

MLM/23-0013



21 February 2025

Mr Chris Vounasis
Future Urban
Level 1, 74 Pirie Street
ADELAIDE SA 5000

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

T: +61 8 8338 8888

F: +61 8 8338 8880

E: mfya@mfy.com.au

W: mfy.com.au

MFY Pty Ltd

ABN 79 102 630 759

Dear Chris,

**PROPOSED STRATEGIC EMPLOYMENT ZONE CODE AMENDMENT
CORNER OF MILL ROAD AND HEASLIP ROAD, WATERLOO CORNER**

I refer to the proposed amendment to the Planning and Design Code (Code Amendment) for the land that is bound by Greyhound Road, Mill Road and Heaslip Road (subject site). The proposed Code Amendment seeks to rezone the land from Rural Horticulture zone to Strategic Employment zone in the Planning and Design Code.

The subject site is one of three abutting sites that are being considered for rezoning. An access strategy for the greater site has been developed to cater for the infrastructure requirements of potential developments. The design and traffic impacts of this strategy is detailed in MFY's report titled '*Waterloo Corner Code Amendments – Traffic Study*' dated 24 February 2025 which should be read in conjunction with this report.

1 BACKGROUND

The MFY Traffic Study includes a holistic assessment of the sites and identified the following upgrades to the road network to accommodate the development of the various sites:

- the duplication of Heaslip Road which is being investigated by the Department for Infrastructure and Transport (DIT). It is expected that this will include the installation of a roundabout treatment at the Heaslip Road/Mill Road/Diment Road intersection and an upgrade to the Heaslip Road/Waterloo Corner Road intersection;
- the installation of a new signal at the Port Wakefield Road/Greyhound Road/Dunn Road intersection. This upgrade would be triggered when 40 ha of land is developed if Heaslip Road is not duplicated, or 70 ha of land is developed if Heaslip Road is duplicated; and
- upgrade to Greyhound Road, Mill Road and Mumford Road to facilitate the traffic movements associated with future developments on the land. This will include widening and sealing of the road where required.

As the traffic study contemplates the requirements to support the broader development, this report provides supplementary information on the traffic infrastructure requirements specific to this site to support the development of the land.

2 CODE AMENDMENT SITE

The subject site has frontages to Greyhound Road, Mill Road and Heaslip Road. It includes nine land parcels and has an approximate area of 63.5 ha. Figure 1 identifies the subject land.



Figure 1: Subject site

The Planning and Design Code envisages a range of employment-generating light industrial, service trade, motor repair and other compatible businesses in any Strategic Employment zone. Such developments typically require access and manoeuvring space for large commercial vehicles.

3 TRAFFIC INFRASTRUCTURE REQUIREMENTS

It has been identified that there will be a requirement for a number of infrastructure measures to be implemented to support the rezoning and subsequent development of the subject land and surrounds, including:

- signalisation of Greyhound Road and Port Wakefield Road when broader development volumes exceed the capacity of the Heaslip Road/Waterloo Corner Road intersection;
- duplication of Heaslip Road;

- sealing of Mill Road;
- upgrade of Mumford Road; and
- upgrade of Heaslip Road/Waterloo Road intersection.

The timing of the implementation of the infrastructure will depend on the accumulative development of land within the surrounding area and has been identified in the combined Code Amendment traffic investigations report.

Notwithstanding this, development of the subject land will require safe and convenient access to be provided which, depending on staging, will require fit for purpose design solutions to cater for the development proposed, having regard to the specific proposal and access requirements. In assessing specific infrastructure requirements to service a development on the site, infrastructure upgrades to the following may need to be delivered:

- upgrade of Mill Road and/or a portion of Greyhound Road. Figure 2 illustrates the potential extent of these roads which may need to be upgraded to facilitate access between Heaslip Road and the (future) driveway.



Figure 2: Potential road upgrade required to facilitate access

- upgrade of the Mill Road/Greyhound Road intersection should the extent of the road upgrade incorporate this intersection. Figure 3 illustrates a potential upgrade option.



Figure 3: Potential Mill Road/Greyhound Road intersection upgrade

The intersection of Greyhound Road and Port Wakefield Road is not currently designed to accommodate OSOM vehicles. Accordingly, until such time as the future infrastructure works are required, all OSOM vehicle access will be limited to Mill Road and Greyhound Road via Heaslip Road. Figure 4 illustrates the turning movement of an A-train at the Mill Road/Greyhound Road intersection.

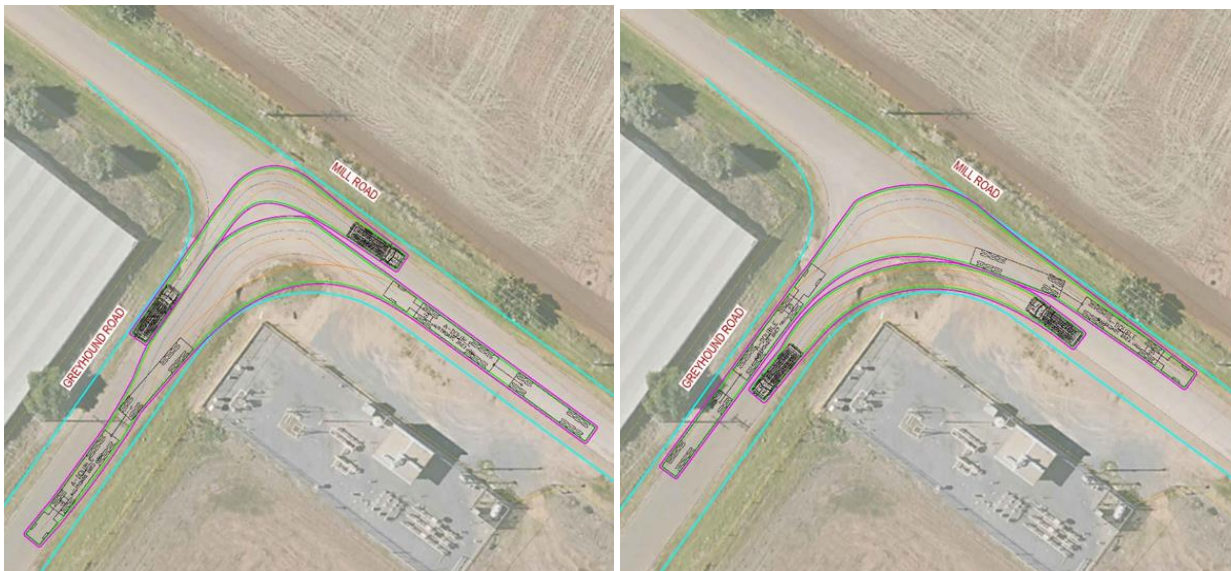


Figure 4: A-train turning movements at Mill Road/Greyhound Road intersection

3.1 HEASLIP ROAD/MILL ROAD INTERSECTION

It is anticipated that an upgrade of the Heaslip Road/Mill Road intersection will be delivered when Heaslip Road is duplicated. However, until such time as the long term infrastructure requirements are delivered, a safe access solution will be required to cater for the development of the subject land.

The existing four-way intersection would not have sufficient capacity to accommodate the forecast turning volumes and would require channelised right turn lanes on Heaslip Road to ensure that the intersection operates safely which would be constrained by the existing right turn to Edinburgh Road and access requirements for Diment Road.

An alternate intersection treatment is for a roundabout to be constructed to facilitate safe and convenient access for development on the site. Figure 5 shows a potential design of the roundabout where the majority of land acquisition required to facilitate construction of the roundabout is accommodated within the subject site. There would be minimal land acquisition of other property, potentially confined to the northern corner.

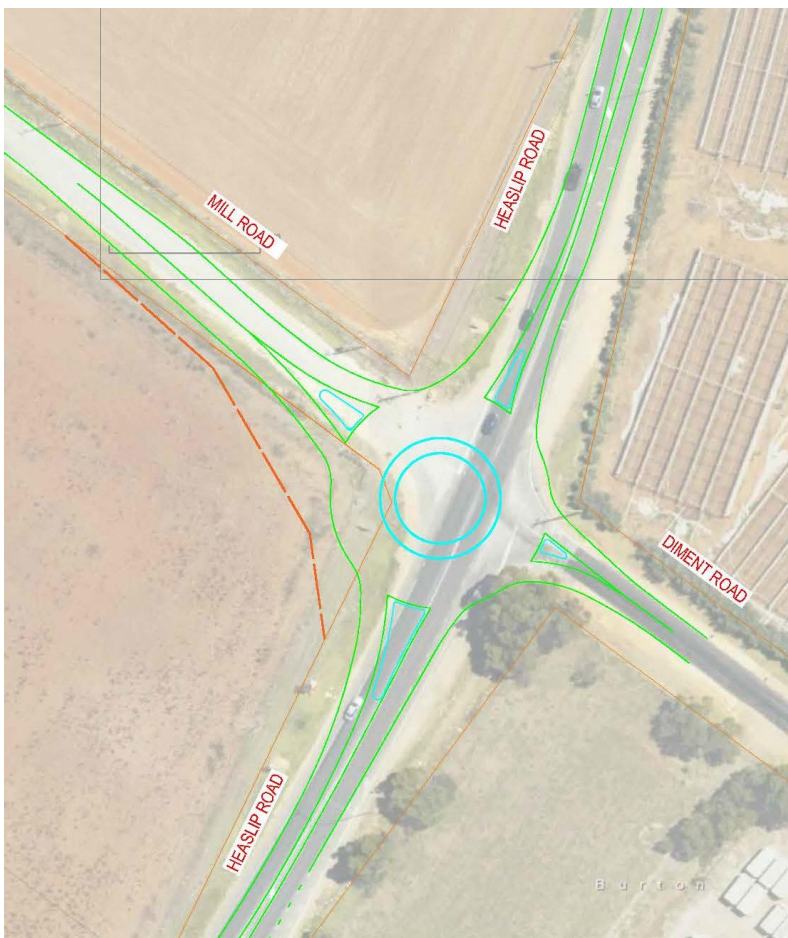


Figure 5: Roundabout treatment at the Mill Road/Heaslip Road/Diment Road intersection

The design of the roundabout will be undertaken in accordance with the requirements in the Austroads “Guide to Road Design – Part 4B: Roundabouts” and will cater for the movements of road trains as shown in Figure 6.



Figure 6: Road train swept paths at the roundabout

3.2 ACCESS REQUIREMENTS

Access to the land will be provided via Mill Road or Greyhound Road. While there may be potential for partial access to be obtained via Heaslip Road, existing constraints will limit the number and type of movement that could occur. The locations of access points will be identified during the Development Application (DA) stage of developments on the land.

4 SUMMARY

In summary, the investigations have identified that there is sufficient capacity within the existing road network to accommodate a development on the subject land and that the implementation of future infrastructure requirements for the broader area can be developed in accordance with the staged approach nominated within the Waterloo Corner Code Amendment traffic study dated 24 February 2025.

Notwithstanding this, there are a number of interventions which will be required to provide for a safe road network. The extent of road upgrade will ultimately depend on the access location for any future development. Importantly the Mill Road/Heaslip Road intersection would be upgraded to provide for safe and convenient access.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director



2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN
BUSINESS WOMAN OF THE YEAR