

11.1 Rail corridor to Aldinga

This is an update report on progress on the identification of a rail corridor to Aldinga, past Seaford Rise, and the identification of station locations between Noarlunga and Aldinga.

This is information for council to note.

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Attachments: Nil

1 Executive Summary

1.1 Topic

This is an update report on progress on the identification of a rail corridor to Aldinga, past Seaford Rise, and the identification of station locations between Noarlunga and Aldinga.

1.2 Context

Action 3 for Strategy 1.3 of the Community Plan 2028 reads:

We will advocate for the establishment of a rail reserve to Aldinga, and the provision of a rail service to Aldinga ahead of further greenfields development.

As part of its 2008/09 budget, the State government allocated funding to identify and purchase a rail/transport corridor from Seaford Rise to Aldinga and to identify potential station locations between Noarlunga and Aldinga.

The Department for Transport Energy and Infrastructure (DTEI) has assembled a Working Party, which includes Council staff, Land Management Corporation and the Department for Planning and Local Government to identify the corridor and station locations to Aldinga.

It is suggested that Council consider this item in Confidence. Section (ii) 90(3)(j) of the Local Government Act 1999 is suggested as the most appropriate to use for this purpose.

This item is presented as a confidential item because it is based on information provided on a confidential basis by or to a Minister of the Crown.

Council has two senior staff represented on this Group who have signed a binding confidentiality agreement preventing them from making public any

information relating to this matter. The possible implications of not considering this item in confidence are removal of these officers from the Working Party for breach of the agreement, and the public responding inappropriately to information on possible alignments and station locations released in an inappropriate and untimely manner.

1.3 Suggested Outcome

That Council receive an update on the progress of this matter to allow informed decision-making in matters related to corridor alignment and station locations and to provide input into these matters.

2 Recommendation(s).

1. That

- a. under the provisions of Section 90(2) of the Local Government Act 1999 an order be made that the public be excluded from attendance at the meeting in order to consider in confidence this item.**
- b. the Council is satisfied that it is necessary that the public be excluded to enable the Council to consider the report at the meeting on the following grounds:**

information the disclosure of which -

- (i) would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the council, or a person engaged by the Council); and**
 - (ii) would, on balance, be contrary to the public interest;**
- c. That accordingly, on this basis the principle that meetings of the Council should be conducted in a place open to the public has been outweighed by the need to keep the information or discussion confidential.**
- 2. That Council note progress on the identification of a rail corridor from Seaford Rise to Aldinga and station locations from Noarlunga to Aldinga and provide any comment to staff on these matters for referral to the Department for Transport Energy and Infrastructure Working Group dealing with this matter.**
 - 3. That Council write to the Department for Transport Energy and Infrastructure and seek a briefing to Council, with consultants PB, as part of the forthcoming community and stakeholder engagement process in relation to the identification of a rail corridor to Aldinga.**
 - 4. That an order be made under the provisions of Section 91(7) and (9) of the Local Government Act 1999 that the abovementioned document (or part of such document) including the minutes and the**

report of the Council relating to discussion of the subject matter of that document, having been dealt with on a confidential basis under Section 90 of the Act, should be kept confidential on the grounds of information contained in 90(3)(j) until clearance is provided by the Department of Transport Energy and Infrastructure for release of the relevant information and documents.

3 Engagement

3.1 Community

DTEI are leading this project and have factored a community engagement process envisaged to be initiated later this financial year.

3.2 Elected Members

The broad issue of extension and electrification of the rail line has been one that Elected Members have been involved with for some time, including the development of an alternative river crossing and alignment through Seaford Meadows in conjunction with Professor Peter Newman and consultants PB, and the development of the rail extension/electrification strategies outlined in the Community Plan 2028 and the Integrated Transport Strategy 2008-2013. This update is the first relating to this specific element of corridor and station identification.

3.3 Staff

Terry Sutcliffe, General Manager City Development and Paul Tulloch, Manager Development Strategy are Council's representatives on the DTEI Working Group.

Kirk Richardson, Manager Projects and Britt Gowing Team Leader Asset Planning have been given an internal briefing and DTEI will engage with these and other relevant officers in a stakeholder engagement process over the next few months.

3.4 Others

The DTEI Working Party, which also includes Council staff, Land Management Corporation and the Department for Planning and Local Government representatives has met once in December 2008 to review work done to date with PB.

4 Direction

4.1 Strategic/Corporate Direction

Action 3 for Strategy 1.3 of the Community Plan 2028 reads:

We will advocate for the establishment of a rail reserve to Aldinga, and the provision of a rail service to Aldinga ahead of further greenfields development.

4.2 Council's Role(s)

4.2.1 Advocate

To advocate for the timely extension and electrification of the rail line to Aldinga as outlined in the Community Plan 2028.

Key Factors

5 Discussion

DTEI have engaged consultants PB to assist in the work and a multi-criteria matrix has been developed to determine possible options for the alignment and station locations. The corridor will accommodate a double track. On-screen slides showing these options and a summary of criteria employed will be provided for Elected Members at the meeting. Comment from Elected Members will be noted and taken back for consideration by the Working Group.

As mentioned above, DTEI and PB will be holding stakeholder and community engagement processes, envisaged within three and six months respectively. Council will be one of the key stakeholders asked to provide formal comment and it is recommended that DTEI and PB provide an interactive briefing to Council at that time. A final decision on alignment and locations will be made by the government following the engagement process.

The rail corridor between Noarlunga and Seaford Rise has been identified and secured. From a crossing of the Onkaparinga River and the SA Water land previously used for waste water treatment, the corridor will continue due south along the eastern side of Sauerbier Rd until it meets the former Willunga rail corridor at the north-western corner of the Field Operations Centre at Seaford Meadows. At the southern end of Seaford Rise, on the western side of South Road, the former Willunga rail corridor turns east along the northern side of Pedler Creek towards McLaren Vale. It is from this point, south, that a new rail corridor to Aldinga will be determined.

DTEI have stated that the Coast to Vines rail trail, recently opened and located partially in the Willunga rail corridor, will be accommodated in any future rail line extension between Seaford Meadows and Seaford Rise.

LMC have recently awarded the development of a large portion of their Seaford Heights land to developers Fairmont Homes/Land SA. The area of Seaford Heights land near the intersection of South Rd and Wheaton Rd has been excluded from this development, at this time, due to the uncertainty as to whether the rail line would extend to this point. Council has been advocating for a TOD-style centre based around a rail station here, and included this in the Seaford Heights Statement of Intent, and this advocacy has continued in Working Party discussions.

The rail line is likely to pass through the Bowering Hill land north of Aldinga and is likely to be positioned at Aldinga for possible future extension further south into the Fleurieu Peninsula.

Determining station locations includes consideration of the place-making benefits of transit stations, where patrons reside, the additional time added to long-haul journeys by stations close together and the significant infrastructure costs involved. Stations will generally be located on straights and will include integration with bus routes.

Determination of the route includes engineering aspects associated with terrain, bridges and earthworks, minimising land acquisition and road crossings (no level crossings), environmental/landscape impacts, tourism opportunities and so on.

The Activity Centres Study, currently underway and the subject of a Council workshop in May, will include a review of structure planning within Seaford District Centre. This will seek to optimise outcomes from a significant future TOD-style development based around a potential new rail station at Seaford Centre.

In late 2008, the State government applied to the Federal government for funding for the extension and electrification of the rail line and service to Seaford, to be assessed by Infrastructure Australia. An announcement on this is expected in March 2009. At its meeting of 20 January 2009, responding to the Mayor's communication recommending advocacy direct to Infrastructure Australia on this matter, Council resolved:

- *That Council extend an invitation to the Infrastructure Australia Board to visit the City of Onkaparinga.*
- *That Council hold a public forum in conjunction with the visit mentioned above and invite Peter Newman to present.*
- *That Council write to DTEI to seek clarification of the current status of the rail extension to Seaford.*

This is being actioned by Development Strategy staff currently and an update will be provided to Council as soon as possible.