

DELIVERING OUR TRANSPORT FUTURE NOW

# northern connector



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1300 793 458



Government of South Australia

Department for Transport,  
Energy and Infrastructure

# Northern Connector preferred route selected

The Northern Connector planning study has identified a preferred route for the proposed road and rail corridor. Once complete, the Northern Connector would join the new Northern Expressway to the Port River Expressway and to South Road, making a fast and efficient rail, freight and commuter link to and from the northern region.

The preferred route was chosen after a rigorous selection process where a number of possible options were examined. The final choice is believed to be the optimal solution, taking into account economic, social and environmental factors.

## What is the Northern Connector?

It would be a dual-use road and rail corridor, achieving the final link in a strategic freight route from northern South Australia to both Adelaide and our major export facility, the Port of Adelaide.

The Northern Connector would serve the north's rapidly developing industrial and residential growth areas while also reducing the impacts of heavy freight rail movements through existing built-up residential areas, such as Salisbury, Parafield and Mawson Lakes.

The new road would eventually allow a largely unimpeded journey to the Port of Adelaide from Port Wakefield, the Mid-North, the Barossa Valley and the Riverland. This could later be extended

by the future non-stop North-South Corridor along a reinvigorated South Road.

This project is a key element of the Government's State Infrastructure Plan, which will help the dynamic business and population growth in the rapidly increasing northern metropolitan and regional areas.

## Where will the Northern Connector go?

From the south, it would start at the Port River Expressway and South Road interchange and run through to the Northern Expressway interchange with Port Wakefield Road. The Northern Connector would run to the western side of the existing Port Wakefield Road.

The outcomes of the Environmental Impact Assessment process and community feedback will be used to determine the final route.

## What are the key features?

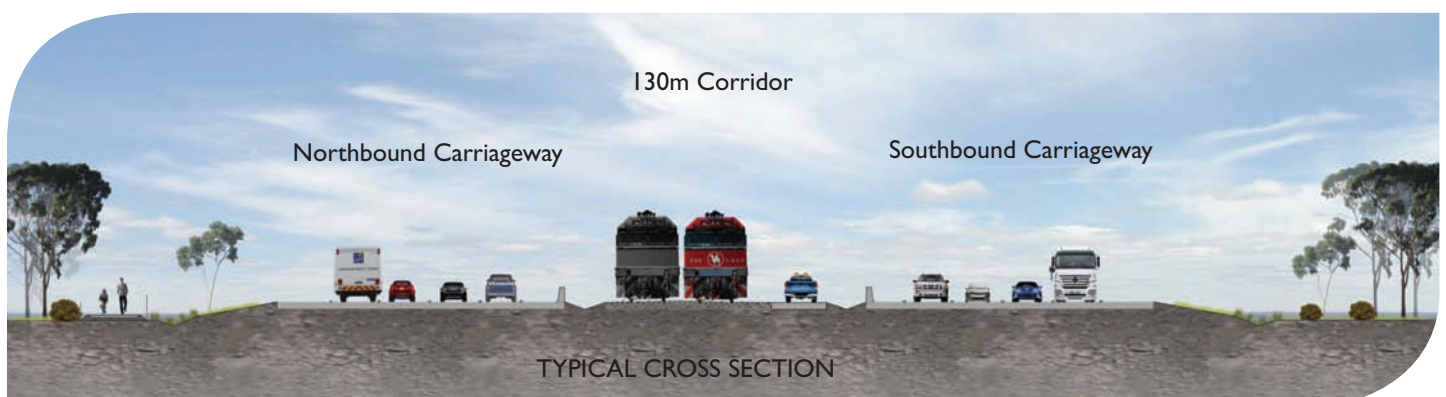
- eight lane expressway, with four lanes in each direction
- double track freight rail line running in the middle of the road corridor for most of the route
- high speed connections with the Port River Expressway and South Road interchange, and the Northern Expressway interchange with Port Wakefield Road

- expressway speed limit of 110 kph
- overpass connections across the expressway
- entry to the expressway via interchanges
- shared use path for cyclists and pedestrians, connecting Northern Expressway and Port River Expressway facilities

## What are the benefits of creating a new road and rail line?

- improved access to Adelaide for freight and passenger transport
- reduction in truck movements on local roads
- improved road safety and efficiency
- better management of traffic volumes, which would assist the development of business precincts in this growing region, while still maintaining direct links to high quality transport infrastructure and services
- more direct road and rail freight link to the Port of Adelaide.
- reduction of major freight and interstate rail services from surrounding residential suburbs such as Salisbury, Parafield and Mawson Lakes
- better quality of life for communities living adjacent to the national freight rail line

## NORTHERN CONNECTOR ROAD/RAIL LINK



# proposed timeline

March 2008 - Mid 2009

- > planning study
- > define and consult on the proposed route, identify issues and define road/rail corridor



December 2008

- > Environmental, investigations, community feedback



« To Adelaide

**PORT RIVER EXPRESSWAY**

**SOUTH ROAD**

SOUTHERN INTERCHANGE

DRY CREEK

SALISBURY HIGHWAY

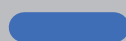
CHURCHILL RD

NORTH

CAVAN

MAWSON

**LEGEND**



PREFERRED NORTHERN CONNECTOR

08 to August 2009  
ental, social and economic  
ns. Ongoing consideration of  
feedback



Mid 2009  
> Submit EPBC Act referral to  
Australian Government



Mid 2009  
> Public consultation on  
Environmental Report



GLOBE DERBY PARK INTERCHANGE

BOLIVAR

BOLIVAR INTERCHANGE

PO

ON LAKES

PARAFIELD GARDENS

R

 NORTHERN EXPRESSWAY

 PREFERRED CONNEC

Late 2009  
> Environmental Report  
Supplementary document

December 2009  
> South Australian and Australian  
Government approval of project, and  
funding of preferred route



ECTOR ROADS



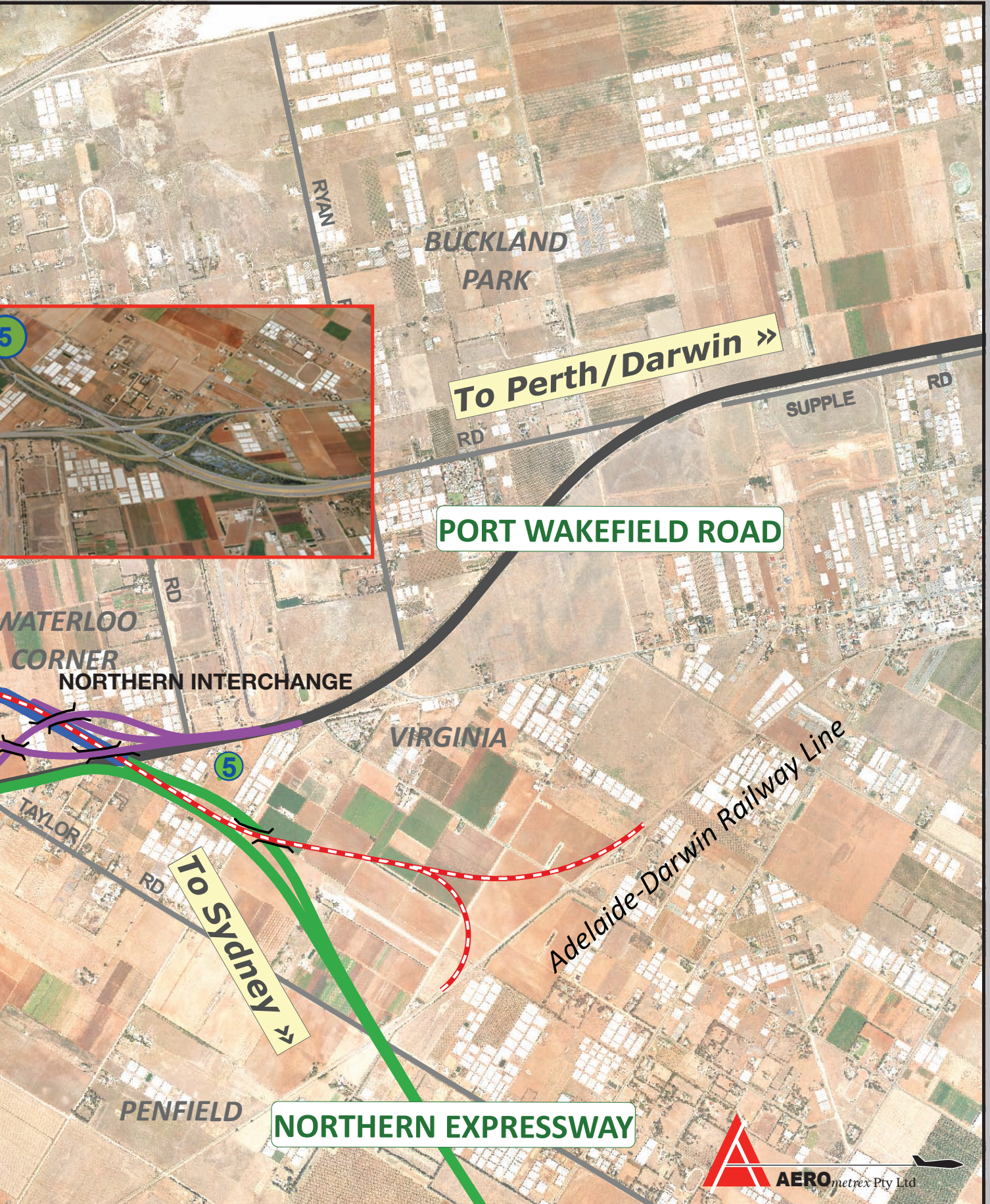
PREFERRED RAIL LINK



PREFER

2010 - 2011  
> Land acquisition  
(extent subject to  
funding)

2016 - 2017  
> Construction to be completed  
(subject to funding)



PURRED INTERCHANGE LOCATIONS

— MAIN ROADS

## What is the Environmental Impact Assessment?

An Environmental Impact Assessment process identifies and assesses the environmental, social and economic effects of the project.

An Environmental Report will be prepared that describes the project, summarises the technical investigations undertaken including the project's effects on the region, and the methods proposed to avoid or minimise any adverse impacts.

Recognising the environmental sensitivity of the area the Northern Connector will traverse, ongoing consultation with local councils, State Government agencies and local community groups will continue to ensure the impacts on native vegetation, wetlands and bird habitats are minimised. Opportunities to create additional wetlands along other sections of the route are being explored as part of the project.

A referral will be made to the Australian Government to determine if approval, or any further assessment, is required under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

## Can I comment on the findings of the Environmental Impact Assessment process?

An Environmental Report summarising the assessment undertaken will be prepared and released for public comment mid-2009. The community will have an opportunity to view and comment on the findings of the Environmental Report. Opportunities to view the report will be widely publicised.

All feedback received will be collated and considered by the project team. A Supplement Report will be prepared that responds to any issues raised by the community.

## What happens if the proposed route goes through my property?

For the project to proceed, some properties would need to be purchased



by the Department for Transport, Energy and Infrastructure (DTEI) so that the Northern Connector can be constructed. Under the Highways Act 1926 DTEI has the authority to acquire land required for road development purposes.

Departmental staff will contact individually affected residents and property owners to provide information about property owner rights.

If you believe that your property may be acquired and you have not been contacted directly please call the Northern Connector team on 1300 793 458 as soon as possible.

## What will happen to the local road network?

During the construction of major new

roads, it is necessary to close or restrict access to some local roads. These roads would be modified to:

- enable access across the Northern Connector via grade separated interchanges
- ensure the safety of commuters using either the local road network or the new expressway
- further enhance safety with the shift of freight transport away from the local network onto the Northern Connector with its improved access to Adelaide and Outer Harbour for freight.

Once the route is finalised and detailed design undertaken, information about proposed access changes to local roads will be widely distributed in the community.



and the Royal Automobile Association (RAA), have indicated their support for investment in the project.

If funded the Northern Connector is expected to be constructed by 2016/17.

**How do I have my say?**

A comprehensive community engagement program will start over the coming months to seek comment and identify issues relating to the preferred route and Environmental Report.

The program will involve:

- community forums and open days
- staffed displays in shopping centres in several locations
- one-to-one meetings with individual property owners
- meetings with key industry, environmental and community groups and state and local government agencies

Dates and times for displays and open days will be advertised widely in the local area and will be available on [www.infrastructure.sa.gov.au](http://www.infrastructure.sa.gov.au)

Feedback forms are also available and can be returned to the reply paid address on the form or completed online by visiting [www.infrastructure.sa.gov.au](http://www.infrastructure.sa.gov.au).

**Is the Northern Connector project funded?**

Although the Northern Connector is not funded, it has been listed as a priority by the Australian Government. Infrastructure Australia has identified the

project is of national significance and will make a clear and positive contribution to Australia's policy goals. Motoring and transport bodies, such as the South Australian Road Transport Association, the South Australian Freight Council

**fast facts:**

- > In March 2008 the State Government announced a planning study for a new road and rail freight corridor in Adelaide's north, the first dual-use transport project in the State's history.
- > The Northern Connector project would secure the long-term freight needs in Adelaide's north.
- > It would include a relocation of the freight rail line, which currently runs through the northern suburbs, taking heavy interstate freight trains out of these suburbs.
- > The joint road and rail route would be built in a new transport corridor on land to the west of Port Wakefield Road.
- > The Northern Connector would be 15 km long and traverse between the Port River Expressway and South Road interchange and the new Northern Expressway interchange with Port Wakefield Road.
- > The project would include a dual track freight rail link from the Adelaide/Darwin/Perth rail line near Pellew Road (east of Port Wakefield Road) to Dry Creek.

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

**Visit the website:** [www.infrastructure.sa.gov.au](http://www.infrastructure.sa.gov.au) and click on the 'northern connector' link.

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.

បើចង់ទទួលបានព័ត៌មានបន្ថែមទៀតអំពីគម្រោងផ្លូវថ្នល់នេះ សូមទូរស័ព្ទមកលេខ **1300 793 458** មានអ្នកបកប្រែភាសាជប៉ុន។