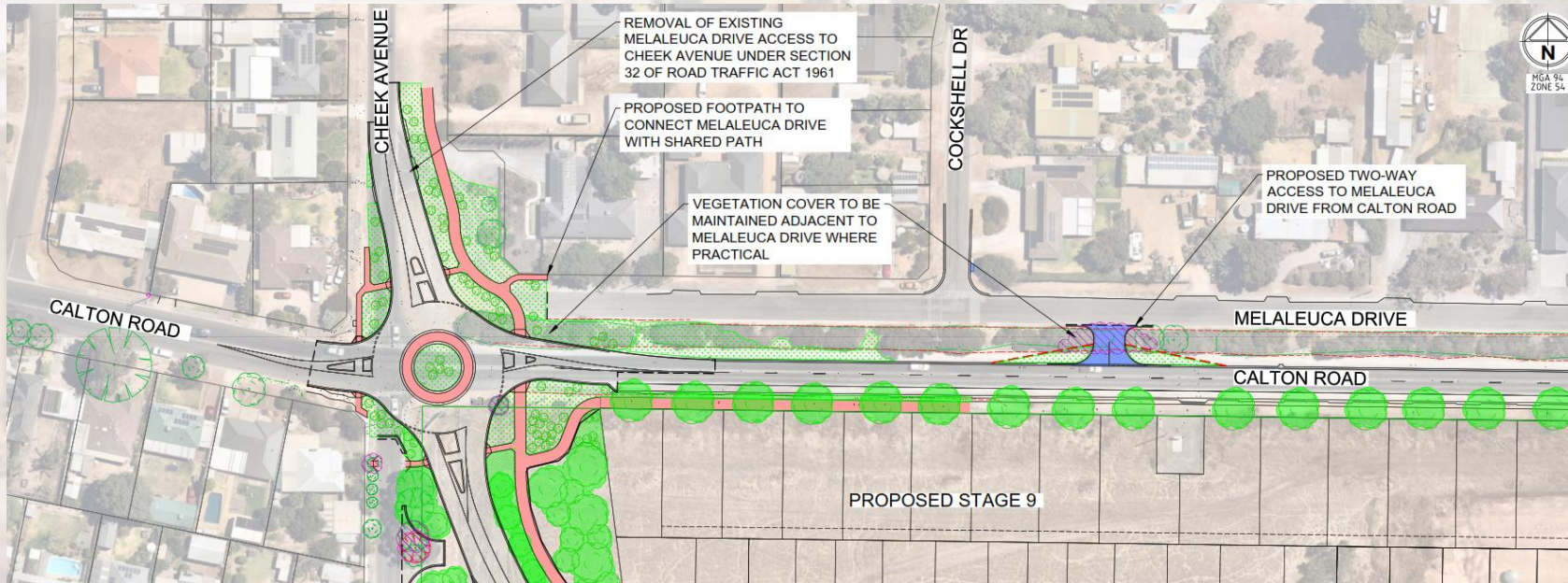


Melaleuca Drive

Road Closure to Cheek Avenue

Proposal for Secondary Access onto Calton Road



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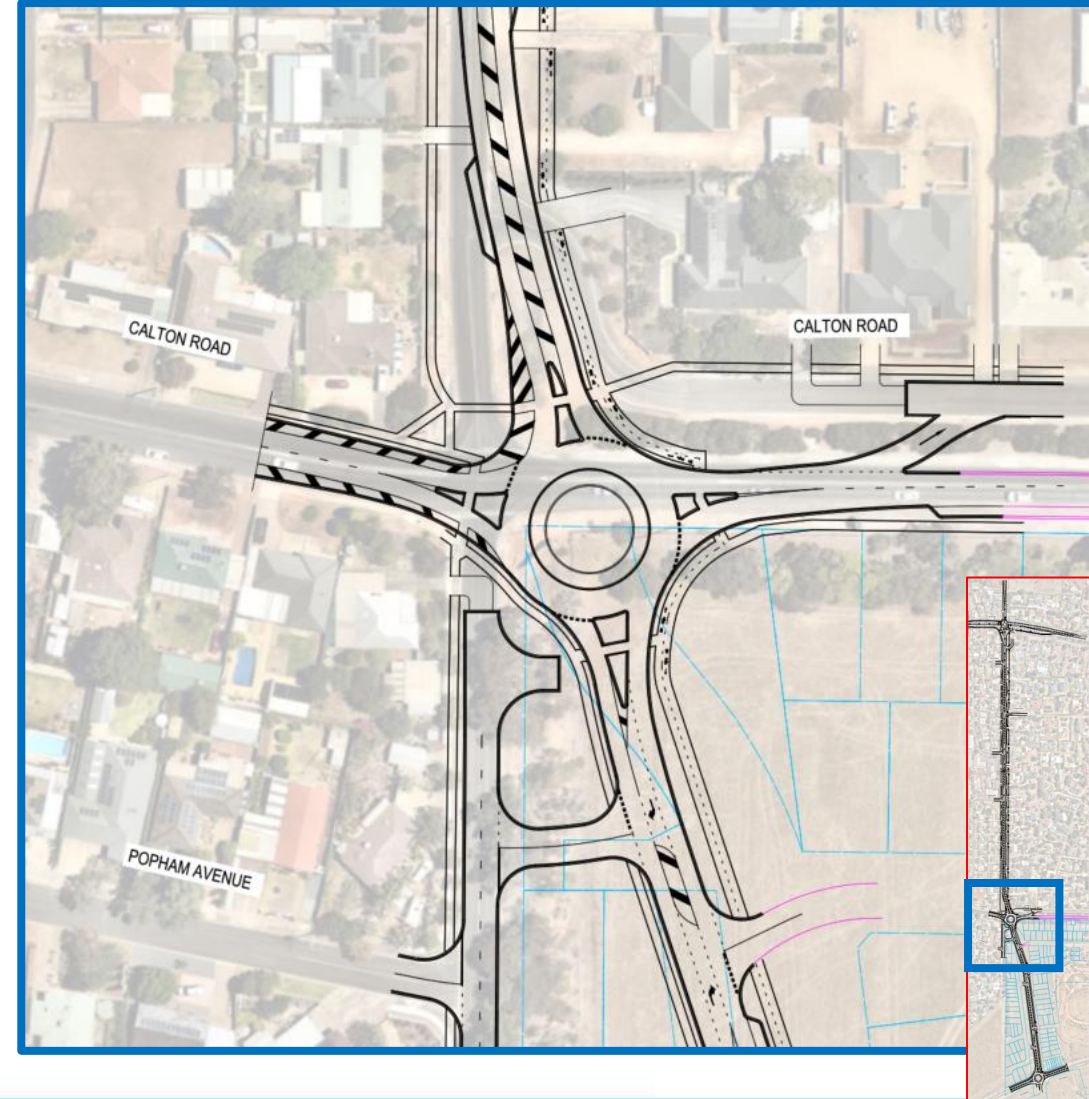
Background – Cheek Ave / Calton Rd Existing Conditions

- Intersection currently operates as a 4-way junction
- Calton Rd carries 5,500 vehicles per day
- Cheek Ave carries 2,500 vehicles per day
- Melaleuca Dr and surrounding streets facilitate less than 250 vpd
- Melaleuca Dr intersects Cheek Avenue 35 metres north of the junction
- Despite being a 4-way intersection, no reported crashes recorded between 2020 and 2024
- Traffic volumes are expected to increase with surrounding development, raising future safety and congestion risks without intervention



Background – Concordia Basic Infrastructure Scheme

- The Concordia Scheme includes approximately 12,000 new dwellings
- Increased traffic from Concordia will significantly impact Gawler, requiring upgrades within both Concordia and Gawler
- Connecting Cheek Avenue to Schomburgk Drive is critical to divert traffic from Gawler's main street
- A 20-metre diameter roundabout was identified to improve traffic flow and accommodate commercial vehicles
- The roundabout design makes Melaleuca Drive access to Cheek Avenue unviable
- AECOM (Scheme's Traffic Consultant) initially recommended left-turn-only access into Melaleuca Drive from Calton Road

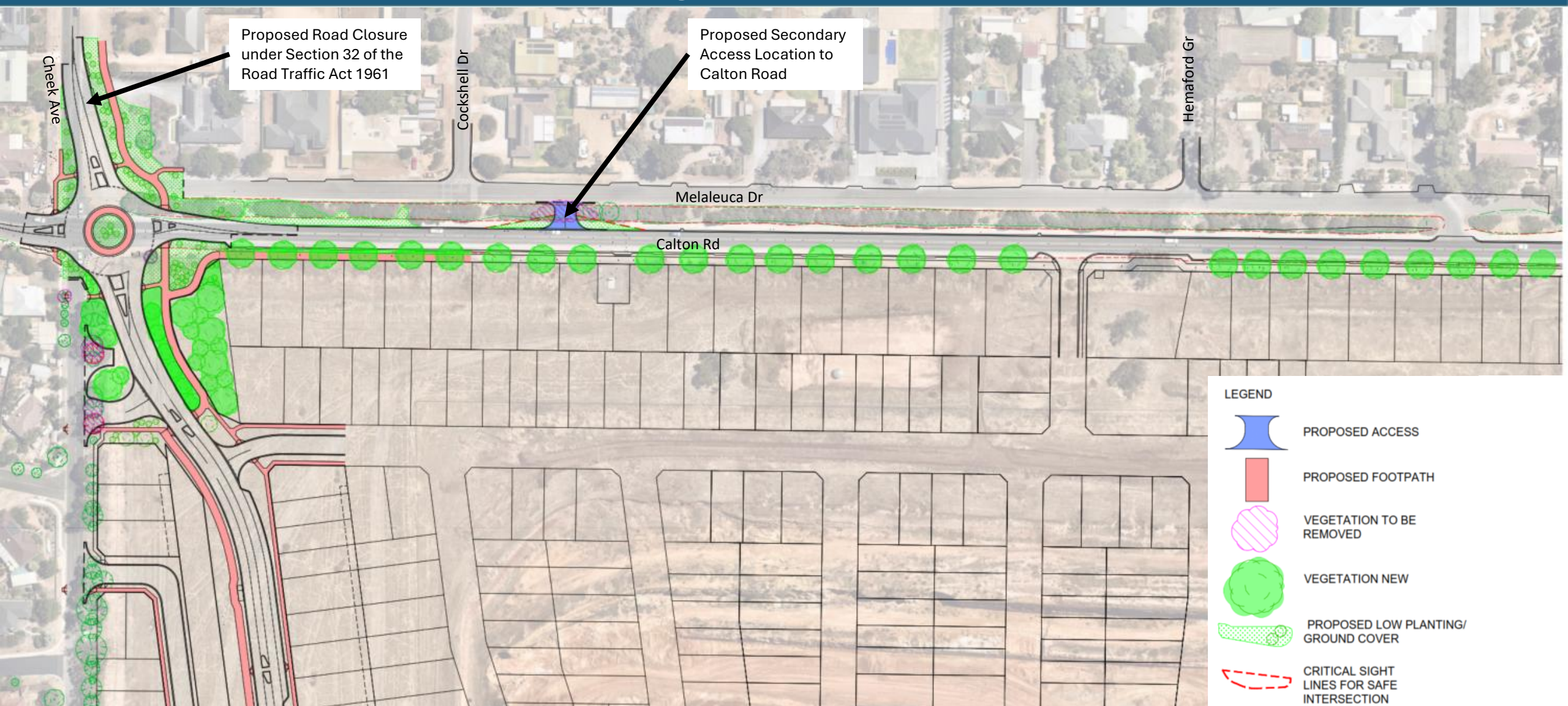


Roundabout Detailed Design + Melaleuca Drive Closure

- Council staff are working with Spiire on the detailed roundabout design.
- While Council sought to retain the existing Melaleuca Drive access to Cheek Avenue, this is **not feasible** due to vehicle swept path requirements, limited space for roadway infrastructure, shared paths and services, and vertical geometry constraints.
- Retaining the access would only be possible if either:
 - No roundabout was constructed, resulting in an **unacceptable** road safety outcome; or
 - A substantially smaller roundabout was provided, resulting in **non-compliance** with *Austroads Guide to Road Design Part 4B: Roundabouts* resulting in road safety concerns, reduced roundabout capacity and compromised vehicle access.
- Accordingly, the Melaleuca Drive access to Cheek Avenue **must be closed**, requiring Council to undertake a Section 32 process under the *Road Traffic Act 1961*.
- Council staff have worked closely with Spiire to identify a suitable secondary access to Calton Road that balances road safety outcomes with resident needs. The proposed location has also been discussed with NAWMA, SAAS/SA Health and MFS.

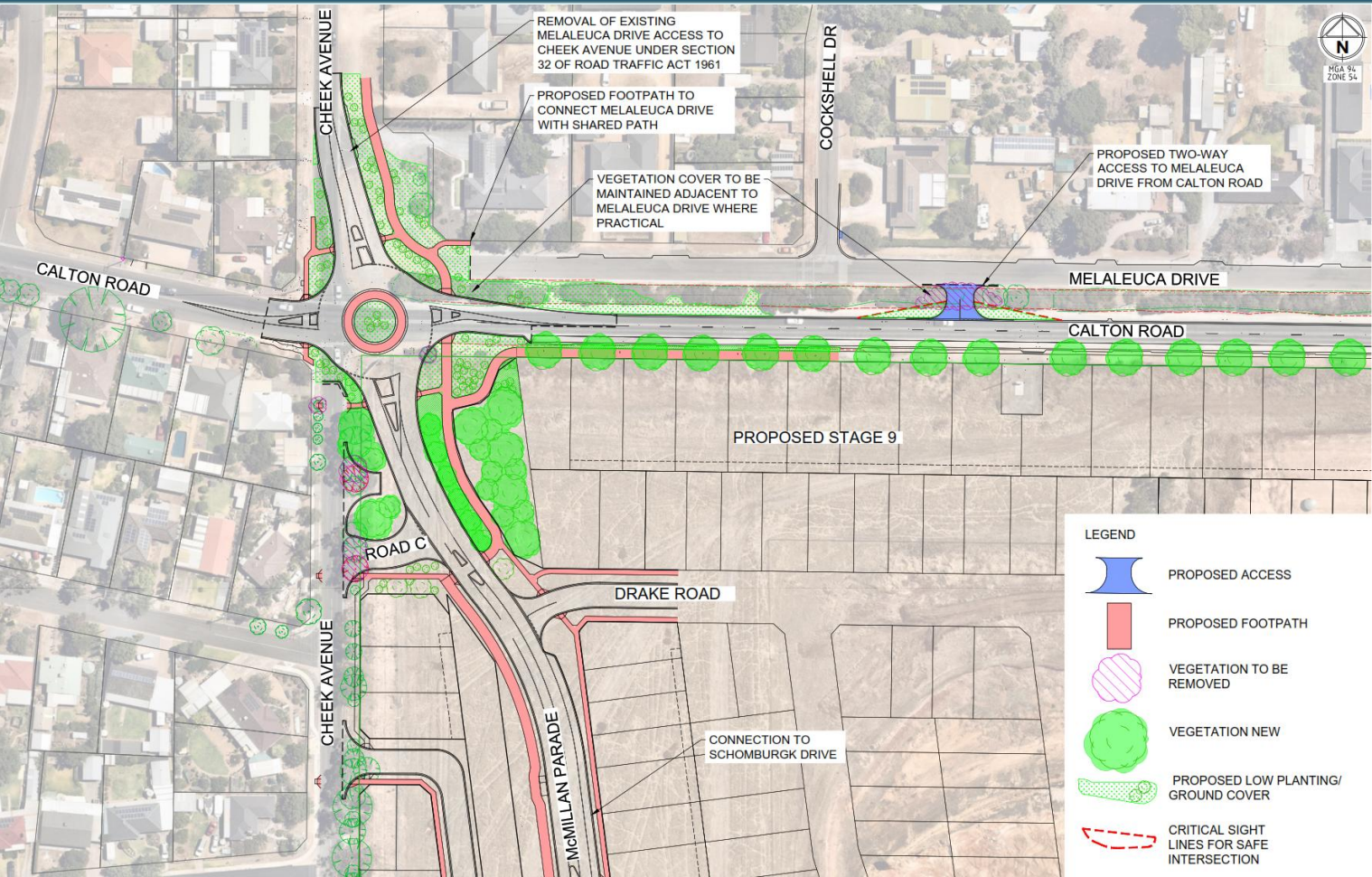
Town of Gawler

Melaleuca Drive Secondary Access



Town of Gawler

Melaleuca Drive Secondary Access Assessment



	Comment	Matrix
NAWMA	Manageable given the limited number of properties being serviced on terminating section of Melaleuca Drive (west of Cockshell Drive)	Manageable
SAAS / SA Health	Manageable given distance from nearby intersections, acknowledging not as direct at Cockshell Drive	Manageable
MFS	No specific concerns were raised from an emergency services perspective.	Preferred*
Senior Traffic Engineer	Sight lines achieved Intersection separation Swept paths acceptable; larger fire appliances may require full intersection use. MFS advises its smaller technical rescue appliance would typically service the site. Traffic volumes below 250 vpd; negligible traffic impact expected. Negligible travel time impact for this proposal Eliminates potential for cut-through traffic	Preferred

- The proposed location for the secondary access ensures a suitable road safety out, while balancing the accessibility and amenity needs for existing residents on Melaleuca Drive.

Town of Gawler

Investigated but **Eliminated** Alternative Options

Alternative #1

Two Way Access opposite boundary of 2 Cheek Ave / 1B Melaleuca Drive
Retention of Existing Access at eastern end of Melaleuca Drive

Alternative #2

Two Way Access opposite Cockshell Drive
Retention of Existing Access at eastern end of Melaleuca Drive

Alternative #3

No Secondary Access

Retention of Existing Access at eastern end of Melaleuca Drive

Assessment of Eliminated Alternative Options

	Alternative #1		Alternative #2		Alternative #3	
	Comment	Matrix	Comment	Matrix	Comment	Matrix
NAWMA	Preferred option as this minimises reversing	Preferred	Does not support this due to the hazards associated with reversing across a four-way intersection. Introduces a higher risk than other options	Not Supported	Manageable given the limited number of properties being serviced on terminating section of Melaleuca Drive (west of Cockshell Drive)	Manageable
SAAS / SA Health	Not ideal due to access proximity to roundabout (risk of conflict)	Not supported	Preferable, as location is well offset from roundabout and provides quick convenient access to Melaleuca Drive and Cockshell Drive	Preferred	Manageable in emergency situations, but acknowledge some residents may not identify this as an ideal outcome	Manageable
MFS	Avoids the creation of a 'dead-end', allowing emergency vehicles to traverse the full length of the street. The entry and exit from Melaleuca Drive is in close proximity to vehicles exiting the Calton Rd/Cheek Ave roundabout.	Manageable	Introduces an additional junction between Cockshell Drive and Melaleuca Drive prior to entry/exit from Calton Road, this configuration effectively allows traffic from Calton Road to feed directly into Cockshell Drive, creating a mid-block intersection across Melaleuca Drive and introducing potential vehicle conflict and minor traffic control complexity near the T-junction.	Manageable	Option 4 is not supported. Option 4 provides reduced accessibility, retaining only a single point of access.	Not Supported
Senior Traffic Engineer	Sight lines are achieved, even towards the roundabout. However, substantial vegetation removal required Swept Paths are adequate for refuse collection and emergency services Conflict risk due to adjacent roundabout (vehicle turning left in vs vehicle travelling straight)	Manageable	Sight lines are achieved, but require vegetation removal either side New 4-way conflict introduced introducing a conflict point Larger vehicles required to reverse back to access properties Existing stobie pole location makes constructing this access difficult and / or cost prohibitive	Not Supported	Sight lines are achieved As the sole access to Calton Road, additional traffic would use this route. Minor increase in travel time to the town centre (approximately 800 m or 1 minute) Despite concerns regarding additional traffic, Council staff consider traffic volumes on Melaleuca Drive would remain low regardless of access location.	Manageable

Reason for Eliminating Alternative Options

	Alternative #1		Alternative #2		Alternative #3	
	Comment	Matrix	Comment	Matrix	Comment	Matrix
Reason for Elimination	Overall, feasible but eliminated due to roundabout proximity	Eliminated	Eliminated due to introduced conflict point and cost for constructing	Eliminated	Overall, feasible but eliminated due to access limitation	Eliminated

- All alternative locations are technically inferior to the proposed location identified. This was broadly reflected through feedback provided by NAWMA, SAAS and MFS
- While some residents have already indicated a preference towards Alternative #2:
 - A 4-way intersection would introduce a new conflict point that Council's Gawler Integrated Transport Strategy (GITS) seeks to prevent and contracts good road design
 - The proximity of the nearby stobie pole would introduce substantial costs
- Any considerations near Hemaform Grove is restricted by a proposed sub-division access point



Next Steps – Engagement of Proposed Secondary Access

Date	Description
May 2026	Technical Option Analysis and Engagement with NAWMA, SAAS, SA Health and MFS
2 June 2026	Information Briefing Session to Council - Closure of Melaleuca Drive to Cheek Avenue - Proposed Secondary Access to Calton Road
5 June 2026 to 29 June 2026	Engagement with affected stakeholders on closure - Council Staff to engage with all residents on Melaleuca Drive - Notices to be published in Bunyip and The Advertisers - Information Page on Council Website
30 June 2026 to 17 July 2026	Analyse feedback and liaise with residents to resolve queries
28 July 2026	Decision Report to Council - Endorsement for Closure of Melaleuca Drive to Cheek Avenue under Section 32 of the Road Traffic Act - Proposal for Secondary Access to Calton Road - Changes and incorporation of feedback provided by affected residents based on engagement feedback
August 2026	Notification of Resolution to residents and re-commencement of design

