

2. Amendments to the concept design

2.1 Introduction

A range of issues were raised during community engagement activities and the public exhibition period of the *Project Impact Report*. These issues in turn have been considered by the Department for Transport, Energy and Infrastructure (DTEI) and the South Road Superway project team. Wherever feasible, alterations have been made in response to issues raised by businesses and the wider community, and further detailed investigations have resulted in changes to the design.

This section details amendments to the project that have occurred since the release of the *Project Impact Report*, in response to the outcomes of community engagement activities.

It should be noted that in many instances the outcomes of community engagement activities have led to further investigations that are still ongoing at the time of release of this *Supplement*. Further amendments may be made to the proposal in the future as a result of ongoing investigations, design, and community engagement. Many of these amendments will be considered and investigated during the detailed design phase of the project.

The original project Concept Plan has been replaced by the General Access Map, and is attached in **Appendix B** of this report.

2.2 Amendments to the concept design arising from the community engagement activities

Consideration of feedback received during the community engagement process and technical investigations has commenced. As a result, the following amendments to the South Road Superway Project are currently being undertaken.

2.2.1 Local road access to businesses and residences

In order to achieve a safe and efficient road design, changes have been made to the design wherever possible, to ensure effective access to businesses. Some businesses have also had their access points modified, in close consultation with management and land owners. Accessibility will be maximised through a number of road improvements, and refinement of local roads and access to individual properties will continue to evolve as detailed design develops.

In order to ensure that businesses and residents are aware of local road changes, a *General Access Map* was letter box dropped to businesses and residents in the study area (**Appendix B**). The map identifies a number of precincts:

Precinct 1 - Wingfield north-west (also referred to as Wingfield Precinct 1 in the *Project Impact Report*)

Precinct 2 - Wingfield north-east

Precinct 3 - Wingfield south-west

Precinct 4 - Wingfield south-east

Precinct 5 - Days Road (referred to as Angle Park – Westwood precinct in the *Project Impact Report*)

Precinct 6 - Regency Park

The map identifies how each of the precincts can be accessed. More detailed access maps for each of the precincts identified above are currently being developed and in the near future will be distributed to local businesses and the community to assist them to adjust to the changes. Updates will continue to be posted on the project website (www.infrastructure.sa.gov.au) and can be mailed out if requested.

Specific amendments to the concept design are listed below under each precinct.

2.2.2 Wingfield north-west precinct

The Wingfield north-west precinct is bounded by the Port River Expressway to the north, South Road to the east, Cormack Road to the south and Hanson Road to the west (**Appendix B – Precinct 1**).

Wingfield north-west precinct access

DTEI is currently investigating options for the provision of heavy vehicle access to the Superway and local road network via South Terrace and Hanson Road from the Wingfield north-west precinct (described as Precinct 1 in the *Project Impact Report*). This would include traffic management measures along Hanson Road to increase traffic capacity during construction and the installation of new traffic signals at the intersection of Hanson Road and South Terrace.

2.2.3 Wingfield north-east precinct

The Wingfield north-east precinct is bound by the Salisbury Highway to the north, Magazine Road to the east, South Road to the west and Commack Road to the south (**Appendix B – Precinct 2**).

New service road along South Road to Cormack Rd

As an outcome of recent meetings between the project team and senior management of ARTC, Rafferty Street extension between Salisbury Highway and Cormack Road is now removed. This has been replaced with a one-way southbound at-grade service road from Salisbury Highway to Wing Street, which then becomes a two-way service road between Wing Street and Cormack Road. Wing Street will also be connected westward and eastward at the intersection with the service road.

The existing railway crossing will remain on South Road controlled by signals. This railway crossing provides a vital link for local business access and ensures the viability of the businesses along the existing section of South Road.

2.2.4 Wingfield south-west precinct

The Wingfield south-west precinct is bound by Cormack Road to the north, South Road to the east, Grand Junction Road to the south and Hanson Road to the west (**Appendix B – Precinct 3**).

Davis Street Link to create loop to Grand Junction Rd Superway ramp

The new road link over the drain significantly enhances northbound access for Precincts 1, 2 and 3. No changes to this design were made as a result of the business and landholder feedback.

2.2.5 Wingfield south-east precinct

The Wingfield south-east precinct is bound by Cormack Road to the north, Churchill Road to the east, South Road to the west, and Grand Junction Road to the south (**Appendix B – Precinct 4**).

South Road - Grand Junction Road/Rosberg Road Link

Provision of a one-way northbound at-grade service road link from Grand Junction Road to Rosberg Street and a two-way at grade service road from Rosberg Street to Cormack Road, will provide a continuous service road along the corridor between Grand Junction Rd and Cormack Road. This significantly improves accessibility of local businesses and making business operations more viable.

Cormack Road and Johansson Road intersection

Installation of traffic signals at the Cormack Road and Johansson Road junction, will improve road safety for large commercial vehicles (B-double and A-double trucks) to access the precinct.

2.2.6 Days Road precinct

The Days Road precinct is bound by Grand Junction Road to the north, South Road to the east, Regency Road to the south and Hanson Road to the west (**Appendix B – Precinct 5**).

South Road/Days Road intersection and u-turn facilities

In order to provide better local accessibility for the local community, the project team is investigating the feasibility for provision of the following movements:

- Provision of right turn movements at Angle Road/Superway service road junction (subject to the D&C process); and
- Provision of U-turn facilities near Days Road/Superway service road intersection.

2.2.7 Regency Park precinct

The Regency Park precinct is bound by Grand Junction Road to the north, Churchill Road to the east, Regency Road to the south and South Road to the west (**Appendix B – Precinct 6**).

Naweena Road to Rosberg Road Link over Grand Junction Road

DTEI is currently revising the concept design for the intersection and link between Naweena Road and Rosberg Road as a result of community consultation. The new link provides alternative access into the Wingfield south-east precinct and facilitates improved local traffic flows.

Naweena Road/Gallipoli Grove Link

After extensive consultation, DTEI has investigated two options to enable on street parking and access provision for properties located on the Naweena Road/Gallipoli Grove Link:

1. an off-line option (new road parallel to Naweena Road), set to the east of Naweena drain would enable Naweena Road to stay much the same, with on-street parking maintained. A new access point to the area would be provided across the drain to enable access from the proposed new link to Regency Park.
2. a modified online option (along the existing Naweena Road), including a painted median, road widening and indented parking. The painted median would ensure that vehicles turning in and out of adjacent properties have sufficient storage space to undertake these movements whilst maintaining two-way traffic flow along Naweena Road.

Following further investigations and discussions with the Naweena Road Gallipoli Grove Stakeholder Group, Option 1 (the off-line option) is the preferred option with detailed design now progressing. The changes to the design deliver a positive solution for all parties, including reducing impact on major utility services and minimising disruption of local businesses operating on Naweena Road.