style="list-style-type: none"> <li>water affecting activities permit</li> </ul>	Minister for Environment and Conservation Department of Environment and Natural Resources Adelaide and Mount Lofty Ranges Natural Resources Management Board

## 1.5.2 Environmental impact assessment documents

The environmental impact assessment documents for the project are:

- Project Impact Report: Executive Summary, Volumes One and Two
- Technical reports, Volume One
- Supplement Report.

## 1.5.3 Objectives, structure and content of this Project Impact Report

The Project Impact Report (this document) is the main mechanism for gaining formal community comment on the project and its environmental, social and economic effects. Its main objectives are to:

- inform the community about the project and the alternatives considered
- describe the existing environment in the project area and identify environmental, social and economic effects associated with the project
- outline the benefits of the project and means of avoiding, minimising and managing adverse effects.

The Project Impact Report, in two volumes (Table 1.3):

- introduces and explains the need for the project
- describes the route selection process and design development, and the project
- details the environmental, social and economic assessments
- offers justifications and conclusions.

**Table 1.3 Structure and content of the Project Impact Report**

<b>VOLUME ONE</b>	
<b>Part A Introduction and background</b>	
Chapter 1	Introduction
Chapter 2	Community and stakeholder engagement
<b>Part B Need for the project</b>	
Chapter 3	Project context
Chapter 4	Project needs and benefits
Chapter 5	Economic assessment
<b>Part C Description of the project</b>	
Chapter 6	Planning and design principles and standards
Chapter 7	Development of the Northern Connector project
Chapter 8	Project description
Chapter 9	Construction and operation

<b>VOLUME TWO</b>	
<b>Part D Effects of the project on the social, cultural and economic environment</b>	
Chapter 10	Landscape, visual amenity and urban design
Chapter 11	Noise and vibration
Chapter 12	Non-Aboriginal heritage
Chapter 13	Socioeconomic impacts
Chapter 14	Planning, zoning and landuse
Chapter 15	Traffic and transportation
Chapter 16	Aboriginal heritage and Native title
<b>Part E Effects of the project on the physical and biological environment</b>	
Chapter 17	Flora
Chapter 18	Fauna
Chapter 19	Air quality
Chapter 20	Water quality, drainage and flooding
Chapter 21	Geology, soils and contamination
Chapter 22	Greenhouse gas, sustainability and climate change
<b>Part F Environmental management</b>	
Chapter 23	Environmental management, mitigation and monitoring framework
<b>Part G Justification of the project</b>	
Chapter 24	Justification of the project
Glossary	
Abbreviations	
References	
<b>Appendices</b>	
Appendix A	Project team
Appendix B	Non-Aboriginal heritage places
Appendix C	Indicative plant list
Appendix D	Greenhouse gas emission factors for vehicle types
Appendix E	Climate change risk assessment

Each assessment chapter in Volume Two, Part D (Effects of the project on the social, cultural and economic environment) and Part E (Effects of the project on the physical and biological environment) should be read in full for an understanding of the existing environment, the effects of the Northern Connector on each issue and the mitigation measures proposed to avoid or minimise impacts.

#### 1.5.4 Technical reports

The Project Impact Report is supported by technical reports for key project issues that require more detail than that provided in each assessment chapter in Volume Two, Part D (Effects of the project on the social, cultural and economic environment)



and Part E (Effects of the project on the physical and biological environment).  
Technical reports include:

1. Noise and vibration
2. Planning, zoning and landuse
3. Flora
4. Fauna

Each technical report identifies existing conditions, potential impacts of the project on existing conditions and proposed measures to minimise the impacts.

Any inconsistencies between the Project Impact Report and the technical reports are due to the timing of the writing. The Project Impact Report, the most recent document, has the most accurate and up to date information and thus takes precedence in the case of any conflict.

### **1.5.5 Supplement report**

The Supplement Report, to be prepared following the public exhibition of this Project Impact Report, will summarise the public submissions received during exhibition and respond to all relevant issues raised.

Additional investigations undertaken after this Project Impact Report was compiled or as a result of public submissions (e.g. route adjustments) will be included in the Supplement Report. It will also display the final proposed road/rail corridor of the project, and determine the appropriate location and extent of the project to enable a corridor to be reserved until the project is constructed. It will also highlight any changes or refinements made as a result of the consultation process.



## 2 Community and stakeholder engagement

### 2.1 Communication and consultation strategies

Communication and consultation have been the two main community and stakeholder engagement processes for the Northern Connector project. Communication activities have primarily focused on delivering factual information to all interested parties to increase awareness and understanding of the project. Consultation has included discussions between the project team and interested parties to gain detailed information and feedback for assessing project impacts and route selection.

The preferred road route and rail route were publicly announced on 1 July 2009. Following release of *The 30-Year Plan for Greater Adelaide* (Department of Planning and Local Government 2010a), the rail route was redesigned (see Chapter 8) and an alternative selected. Engagement activities are currently underway and more detail on this phase of the project will be published in the Supplement Report.

The community engagement process for the concept planning and route selection phase of the project accommodates responses and issues of concern raised by affected landholders, surrounding communities and key stakeholder groups.

Key stakeholder groups identified to participate in the community and stakeholder engagement process during the concept planning and route selection phase were:

- property owners (residential and commercial) directly affected by the proposed route (i.e. subject to land acquisition)
- property owners indirectly affected by the proposed route (i.e. adjacent to or in the vicinity of the corridor, or affected by changes to road access)
- communities of interest (i.e. communities living or working in the suburbs the Northern Connector would traverse, such as Dry Creek, Globe Derby Park, Bolivar, St Kilda, Waterloo Corner and Virginia)
- local government (i.e. Cities of Salisbury, Playford and Port Adelaide Enfield)
- industry and representative bodies (i.e. Australian Rail Track Corporation, Royal Automobile Association of South Australia, South Australian Freight Council, South Australian Road Transport Association, Virginia Horticultural Centre)
- South Australian and Australian government agencies
- community, heritage (non-Aboriginal and Aboriginal) and environmental groups
- any other person interested in the project area or commuting through it.

The issues raised were used, in part, to inform the analysis of the project area and the route selection process.

The next engagement phase will be implemented in conjunction with the release of this Project Impact Report.



### 2.1.1 Key objectives

#### Concept planning and route selection phase

The primary objectives of the community and stakeholder engagement process during the concept planning and route selection phase were to:

- raise awareness about the project and how it contributes to the overall strategic transport objectives for South Australia
- identify affected property owners and stakeholders and collect information on key issues, constraints and opportunities to progress the concept design development
- promote different mechanisms and opportunities to gain access to project information, make enquiries and provide feedback
- obtain feedback on the project and the proposed route, through a planned and coordinated engagement approach.

#### Environmental impact assessment and concept design phase

At this environmental impact assessment and concept design work phase, the key engagement objectives are to:

- ensure affected property owners and key stakeholders receive more detailed information about the project
- engage directly with affected property owners on a one-to-one basis to discuss and address individual concerns or issues
- identify any outstanding community and stakeholder issues and comments to further inform the environmental impact assessment process
- provide and promote a range of opportunities for all interested parties to gain further information, make comments and provide feedback as part of the detailed design development.

Methods for achieving the objectives for both phases included:

- project information line and email
- one-to-one meetings with property owners
- meetings with local and South Australian Government agencies and industry groups
- community open days
- shopping centre displays
- letters and feedback forms.

## 2.1.2 Guiding principles of community engagement

The guiding principles underpinning community engagement activities are:

- *transparency* — provide accurate information and clear boundaries on the level of influence the community has in the decision-making process
- *value all contributions* — acknowledge and genuinely consider all input by the community and stakeholders
- *timely response* — consider all enquires promptly and aim to address all issues and concerns raised as quickly as possible
- *inclusiveness* — ensure that all communication and consultation methods take into account the different and diverse needs of the community and stakeholders
- *mutual respect* — allow for all individuals to have their say and express their different opinions in a manner that respects all parties.

## 2.2 Community and stakeholder engagement program

### 2.2.1 Concept planning and route selection phase

The communication and consultation activities of the concept planning and route selection phase, and their target audiences, are summarised in Table 2.1. Government agencies participating in the planning study are listed after the table.

**Table 2.1 Summary of communication and consultation activities**

Target audience	Activity	Comment
All members of the public, including properties within broad corridor; key stakeholders	Telephone information project enquiry line: 1300 793 458	Contact details promoted in all project communication materials
	Project email address: dtei.northernconnector@sa.gov.au	
	Project website: www.infrastructure.sa.gov.au	
	Staffed shopping centre public displays	Two staffed public displays held at Hollywood Centro (3 July 2008) and Virginia Shopping Centre (5 July 2008) to provide project information, and identify key issues and level of support for the project
Property owners within broad corridor	Letter advising of planning study commencement and project contact details	Follow up phone calls and visits as required
	Property visits to all likely to be directly impacted by property acquisition for the route	53 properties visited before planning study announced in March 2007

<b>Target audience</b>	<b>Activity</b>	<b>Comment</b>
	Staffed community forums	Two staffed community forums held at Globe Derby Park (10 June 2008) and St Kilda (14 June 2008) to identify outstanding issues or concerns
Communities of interest	Fact sheet with information about the project, concept planning progress and opportunities for engagement	Distributed to households and businesses in St Kilda, Bolivar, Globe Derby Park, Waterloo Corner, Direk, Burton, Paralowie, Greenfields and Parafield Gardens  Fact sheet translated into Vietnamese and available on project website  Interpreter service promoted on fact sheet
	Feedback form	Included with fact sheet to gain comment on key issues, constraints and opportunities; available on website and at displays
Key stakeholders	Letter to local and SA government agencies and key industry groups advising of planning study commencement	Promoted opportunities for briefings, presentations and making comment
	Project brochure	Strategic overview of project and main objectives distributed to key stakeholders following March 2008 project announcement  Interpreter service promoted on brochure
	Government agencies workshop	Held 20 May 2008 with key local, SA and Australian government agency representatives to explore key issues, constraints and opportunities, and encourage whole of government approach to selecting preferred route
	Innovations workshop	Held 17 July 2008 with local and SA government agencies to highlight previously unidentified opportunities
	Route selection workshop	Held 2 October 2008 with industry and local and SA government agency representatives to consider route options and select preferred route using multi-criteria assessment process
	Joint Council Leadership Group — ongoing regular forums	Senior staff from Cities of Salisbury, Playford and Port Adelaide Enfield met with the project's Joint Leadership Team to discuss project-related issues

## Government agencies participating in planning study

### Local Government

- City of Salisbury
- City of Playford
- Adelaide City Council
- City of Port Adelaide Enfield

### South Australian Government

- Central Northern Adelaide Health Service
- Department for Transport, Energy and Infrastructure
- Department of the Premier and Cabinet: Aboriginal Affairs and Reconciliation Division; Office for Racing
- Department of Education and Children's Services
- Department of Health
- Department for Families and Communities, Housing SA
- Land Management Corporation
- Department for Environment and Heritage: Coast and Marine; Heritage Board; Threatened Species
- Department of Water, Land and Biodiversity Conservation: Native Vegetation
- SA Water
- Department of Planning and Local Government
- Department of Trade and Economic Development
- Department of Primary Industries and Resources
- Environment Protection Authority
- South Australia Police
- Country Fire Service
- Metropolitan Fire Service
- SA Ambulance Service

### Australian Government

- Department of Infrastructure, Transport, Regional Development and Local Government
- Department of Defence
- Royal Australian Air Force
- Department of the Environment, Water, Heritage and the Arts



### 2.2.2 Environmental impact assessment and concept design phase

Communication and consultation activities following the route announcement and release of this Project Impact Report include:

- one-to-one meetings with affected property owners
- community information open days
- shopping centre displays
- government agency workshops
- information fact sheets and brochures on different aspects of the project (i.e. route selection, local road access, wetlands, environment, land acquisition and community engagement opportunities) in both hard copy and electronic format
- simulation model of how the Northern Connector would operate (uploaded on the project website and promoted at all community events)
- Joint Council Leadership Group — ongoing
- briefings and presentations to Council Elected Members and industry groups — ongoing.

The outcomes of these activities will be included in the Supplement Report.

## 2.3 Key issues raised

More than 1,000 people made contact with the project team between 6 March 2008 and February 2011.

Most feedback on the project has been positive with identified project benefits including:

- increased safety and less traffic congestion on Port Wakefield Road
- travel time savings — faster route between the Northern Adelaide region and the Port of Adelaide
- freight traffic diverted away from local suburban roads
- freight trains removed from suburban rail lines.

The most common issues raised have been:

- social and economic impacts of property acquisition
- safety in a multiple-use transport corridor
- possible future land zoning changes
- changes to local road access
- community severance
- perceived impact on property values in proximity to the transport corridor.

Issues raised during the environmental impact assessment and concept design phase will be discussed in the Supplement Report.

### **2.3.1 Flora and fauna**

Comments on plants related to retaining the buffer of mature trees at Bolivar Wastewater Treatment Plant (WWTP).

Community groups and individuals passionate about preserving bird life in the area submitted the only responses related to fauna in the project area.

SA Water raised a potential safety concern of midge flies in the vicinity of the Bolivar WWTP for road users. DTEI is continuing to work with SA Water on this matter.

### **2.3.2 Noise and vibration**

Noise was raised as an issue, with most feedback being about the effects on a presently 'quiet' rural environment. Residents of the Highway One Caravan and Tourist Park at Bolivar, the community at Globe Derby Park and those located closest to the route raised concerns about increased noise levels from the project.

One respondent raised an issue about vibration, specifically about fish farming and possible impacts on such operations.

### **2.3.3 Air quality**

Air quality did not emerge as a major concern. The issues were about construction management or the effect of the project once constructed and being used by traffic.

SA Water raised the issue of odour in the vicinity of the Bolivar WWTP. DTEI is continuing to work with SA Water on this matter.

### **2.3.4 Geology, soils and site contamination**

Although issues relating to geology and soils were not raised as a major concern, many respondents commented on the poor condition of the soil on which the project will be built.

A low level of response related to site contamination. There is some awareness of contamination by pesticides in agricultural areas. Concerns were also raised about the volume of material illegally dumped in the area.

### **2.3.5 Heritage — Aboriginal and non-Aboriginal**

A low level of response was received on heritage.

There is some local awareness of the South Australian heritage-listed Dry Creek Explosives Magazine and Earth Mounds, which will not be affected by the project (see Chapter 12).

### **2.3.6 Land use and zoning**

Land zoning was raised with regard to financial and future planning considerations, in particular, the potential for rezoning of agricultural and light industrial land to residential land. Some properties have been retained or purchased for speculative reasons, in anticipation of future zoning changes. Some property owners indicated their aspirations for their land to be subdivided for children/grandchildren to share profits in the long term.

### **2.3.7 Visual amenity**

To date, the response rate on visual amenity impacts has been low. Owners of properties located close to proposed interchanges have raised some concerns. The design of interchanges and bridge structures will be an important consideration for addressing community concerns about visual impacts.

### **2.3.8 Social cohesion and severance**

A high level of concern was expressed by some residents of Globe Derby Park about being located between the Northern Connector and Port Wakefield Road.

Some concern was also expressed about the potential negative effects on families who have close ties to the area, live adjacent to each other and share business resources.

Residents and users of facilities at St Kilda expressed a high level of concern about the current access on to Port Wakefield Road. Feedback during community forums indicated that an interchange would be an obvious improvement.

A number of residents in the local community of Waterloo Corner spoke of the need to move out of the area because 'the feel' of the region would change.

### **2.3.9 Property acquisition, business and livelihood impacts**

Property acquisition was a major issue raised, particularly for those directly affected by, or those who would be located in the vicinity of, the Northern Connector route.

More than 60% of the land required for the Northern Connector is owned by government (local, South Australian or Australian), or the Australian Rail Track Corporation. Less than 40% of the land required is held in private ownership.

Property owners in the vicinity of the project route were visited or contacted in March 2008. Although the proposed route was not yet known, concerns raised included receiving a fair price for their home if it was to be acquired; the level of compensation to replace current farms, houses or businesses; social and dislocation impacts; and inheritance considerations.

Responses from property owners were diverse. Some owners were eager to sell and saw acquisition as an opportunity for a lifestyle change; others wanted to retain

their property or land and feared that the project would affect their business or lifestyle, effectively causing them to relocate.

Property owners outlined the considerable time, money and effort spent on developing their properties as a home, business or hobby farm. They expressed concern that a replacement property might not be able to provide a similar quality of life. In instances of properties having both a dwelling and business, they considered that the loss of the dwelling would have a direct effect on both business viability and lifestyle.

The SA Gun Club and Southern Go Kart Club located in Bolivar have recreational value for the community and have expressed concern that any impact on their operations may mean they could not hold state and national events.

Community and stakeholder engagement identified that the project is seen to have significant effects on families directly affected by or close to the preferred route, and those who have lived, worked, raised families and developed community ties in the region. The severity and consequences of the social, physical and financial effects vary depending on individual circumstances.

### **2.3.10 Traffic and access**

Reaction to the Northern Connector reducing freight traffic and congestion on Port Wakefield Road was positive. In particular, residents of Globe Derby Park and Parafield Gardens were supportive of proposed access changes to Port Wakefield Road.

Globe Derby Park is a unique community containing a variety of horse-related training, exercise and recreational facilities. Globe Derby Drive is the main access for local residents and users of facilities in the area. Locals raised safety concerns about traffic and horses sharing the same access route to the trotting track.

Some concern was also raised about the closure of St Kilda Road. Some comments indicated that an interchange at Waterloo Corner Road would be a major safety improvement.

Upgrades to some local roads due to new interchanges were identified as a benefit by some and a concern by others.





## For more information

For more information, to make an enquiry or join the mailing list contact the Northern Connector project team.

Phone: 1300 793 458 (interpreter service available)

Email: [dtei.northernconnector@sa.gov.au](mailto:dtei.northernconnector@sa.gov.au)

Visit the website: [www.infrastructure.sa.gov.au](http://www.infrastructure.sa.gov.au) and then follow the prompts.

Για περισσότερες πληροφορίες γι' αυτό το πρόγραμμα οδοποιίας τηλεφωνήστε στο **1300 793 458**. Διαθέτουμε και διερμηνείς.

Se desiderate altre informazioni su questo progetto stradale telefonate al **1300 793 458**. Ci sono interpreti a disposizione.

Để có thêm thông tin về công trình đường bộ này xin hãy gọi điện thoại số **1300 793 458**. Sẽ có phiên dịch viên.

បើចង់ទទួលព័ត៌មានបន្ថែមទៀតអំពីគម្រោងផ្លូវថ្នល់នេះ សូមទូរស័ព្ទមកលេខ **1300 793 458**

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