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File Ref: 55-7-2

16 November 2009

Australian Rail Freight Movements Study  
Department of Infrastructure, Transport, Regional Development  
& Local Government  
GPO Box 594  
CANBERRA ACT 2601

Dear Sir/Madam,

**Re: Adelaide Freight Rail Movements Study Discussion Paper**

I refer to the abovementioned Discussion Paper and provide this letter on behalf of Light Regional Council in response to the invitation to provide submissions to the study by 20 November 2009.

Light Regional Council (LRC) is located in the greater metropolitan area of Adelaide north of Gawler. The LRC area has enjoyed a period of sustained population growth accommodated mainly in its principal towns of Kapunda and Freeling as well as at Hewett, an outer suburb of Adelaide located north-east of the Town of Gawler.

The LRC area also features as a part of the Barossa Region in the *30 Year Plan for Greater Adelaide*, a State Government strategic planning initiative which has recently completed its public consultation period and is soon to be put to Cabinet. In this draft plan, the Barossa Region is expected to accommodate some 139000 additional people in an estimated 57000 new dwellings over the coming 30 year period. A significant amount of this growth is likely to occur in the existing towns of the LRC area, particularly Roseworthy, which is earmarked as a "State Significant Area" and is likely to be extensively developed during this period.

Council would particularly like to respond to the matter of "***the options identified, and whether there are any alternative rail alignments that should be considered***".

Council has noted the two "Northern Bypass" options presented for a freight rail connection between Truro and Two Wells. Council has been able to determine that both of these routes either come very close to or sit within the significant Roseworthy development area and would also travel through the township of Freeling, another township that has experienced residential growth and will continue to do so as the 30-Year Plan is implemented.

Further, Council has noted that the proposed alignment appears to head from the existing line at a point south of Kapunda to towards Truro through an area between Ford Road and The Gap Road at Fords. This locality would present topographical challenges as contour data for this area shows a transition range between 230 & 320 metres above sea level.

Council is concerned by the potentially deleterious social (amenity) and environmental impacts associated with rail freight movements that could occur at Roseworthy and Freeling in particular if the northern options are favoured in the proposed alignment.

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Council notes that the *30 Year Plan for Greater Adelaide* included an investigation area (illustrated on the map attached to this letter) and Council respectfully recommends that any proposed east-west rail corridor alignment should run north of Freeling and south of Kapunda to provide a greater separation to both Freeling and Roseworthy and allow for ease of implementation of the 30 Year Plan.

Council staff have discussed a similar approach with Mr. Damien Maloney, Chief Executive Officer of the Rural City of Murray Bridge, whom it is understood has been involved in the preliminary consideration of options as a part of this study.

Thank you for the opportunity to provide comments in relation to this Discussion Paper. Please do not hesitate to contact the undersigned on 8525 3200 or at [ncunningham@light.sa.gov.au](mailto:ncunningham@light.sa.gov.au) if you wish to discuss these matters further.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Nathan Cunningham', with a stylized flourish at the end.

**Nathan Cunningham**  
General Manager,  
Strategy, Projects and Engineering

# Map F6 – Barossa directions

NB: Schematic map intended for ongoing local discussion—it reflects some current plans and possible future options.

