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Mr Tony Braxton-Smith
Chief Executive
Department of Planning, Transport and Infrastructure
GPO BOX 1533
Adelaide SA 5001

Dear Mr Braxton-Smith,

Gawler Central and Concordia Rail Line – Future proofing

Leyton Funds Management (LFM) is the property investment funds management group that owns the Gawler Central Shopping Centre (through the Gawler Central Trust), directly adjoining the Gawler Central Train Station (the current terminus of the Adelaide Gawler Rail Line), as well as some 614 hectares of future urban land at Concordia (through the Concordia Land Trust), which is currently the subject of a business case for the establishment of a Precinct Authority to deliver a development supporting 25,000 new residents.

In regard to the Precinct Planning proposal, LFM is very pleased with the support we have received from the Department of Planning, Transport and Infrastructure (DPTI) over recent months in developing the business case, now with the Minister. We look forward to continuing to work together on the successful delivery of the State's first Precinct Authority; which will deliver 10,000 houses and generate \$9.4 billion in gross state product, \$5.2 billion in consumption and support 1,370 jobs per annum at its peak.

In the meantime, there is an urgent matter we wish raise which impacts on the future of Gawler and Concordia; that is, the need to future proof the extension of the rail service to Concordia to service not only greater Gawler, but the Barossa and broader region. To achieve the future proofing it is essential that the existing rail line is lowered and reconstructed in the section leading into Gawler Central station to allow for the grade separation of Murray Street and the rail line allowing for its continuation through to Concordia. We are already aware that the King Street bridge presents a constraint to the electrification of the line due to its height.

By integrating LFM's Gawler Central Shopping Centre with the public rail corridor and adjoining land assets, the Gawler Central station precinct could comprise a contemporary transport interchange with built form which creates integrated train, vehicle (park 'n' ride) and bus access with high quality public realm and a seamless connection to the town centre, which will not only contribute to greater public transport patronage, but act as an economic catalyst for further private investment in the township of Gawler. A concept animation of the redevelopment opportunities can be viewed at:

<https://www.dropbox.com/s/dgfoodc243030c3/Gawler%20Central%20Station%20short.mp4?dl=0>

Given the Ministerial Development Plan Amendment, which is currently being prepared to maximise the development potential adjacent the Gawler Central station, it makes sense that the reconstruction of the rail line would follow to act as the catalyst for the redevelopment.

We believe the reconstruction of the rail line at Gawler Central (in the shorter term), and its future extension to Concordia (in the longer term) with the provision of train stabling facilities at a new terminus, addresses a number of critical operational issues for the rail operator and will act as a major capital investment stimulus for us as investors and the greater Gawler community at large. We are not seeking the immediate delivery of these outcomes but wish to ensure that both elements are included in the 20-year State Infrastructure Strategy currently being prepared by Infrastructure SA so that they can be delivered in line with future demand. We understand that the list of infrastructure to be included in the Strategy is to be determined by the end of June. The State's existing Integrated Transport and Land Use Plan (2015) identifies the rail extension to Concordia as part of the State's future transport assets and we wish to see this carried over to the new strategy.

One of the significant benefits offered by the Precinct Planning legislation is that it provides a framework for the funding of infrastructure to support the future community at Concordia. As set out in the Business Case for the Precinct Authority submitted to the Minister, we are committed to making a significant contribution to all forms of infrastructure required including road and rail.

While we have had a range of discussions with both Planning and Transport staff in recent months we are writing to ensure that the important inter-relationship between land use planning and transport investment in the Gawler region is fully realised. We understand that the inclusion of the rail line reconstruction and extension in the State Infrastructure Strategy may require the development of a business case and LFM is seeking your advice as to the best path forward for progressing this work in line with Infrastructure SA's strategic planning.

We would like to meet with you at your earliest convenience to discuss the matters raised above. In the meantime should you have any queries regarding the enclosed information please do not hesitate to contact me on 0412 000 497. We have also written to Minister Stephan Knoll on this matter to ensure all relevant parties are briefed and look forward to your response.

Yours sincerely,



Damien Brown
Director



Will Brown
Director