

**12.        REPORTS****12.1       REPORT TITLE:       MANAGING GROWTH - UPDATE****DATE OF MEETING: 17 SEPTEMBER 2012****FILE NUMBER:       48/030/064****Strategic Plan Ref:**

Goal Area 4 – Human Settlements and Transport

**Purpose:**

To provide an update on the management of growth.

**Summary – Key Issues:**

- Mechanisms are in place for information provision to the many land owners within the MDPA area;
- Proposed guiding principles for electricity infrastructure have been prepared; and
- Progression of issues regarding the connector road are a high priority.

**Recommendation:**

That Council note the update on the management of growth.

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**Background:**

1. This item provides an update on the management of growth post the item that was considered at the Council meeting held on 3 September 2012.

**Discussion:****Land Owner Meetings**

2. Senior Council officers have now met with in the order of about a dozen land owners within the Ministerial DPA (MDPA) area to brief them on the status of master plans being prepared and infrastructure provision related issues.

3. Those land owners who have been met with to date have been targeted on account of their land being strategically located from an infrastructure perspective e.g. it falls within the proposed connector road alignment.
4. The land owners have been very appreciative of the briefings.
5. A letter is intended to be forwarded to all land owners within the MDPA area to provide an update and an invitation to attend the next MDPA Land Owner Information Forum, expected to be held as a breakfast in late October (likely to be on 24 October 2012 with this date to be confirmed or otherwise shortly).
6. As previously, the Council letter will offer to meet with any individual land owner in the MDPA area.

### Electricity Infrastructure

7. Further work has been undertaken regarding possible locations for new substations (area of in the order of 100 x 100 metres required) and the alignment of 66kv transmission lines (23 metres in height and requiring a 26 metre wide easement if not located within road reserves) to service the growth in the east and the south of Mount Barker.
8. Previously this infrastructure was the responsibility of ETSA Utilities but following a recent name change is now SA Power Networks (SAPN).
9. SAPN has indicated that the option of placing the transmission lines underground would indicatively cost something like 5 or 6 times more than having them above ground. Developers have indicated that this would be cost prohibitive for them to fund other than the unlikely possibility of perhaps the odd very short section being placed underground if the circumstances warranted in respect of cost:benefit.
10. From a community and developer perspective the possibility of using the connector road alignment for the 66kv transmission lines has major limitations including:
  - Negative implications for place-making and loss of community amenity;
  - Significant restrictions on landscaping;
  - Potential safety issues for road users; and
  - Lack of certainty regarding the alignment and legal access to same when required.
11. Proposed guiding principles for locating this infrastructure include:
  - Minimize visual and amenity impact – both the existing and future community;
  - Minimize loss of, and impact on, native vegetation;

- Follow existing SAPN easements if possible (very limited existing in this locality);
  - Utilise buffer areas where possible e.g. adjacent to rural land and the golf course;
  - Utilise Light Industrial/Employment Zone (southern growth area on Wellington Road); and
  - Cost and associated funding implications.
12. This is a challenging issue with the role of the Council being to bring the key stakeholders together in seeking to arrive at an agreed position that will meet the objectives of the infrastructure provider (SAPN) without compromising place-making and existing native vegetation.
13. Council sought advice from ElectraNet as to whether the SAPN transmission lines could be located within the 100 metre wide ElectraNet corridor. ElectraNet has advised Council that there is a legal impediment to this and the SAPN infrastructure could not be located within the ElectraNet corridor.
14. This matter will be the subject of consideration at a future meeting of the Council's Strategic Planning and Development Policy Committee as part of the preparation of the draft Master Plans for each of the three sectors in the MDPA area.

#### Transport Infrastructure

15. A response has been received from the Department for Planning, Transport and Infrastructure (DPTI) in respect of Questions on Notice from Councillor Grosser (refer attachment).
16. What is clear is that the successful implementation of required transport infrastructure upgrading will be reliant on the Council playing a key role in working with developers, land owners and the State Government.
17. An example is the need for a mechanism (proposed to be in the form of a separate rate pursuant to the Local Government Act) to be applied to all MDPA land that is not the subject of legally binding arrangements with the State Government to contribute to the identified transport infrastructure upgrades. This is to be based on the principles of equity and beneficiary pays with development of the land being the trigger to activate contributions.
18. A second example is the Council (as a regulatory authority via the Council appointed Development Assessment Panel) needing to secure the construction of sections of the connector road via the approval of individual development applications under the Development Act.

19. The DPTI letter acknowledges that a key issue is to resolve the connector road alignment and having done this, to then lock this in so there is certainty for land owners, developers, infrastructure providers and other key stakeholders.
20. How the alignment is to be 'locked in' is still being investigated.

#### Wastewater

21. Council is seeking to ensure a variety of desired community outcomes in respect of wastewater management including environmental and economic objectives.
22. Discussions and investigations on various options and scenarios continue with developers, the private sector and SA Water.
23. In the interim, developers are able to proceed with seeking development approval for their applications without needing to lock in a wastewater service provider at this time and this is occurring.

#### Community Engagement:

Informing only	Update information is available via the Council's website and also refer above re MDPA land owners.
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#### Policy:

Not applicable.

#### Budget:

Direct budget provision in 2012/13 for growth management is \$320,000.

#### Statutory/Legal:

Not applicable.

#### Staff Resource Requirements:

Significant resources continue to be applied to managing growth.

#### Environmental:

Not applicable.

#### Social:

Not applicable.

#### Risk Assessment:

Not applicable.

#### Asset Management:

Not applicable.

**Conclusion:**

Immediate issues are the location of required electricity infrastructure and the connector road alignment with the role of Council being to provide leadership to the key stakeholders involved in these processes.

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**Key Contact**

Brian Clancey, General Manager Infrastructure and Projects

**Sponsor of Project**

Andrew Stuart, Chief Executive

**Attachments**

DPTI response to questions on notice from Cr Grosser (12/072556)



In reply please quote 2003/08613  
Enquiries to Phil Lawes  
Telephone (08) 8204 8810

Mr Andrew Stuart  
Chief Executive Officer  
District Council of Mount Barker  
PO Box 54  
MOUNT BARKER SA 5251

**PLANNING DIVISION**

Roma Mitchell House  
136 North Terrace  
Adelaide SA 5000

GPO Box 1533  
Adelaide SA 5001

Telephone: 08 8343 2222  
Facsimile: 08 8204 8740

ABN 92 366 288 135

Dear Mr Stuart,  
*Andrew*

**QUESTION ON NOTICE – 6 AUGUST 2012**

I refer to an email dated 3 August 2012 from Mr Brian Clancey, General Manager Infrastructure and Projects, District Council of Mount Barker, regarding a Question on Notice which was subsequently received by the Council at the meeting on 6 August 2012. I appreciated the opportunity to discuss the issues raised within the Question on Notice with you in a meeting on 29 August 2012.

I provide the following comments regarding the questions raised:

1. *Will the sections of connector road between Flaxley Road and Wellington Road, between Flaxley Road and Hawthorn Road and between Paech and Wellington Road, be funded by the developers as stipulated in the MDPA?*

The developers will be required to fund the connector road between Flaxley Road and Wellington Road, between Flaxley Road and Hawthorn Road, between Paech Road and Wellington Road, and between Paech Road and Springs Road. This road is required to support the new urban growth areas (as specified in the Infrastructure Deed between the State Government and the developers), and is a direct result of the proposed developments within the Urban Growth Development Plan Amendment (DPA) area.

2. *If the responsibility of individual developers, by what means will construction of these sections of the connector road be required and achieved?*

The urban development will need to accord with the Development Act 1993. This will require developers to provide the necessary transport infrastructure within their development area, and potentially external to their development area, in accordance with the Development Plan as individual developments proceed. This includes the relevant sections of the connector road to cater for development traffic.

The Department of Planning Transport and Infrastructure (DPTI) will, as a priority, ensure that a preferred alignment for the connector road is agreed between Council, the developer consortium and DPTI through the Transport Infrastructure Informal Group. DPTI is also considering potential mechanisms to 'lock in' the alignment to ensure developments accord with the alignment as they proceed.

3. *Will the shared use cycling/walking primary trails from Mount Barker to Littlehampton, east of Flaxley Road and from Littlehampton to Nairne, also listed as required infrastructure, be funded by the Government or developers?*

The provision of cycling and walking trails would provide significant benefits for the entire community across Mount Barker, Littlehampton and Nairne. Given this broader benefit and that the proposed trails are largely located outside of the new urban development areas, DPTI considers that such infrastructure is a matter for the Council to consider. DPTI nevertheless considers that trails within new developments could be contemplated as part of development approval processes under the Development Act 1993.

4. *Will the Government or developers fund development of Hawthorn Road between Adelaide Road and Bollens Road?*

Improvements to Hawthorn Road will be required as a direct result of nearby developments both within and outside the DPA area. Improvements to Hawthorn Road will need to be considered as part of development approval processes as individual developments proceed.

It is noted that a review of the proposed connector road between Flaxley Road and Hawthorn Road is about to be initiated by the Transport Infrastructure Informal Group. This review may affect the need and/or scale of improvement needs along Hawthorn Road.

5. *Will the junction of the connector road and Paech Road be funded by the developer consortium like other connector junctions?*

As with the connector road, the junction between the connector road and Paech Road is required as a direct result of the adjacent developments. The developers will be required to fund this junction as part of development applications.

6. *If the above items are to be funded by the government or developers, please include explanations of why the Transport Deed did not include the above items under Category 3 or 4 if possible.*

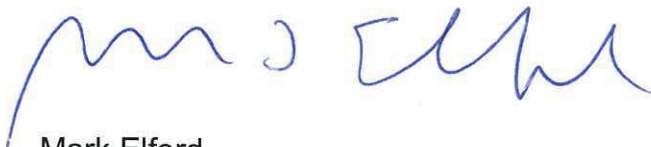
The Infrastructure Deed focuses on the requirement for developers to fund improvements to the transport network across Mount Barker that would typically not be covered by the Development Act 1993. The deed therefore primarily focuses upon the requirement for a \$50,000 per hectare payment by developers, which will be entirely directed towards transport infrastructure improvements external to the development areas to support the urban growth.

The State Government has negotiated a significant commitment from nine developers in Mount Barker to fund transport infrastructure across Mount Barker through the Infrastructure Deed and the \$50,000 per hectare payment. While the area of land that is subject to the deed covers a significant proportion of the DPA area, there are a number of parcels which are not represented by these developers. I therefore take this opportunity to highlight the benefit of considering supplementary mechanisms to ensure that land developments that are not subject to the deed also contribute to the required infrastructure. Supplementary mechanisms could include Council applying a separate (but similar) rate to these parcels upon development. Such a rate would ensure that all the identified infrastructure can be delivered for the benefit of the broader Mount Barker community. DPTI would welcome further discussion on this aspect.

DPTI is appreciative of the important contribution that council officers are currently providing as part of the Transport Infrastructure Informal Group. As a precursor to the establishment of the Advisory Committee under the Infrastructure Deed, this group will assist with ensuring the orderly progression of the planning/delivery of the required transport infrastructure for the new urban developments. I will be contacting the Council in the near future regarding the outcome of nominations for the Advisory Committee by the Minister for Transport and Infrastructure.

I trust the above information is of assistance.

Yours sincerely,



Mark Elford  
Executive Director  
**Strategic Transport and Infrastructure Planning**

7 September 2012