



Wakefield Regional Council

ABN: 97 171 984 493

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20 November 2009

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

Dear Sir/Madam

RE: ADELAIDE RAIL FREIGHT MOVEMENTS STUDY

On behalf of Wakefield Regional Council (WRC), I refer to the above Study and the subsequent Discussion Paper, and provide herewith comments as a local government authority not directly involved but in close proximity to a number of the options identified in the Discussion Paper.

By way of introduction, WRC is located in the northern Adelaide Plains region of South Australia and accommodates key national freight transport infrastructure via the national rail line (of Adelaide to Darwin, Perth and Sydney) as well as Highway One, also known as Port Wakefield Highway. The main township in the WRC area is Balaklava, an urban centre of 1,700 population located 92 kms north of Adelaide. WRC is classified as RAL (Rural Agricultural Large) in accordance with the Australian Classification of Local Government system.

Due to our location on the north side of Adelaide, the geography between Adelaide and the WRC area is one of the fastest growing parts of South Australia economically. Although WRC area has not been included in the recently released Draft Greater Adelaide Plan for the next 30 years, nevertheless our southern neighbouring council, District Council of Mallala, is and therefore land use planning will become part of that Adelaide suburbia expansion master plan.

WRC is also a member of the Federal electorate of Wakefield group of local government councils. The role of this group is to meet regularly with the local Federal Member of Parliament (currently Nick Champion MP) and to identify and pursue in partnership key strategies and priorities.

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As it is known that both District Council of Mallala and the Wakefield Group have lodged submissions to the Adelaide Rail Freight Movements Study Discussion Paper, the submission from WRC is not about introducing any new element but to simply endorse those submissions on the in-principle support for Discussion Paper's Option 3, as a northern by-pass option.

WRC, through various studies including via the state government, has seen the development of a number of studies and reports highlighting the state and regional significance of northern Adelaide to the expanding prosperity of the state's economic base including transport logistics. In so doing, the access to this part of the state is recognised as generally the most cost-efficient for intrastate and interstate freight movement because of the quality transport infrastructure in place along with the ease of cross-integration, primarily rail and road, and to a lesser degree, air and sea.

The development of South Australia's first regional intermodal facility at Bowmans (between Balaklava and Port Wakefield) which is directly linked to the national railway line is already proven successful for national companies like Balco Australia and Patricks. Further expansion of that intermodal is proposed and a recent master plan study of that area by WRC, SA Department of Trade & Economic Development, and industry highlights the importance and regional/state opportunity of such a facility.

Council's Mayor James Maitland and myself would be pleased to elaborate further on our submission should the opportunity be required. Inturn, we will continue to collaboratively work with District Council of Mallala and Wakefield Group on national efficiencies and opportunities to which should be favourable to the department and the Australian Government.

In the meantime if discussion is needed please promptly contact me.

Yours sincerely



Phil Barry
CHIEF EXECUTIVE OFFICER