



CONSULTATION REPORT

Transport Infrastructure Ministerial DPA Area Separate Rate Proposed Changes

May 2015

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INTRODUCTION

Council has previously declared a separate rate to fund the provision of required Transport Infrastructure to service the defined area within the 2010 Ministerial Urban Growth Development Plan Amendment Area.

At the time of declaration a transport infrastructure scope of works had been developed.

This report has been developed to inform the public by consulting on amendments to the current scope of works with additional Transport Infrastructure that is to be the subject of the Separate Rate across the 2010 Ministerial DPA area and the proposed new single governance structure to provide recommendations to Council and the Minister on the priority and delivery of the required transport infrastructure.

This report is prepared and provided for public consultation purposes in accordance with the provisions of the Local Government Act, 1999.

A notice is being placed in The Courier to advise of proposed changes to the list of transport infrastructure and the proposed governance structure and inviting interested parties to:

- Access and consider the content of this report;
- Provide a written submission to Council; and/or
- Provide feedback at a public meeting

The public meeting is to be held on Monday 22 June 2015. The public meeting is to receive presentations from the community.

Council is seeking written submissions from the community on the proposed separate rate **to be received no later than 5 pm Wednesday 24 June 2015.**

Copies of this report are available to the public at the Local Government Centre and on Council's website. Directly affected ratepayers are being advised of the consultation by letter.

BACKGROUND

On 16 December 2010, the Mount Barker Urban Growth Development Plan Amendment (**MDPA**) was Gazetted by the Minister.

The MDPA rezoned approximately 1,310 hectares of land that was previously included in rural zones in the Council's area for urban development (**MDPA Area**) (see Attachment 1).

Development of the MDPA Area necessitated the provision of transport, wastewater, stormwater, electricity and community and recreation infrastructure within and outside of the MDPA Area.

A list of Transport Interventions was developed by the State Government and persons in the Development Industry to support the urban growth of Mount Barker as part of the 2010 Ministerial DPA.

Post the 2010 Ministerial DPA the State Government and some land owners/ developers entered into a Transport Deed as a mechanism to fund the transport interventions as and when development occurs.

The original contribution rate was \$50,000 per hectare (indexed on a yearly basis) and required the entire MDPA Growth area to contribute to match the estimated cost of the scope of works.

The Transport Deeds only covered a portion of the 2010 Ministerial DPA land area.

Council subsequently has declared a Separate Rate for Transport Infrastructure to ensure that a mechanism is in place that requires all developers to contribute to the delivery of this required transport infrastructure in an equitable way.

Hence there are two revenue streams from developers to fund transport infrastructure being: (a) to the Minister where a Transport Deed has been executed and (b) to Council where this isn't the case and the separate rate is the mechanism.

Council via the Transport Infrastructure Separate Rate will now be responsible for collecting the majority of the total revenue from developers for transport infrastructure.

The Council utilised the list within the Transport Deed as the basis for setting the Separate Rate for Transport Infrastructure in 2014/15 at the amount of \$52,030 per hectare.

DISCUSSION

Activity

1. Amend those items of transport infrastructure that have been identified by the State Government with input from developers (included in attachment 2 and see the column headed DPA Area Contribution shown in sky blue colour for those items to be funded by developer payments) to include additional items as listed and shown in attachment 3.
2. The implementation of a governance structure with a single Advisory Committee is proposed by Council to provide advice to the Minister and Council to administer revenue from the Transport Deeds and Transport Infrastructure Separate Rate (see attachment 4).

Scope of Works

3. The Transport Deed and the associated transport scope of works list had predominately identified transport interventions that are the responsibility of the State Government. It is acknowledged that all these interventions are required to service urban growth.
4. The Bald Hills Road Interchange and Old Princess Highway/Bald Hills Road Roundabout has now been funded with contribution from the Federal Government (\$16m), State Government (\$8m) and Mount Barker District Council (\$3m as an advance to be fully recovered over time via revenue from developers of Ministerial DPA land).
5. The original cost estimate for the interchange and roundabout was \$44.5m. The current tender process has resulted in both of these transport interventions being funded for the \$27m currently contributed, \$17.5m less than the original estimates in the Transport Deed.
6. Council has identified other transport impacts on the local network that will need a funding mechanism to allow required upgrades to occur in a timely manner as development occurs.
7. The Connector Road (Heysen Boulevard) will be a key piece of local transport infrastructure. Council's recent review of transport infrastructure requirements has identified some gaps in the Transport Deed such as where the Connector Road joins the local road network and crosses an existing local road, and a future crossing of the railway line and two unmade Council road reserves (Haines Road and an unnamed road reserve off Martin Road).
8. Council has identified other key existing roads, intersections and pedestrian links that it considers will require upgrades to support additional transport movements across Mount Barker.
9. The road link from the Connector Road, north along Paech Road and Hartman Road to the junction with Bald Hills Road/Alexandrina Road will require upgrades both along its length and at the junction to support the additional traffic generated from urban growth.

10. Council is continuing to develop an extensive walking and cycling network and has invested significant funds over many years. One of these key pedestrian/ cyclist links is along the railway corridor. This link crosses two significant road corridors, that being Wellington Road and Alexandrina Road.
11. It is considered that a high level of treatment is required at the road crossings to safely manage the increase in pedestrians/ cyclist that will be generated as the township grows. A safe pedestrian crossing is proposed to be included in the scope of works at both locations.
12. The Department of Transport, Planning and Infrastructure (DPTI) is supportive of the additional infrastructure in principle on the basis that it does not impact upon the amount payable by developers, and it does not compromise the ability to fund the original list of projects contained within the Deed (see attachment 2).
13. The list of the proposed additional scope of works for the Transport Infrastructure Separate Rate is contained in attachment 3 together with a plan showing the locations (the numbering on the list is also used on the plan).

Relationship of proposed change to overall rates structure and policies

14. Council's existing rates structure will not change as the amendments to the scope of works is catered for within the existing MDPA Transport Infrastructure Separate Rate.
15. The Separate Rates – MDPA Infrastructure: Payment, Rebate, Remission, Postponement Policy has been developed to meet the challenges of additional infrastructure required within the MDPA Area to financially protect existing ratepayers and to minimise increases in existing general rates. The Policy is reviewed annually.
16. The proposed new single governance structure will have no impact on the existing rating structure.

Likely impact on the ratepayers

17. Refer above.
18. This additional scope of works will also provide for local transport infrastructure required by growth and thereby reduce the future burden on existing ratepayers (district wide) to fund the upgrade of this necessary transport infrastructure.

Separate Rate Consideration

19. The current Transport Infrastructure Separate Rate is based on the transport list scope of works and the amount (plus indexation) as identified in the Transport Deeds entered into between the State and some land Owners/ Developers.
20. The transport infrastructure separate rate amount in 2014/15 is \$52,030 per hectare. This is 100% postponed and only becomes payable only when triggered by development.
21. With indexation, the amount in 2015/16 will be \$53,094 per hectare assuming that post community consultation Council supports the revised scope of works.

22. The obligation from the MDPA contribution area (Developers) to the new Freeway Interchange at Bald Hills Road has been reduced by \$17.5m. Only \$3.0m is now required from the original \$20.5m identified in the Transport Deeds.
23. Council currently estimates that around 35% of the MDPA area is covered by both: (i) a Transport Deed between the State Government and the Developers; and (ii) an encumbrance on the land that has been executed by the land owner where the developer is not the land owner. The remainder of the MDPA land and obligations by developers to Transport Infrastructure is via the Council Transport Infrastructure Separate Rate.
24. Therefore, to ensure equity and the delivery of these critical transport infrastructure interventions required by urban growth it is crucial that the Transport Infrastructure Separate rate continues.
25. It is a requirement that the amount of revenue that is collected by the Separate Rate aligns to the projected expenditure on projects.
26. The \$17.5m reduction in the cost of the freeway interchange project has enabled a review of the transport infrastructure requirements to expand the scope of works without impacting the basis of the amount payable by developers (i.e. better bang for the buck) and means that the equity principle is maintained.
27. Not expanding the scope of works would result in an inequity between developers in relation to the contribution they would make to the required transport infrastructure.

Governance Arrangements

28. The Deeds entered into by the State Government and several developers include provision for the appointment by the Minister for Transport and Infrastructure of an Advisory Committee. Membership is to be skills based and include a nominee of the Council.
29. The Minister has never appointed the Advisory Committee.
30. When first undertaking community consultation on the proposed Transport Infrastructure Separate Rate over the 2010 Ministerial DPA area, Council proposed that an advisory committee would be appointed by Council.
31. Council has never appointed an Advisory Committee.
32. Over 12 months ago, Council officers proposed to the State Government that a single Advisory Committee be jointly appointed by the Minister and Council.
33. The simple logic of a single advisory committee is that it would ensure a coordinated and consistent approach and would be more effective and cost efficient to service.
34. On 27 April 2015 Council convened a forum for Ministerial DPA developers and land owners who had either executed a Transport Infrastructure Deed with the Minister and/or a Wastewater Commitment Deed with Council.
35. A senior officer from the Department of Planning, Transport and Infrastructure attended and contributed to the discussion.

36. The proposed governance arrangements were presented at the Forum and were supported.
37. An overview of the proposed single governance arrangement is provided in attachment 4.
38. This is yet to be formally considered by the State Government.

Equity Issues

39. This proposal does not have implications to the existing rating structure or amounts to be raised therefore considerations for equity at time of introducing the separate rate have not changed.
40. It does seek to ensure that equity is retained amongst all developers as to the required contributions made to required transport infrastructure.

Community Benefits

41. Developers, as the beneficiaries of growth, will fund the required transport infrastructure not other ratepayers (district wide).
42. The required transport infrastructure will provide a safe road network for community use.

CURRENT RATING OVERVIEW

43. Council's current rating strategy, as endorsed by the Council in July 2014, as part of the 2014/15 Annual Business Plan, includes a number of policy areas that have been implemented throughout the District. A copy of the Annual Business Plan is available upon request or on Councils website.

CONSULTATION PLAN & TIMETABLE

- Advertise consultation 3 June 2015
- Direct Mail out to all MDPA Landowners 3 June 2015
- Public meeting for consultation 22 June 2015
- Cut off date to receive written submissions 24 June 2015
- Council meeting to consider feedback and if appropriate, adopt the changes to the Separate Rate 6 July 2015

FEEDBACK ON THE PROPOSED SEPARATE RATE

To provide comment you can:

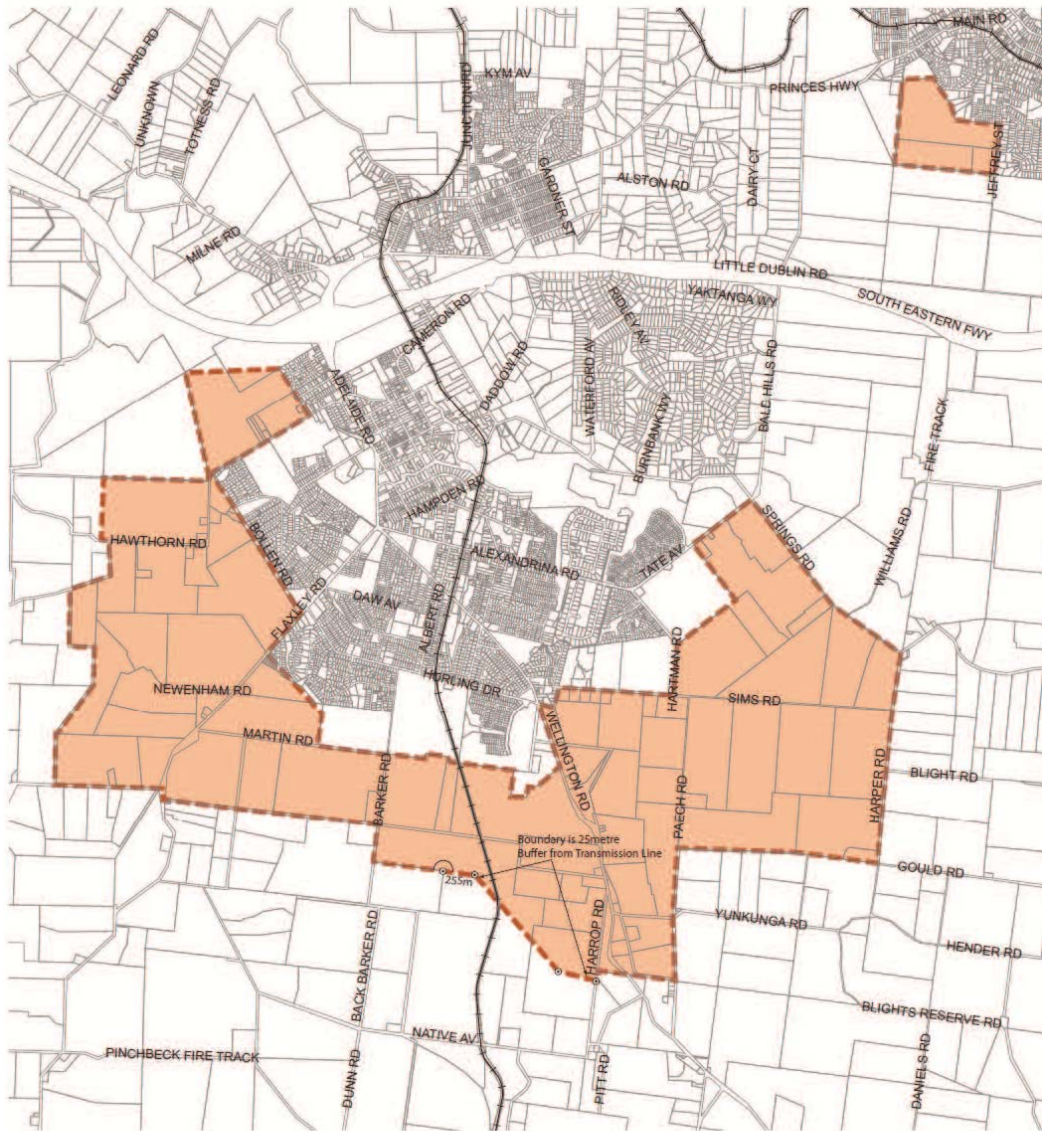
- come to a public meeting on Monday 22 June 2015 at 5.15pm at the Council Chambers, Level 1, 6 Dutton Road, Mount Barker, where an hour will be designated to seek public comment from members of the community. Please Note: If you intend to come to the public meeting (and present any feedback) you will need to advise Council by Friday 19 June 2015, by emailing Ros McDougall at; rmcdouga@dcmtbarker.sa.gov.au or register by phone 8391 7231.
- email povery@dcmtbarker.sa.gov.au any time during the consultation process to ask a question that may assist you in your formal submission or simply to seek further information on the Separate Rates proposals

Submissions are **to be received no later than 5 pm Wednesday 24 June 2015.**

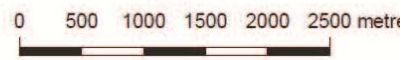
By Post: The Chief Executive Officer
District Council of Mount Barker
PO Box 54
MOUNT BARKER SA 5251

By Email: povery@dcmtbarker.sa.gov.au
with "Separate Rate" in the subject heading

Andrew Stuart
CHIEF EXECUTIVE OFFICER



1:45,000



- Railways
- Area Affected

**Mount Barker – Traffic & Transport Interventions as per Draft DPA
As at 1 December 2010**

Item	Qty (item or meters)	Cost 2010 (\$M)	Contingency	Timing 1	DPA Area	Individual	State / Federal	Mt Barker	Nairne	
					Contribution	Develop Area	Government	Council	Developer	
Bald Hills Road interchange - stage 1	1	20.5	60%	1-May	20.5					
Bald Hills Road interchange - stage 2	1	21	70%	Jan-15			21			
Alexandrina Rd / Adelaide Rd / Flaxley Rd / Wellington Rd roundabout	1	3.5	60%	1-May	3.5					
Adelaide Rd (Flaxley Rd to Hawthorn Rd)	1100	2	60%	1-May	2					
Adelaide Road (Hawthorn Road to Interchange)	550	2.5	60%	1-Oct	2.5					
Adelaide Road interchange intersections	1	6.5	60%	Immediate			6.5			
Adelaide Road interchange ramps	1	4	60%	Nov-15			4			
Cycling/Walking - Primary Route Trail S1 - Mt Barker to Littlehampton	1	1.6	60%	Jan-15				1.6		
Cycling/Walking - Primary Route Trail S2 - Littlehampton to Nairne	1	4	60%	Jan-15				4.3		
Cycling/Walking - Primary Route Trail S5 - East of Flaxley Rd	1	2.2	20%	Jan-15		2.2				
Park n Ride - Adelaide Rd interchange	3	5	60%	1-Oct			5			
Park n Ride - Bald Hills Rd interchange		5	60%				5			
Park n Ride - Flaxley Rd		5	60%	1-Oct			5			
Park n Ride - Wellington Rd										
Park n Ride - South eastern										
Bus Depot Expansion										
Other Park-n-Ride										
Town Centre		?	?					?		
Town Centre		?	?					?		
Town Centre		?	?					?		
Hawthorn Road - Adelaide Road to Bollen Road	1250	4.5	20%	Immediate		4.5				
Adelaide Rd / Hawthorn Rd	1	6	60%	1-May	6					
Connector - Flaxley Road to Hawthorn Road (part)	1000	3.4	20%	Immediate /staged		3.4				
Connector - Flaxley Road to Hawthorn Road (part)	1000	3.4	20%	Immediate /staged		3.4				
Connector / Flaxley Road junction	1	2	60%	Immediate	2					
Flaxley Road	2800	6	60%	6-Oct	6					
Connector - Wellington Road to Flaxley Road (part)	1500	4.9	20%	Immediate /staged		4.9				
Flaxley Rd / Hurling Drv										
Cycling - Link into Bluestone development				1-Oct						
Hurling Rd / Barker Rd		0.5	60%	1-Oct	0.5					
Connector - Wellington Road to Flaxley Road (part)	1500	4.9	20%	Immediate /staged		4.9				
Wellington Rd / Industrial Area Access Rd	1	2	60%	Immediate	2					
Connector / Wellington Road junction (new)	1	2	60%	Immediate	2					
Wellington Road	4300	10	60%	1-May	10					
Connector - Paech Road to Wellington Road	1100	3.8	20%	Immediate /staged		3.8				
Connector / Paech Road junction	1	1.5	20%	Immediate /staged		1.5				
Connector / Springs Road junction	1	1.5	20%	Immediate	1.5					
Connector - Springs	1600	5.3	20%	Immediate		5.3				

Road to Paech Road				/staged						
Bald Hills Rd (Freeway to Springs Rd and Springs Road to Hartman Road)	4600	8.2	?	1-May			5.5	2.7		
Bald Hills Rd / Springs Rd	1	1.3	?	1			1.3			
Bald Hills Rd / Springs Rd - stage 2	1	1.9	20%	6-Oct	1.9					
Springs Road - East of Bald Hills Road	1100	2.6	20%	Immediate	2.6					
Alexandrina Road - Adelaide Road to Hartman Road	2100	?	?	6-Oct				?		
Springs Road - Bald Hills Rd to Dutton Rd		?	?					?		
Saleyard Road link (to Jeffreys Road)	790	2	60%	Immediate					2	
Princes Hwy / Bald Hills Rd	1	3	60%	1-Oct			3			
Freight Link										
Parkindula Road / Wellington Road junction	1									
Bald Hills Road / Hartman Road	1									
Bollen Road	1350									
Other cycling & walking										
Flaxley Rd / Bollen Rd										
		163.8			63	33.9	56.3	8.6	2	163.8
					61.3	33.9	58	8.6	2	163.8

Attachment 3

**ADDITIONAL TRAFFIC AND TRANSPORT INFRASTRUCTURE
THAT WILL BE ADDED TO THE TRANSPORT SEPARATE RATE PROPOSAL
WITHOUT IMPACTING THE BASIS OF THE AMOUNT PAYABLE**

	Preliminary Cost Estimate with <u>Contingency</u>
<u>Road Sections – For Upgrade</u>	
1. Hawthorn Road (Bollen Road to Adelaide Road)	\$ 4.5m
2. Paech Road/ Sims Road/ Hartman Road	\$ 3.3m
<u>New Intersections/ Junctions with Connector Road</u>	
3. Hawthorn Road Intersections (by 2)	\$ 3.0m
4. Barker Road Intersection	\$ 1.5m
5. Railway Corridor Level Crossing	\$ 0.5m
6. Peach Road Intersection	\$ 1.5m
7. Sims Road Intersection	\$ 0.5m
8. Council Road Reserve (by 2)	\$ 0.2m
<u>Other Intersections/ Junctions – For Upgrade</u>	
9. Intersection of Hartman Road/ Bald Hills/ Alexandrina	\$ 0.7m
<u>Other Traffic and Transport Infrastructure</u>	
Pedestrian and Off Road Cyclist Linkages from Growth Area to CBD	
– Pedestrian Activated with Lights	
10. Safe pedestrian Crossing facilities at Wellington Road	\$ 0.5m
11. Safe pedestrian Crossing facilities Alexandrina Road	\$ 0.3m

TOTAL	\$ 16.5m

District Council of Mount Barker Proposal (Yet to be formally considered by the State Government)

Transport Infrastructure – Governance Arrangements

- Proposed Single Advisory Committee
 - Strategic in nature
 - Simplistically to provide advice on 3 matters:
 - Priorities and timing for expenditure (annual review);
 - Scope of works to be funded (annual review); and
 - Proposals from developers seeking an offset/credit i.e. in kind not financial contribution (as required).
- Proposed Advisory Committee Composition
 - Skills based membership
 - Independent Chairperson
 - 2 x Council
 - 2 x State Government
 - 2 x UDIA
- Minister and Council to appoint
- Meeting frequency may be say 3 times annually/as required