

12.3 REPORT TITLE: TRANSPORT INFRASTRUCTURE
SEPARATE RATE PROPOSAL

DATE OF MEETING: 6 MAY 2013

FILE NUMBER: 64/005/251 (13/021279)

Strategic Plan:

Outcome 15: Organisational capacity to project delivery and effective and efficient services.

Performance Measure 37: Broaden revenue base to reduce reliance on general rates.

Purpose:

It is proposed that Council declare a Transport Infrastructure Separate Rate on all rateable land within the MDPA Area.

Summary – Key Issues:

- ñ Council's position is the beneficiary pays principle for major infrastructure provision.
- ñ The statutory power at section 154 of the Local Government Act supports the declaration of a separate rate on rateable land.
- ñ Council to charge a once off \$50,000 (excluding GST) per hectare within the defined MDPA Area.
- ñ The amount will be indexed each year to reflect Index number 3101 (Road and Bridge Construction Index) for South Australia published by the Australian Bureau of Statistics.
- ñ Council to undertake community consultation process to introduce a Transport infrastructure separate rate as per Council's Public Consultation Policy.

Recommendation:

That Council:

1. Endorses the community consultation report (as amended at this meeting) which satisfies both the requirements of section 151(6) of the Local Government Act 1999 and the proposals contained in the report. (refer attachment 1);
2. Authorises the Chief Executive Officer to make all necessary changes to the community consultation report following this meeting to prepare the document for public release.
3. Adopts the community consultation plan and timetable (attachment 2).

Background:

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

2. 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).
3. The MDPA includes a very broad brush structure plan for the proposed zone that offers little guidance for the provision of infrastructure.
4. Council's powers under the Development Act 1993 provide limited scope and only enable Council to require developers to provide certain infrastructure within (and in some cases immediately adjacent) the developer's land when a development application is lodged.
5. Council is already familiar with the revenue raising mechanism of section 154 (separate rate) of the Local Government Act 1999. This is a rating power that is already used by the Council for the purposes of the Mount Barker Town Centre Zone, Hahndorf Township Main Street, Developer Contributions (associated with Council and Developer Infrastructure Agreements executed back in late 2006) and the NRM levy separate rates.
6. The statutory power at section 154 supports the declaration of a separate rate on rateable land within a part of the Council area in respect of an activity that is, or is intended to be, of particular benefit to the land or occupiers of the land or to visitors to the part of the area to which the rate applies.
7. The Local Government Act at section 151(5)(c) provides that before the Council changes the imposition of rates on land by declaring a (new) separate rate, it is required to prepare a prescribed report on the proposed change and follow the steps set out in its public consultation policy. The report, which forms the basis of the consultation, is prescribed at section 151(6) of the Act and is required to address at least:
 - ñ the reasons for the proposed separate rate;
 - ñ the relationship of the proposal to the Council's overall rates structure and policies;
 - ñ insofar as is reasonably practicable, the likely impact on the ratepayers; and
 - ñ issues concerning community equity.

The community consultation report on the proposed transport infrastructure separate rate which satisfies the above legislative requirements will address matters such as:

- ñ the details of the 'activity' being funded;
- ñ the quantum of funds that the 'activity' requires;

- ñ the application of the separate rate on a 'per allotment' basis over affected assessments;
- ñ rate relief and postponement proposals;
- ñ the period for which the rate is proposed to apply;

and other matters necessary to achieve a fully transparent and informed process with resultant informed feedback, including the application of the relevant 'Principles of Taxation'.

Important distinctions between PAR and MDPA

8. It is critical to note that there are fundamental differences between the current situation arising out of the MDPA and the situation Council was in when it undertook rezoning in 2006 via a Plan Amendment Report (PAR), namely:
 - ñ Council had control over the PAR process, and could ensure that appropriate provision for infrastructure was made before the PAR was submitted to the State Government. There was no incentive for the separate rate to be challenged by the small number of affected developers, as it benefited those developers by operating as an alternative security mechanism (being less costly to maintain than a bank guarantee). Further, the developers' were and continue to be contractually bound to comply with their infrastructure obligations.
 - ñ Conversely, the MDPA was a Ministerial DPA not supported by Council. Adequate provision for infrastructure was not made before the MDPA Area was rezoned.
 - ñ Previously, there were only a small number of developers that Council needed to negotiate with for the provision of infrastructure, meaning that the task of negotiating development agreements was not unduly onerous.
 - ñ Currently, there are estimated to be nearly 100 different landowners within the MDPA Area, making the negotiation of development agreements for the provision of infrastructure with individual developers/land owners far less practical.

Council situation

8. Council acknowledges that basic infrastructure is required in order for there to be orderly growth and development within the District. In the past two years Council has spent a considerable amount of time and resources to facilitate orderly planning for infrastructure implications of the MDPA Area. This has been a significant commitment by Council with an excess of \$2 million of funds being utilised in this area to date. Council has diverted resources towards this cause instead of mainstream provision of Council services so

there has effectively been a reduction in services to existing ratepayers.

9. It is noted that the State Government worked with a number of developers in relation to contributions to required transport infrastructure. Council had limited input to this process and ultimately some of the upgrading viewed by Council as being required was not included. These arrangements were later the subject of Deeds between several developers and the State Government. Council sought to be included in this process but was excluded.
10. One of the important considerations for the Council in relation to the MDPA Area is that there is such a significant number of landholders involved (currently over ninety (90)) that individual negotiations with consequent agreements for funding contributions to required transport infrastructure requirements is not a practical or viable option.

Long Term Financial Plan

10. Council's financial position can be summarised in the last three years as follows:

Year	Operating Surplus/(Deficit) ('000)	Cash ('000)
2012	173	4,528
2011	16	5,229
2010	(83)	7,599

In order for Council to remain financially sustainable, it is clear that Council does not have the resourcing capacity to finance the infrastructure demands of growth in the MDPA area.

Council position for infrastructure provision is the beneficiary pays principle.

It is proposed to change Council's overall rates structure and policies to introduce a number of separate rates to allow for a targeted funding strategy to procure major infrastructure capital works required as a result of the rezoning of the MDPA area.

Business Plan

11. Council's Annual Business Plan for 2012/13 acknowledged that the existing ratepayers are bearing the consequential significant cost of managing the MDPA. The business plan stated that Council will actively investigate alternative methods of substantially recovering costs and securing necessary infrastructure. The separate rate mechanism is an established cost recovery model that has worked successfully for Council in the past.

12. The separate rate will be imposed but not become payable until development of the subject land occurs (i.e. payable by the developer of the land) by subdivision and the attribution of a valuation assessment to each of the created allotments

Proposal

13. It is proposed that the separate rate power be used for the purpose of funding transport infrastructure required to provide a service for the Ministerial DPA area.
14. That the Council declare a separate rate within the MDPA Area inclusive of the three land parcels in Nairne as the primary mechanism to raise funds to meet the costs of the required transport infrastructure.
15. A comprehensive community engagement strategy formulated and implemented at the same time as any statutory process is required to be undertaken under the Local Government Act 1999 and Council's consultation policy.

Report

16. The proposed community consultation report which has been prepared to meet the requirements of section 1515(6) of the Local Government Act 1999 is included as Attachment 1 to this report.
17. The draft community consultation report sets out all relevant legislative and other issues that are necessary for the community to consider and to respond to if they wish to make a submission on the separate rate proposal.
18. The community consultation report is the prescribed report under the Local Government Act for the purposes of undertaking public consultation in the manner required by the Act.

Policy:

Separate Rate – Developer Contributions: Payment, Rebate, Postponement Policy.

Budget:

Rates raised from the separate rate is an essential component as part of the funding strategy to procure essential infrastructure works to meet Transport needs as a result of the rezoning of the MDPA, should developers choose not to contribute as per the State Governments Deed of arrangement.

Statutory/Legal:

A Council may declare separate rates in accordance with the provisions of Section 154 of the Local Government Act.

Staff Resource Requirements:

Rates staff would be required to implement the separate rate and remissions, postponement or rebate once the separate rate is adopted. Independent legal advice has been received in relation to this proposal.

Environmental:

Not applicable to this report.

Social:

Council considers the impact of rates on all sections of the community.

Separate rates are raised for the purpose of planning, carrying out, making available, supporting, maintaining or improving an activity that is, or is intended to be, of particular benefit to the land, or the occupiers of the land, within that part of the area, or to visitors to that part of the area.

Public Consultation will be undertaken.

The separate rate facility is being used to lessen the impact on existing ratepayers for required transport infrastructure within the MDPA area.

Risk Assessment:

Legislation is not efficient for infrastructure development which may result in legal challenge.

Asset Management:

N/A

Conclusion:

Council authorise the undertaking of community consultation over the entire Council area in accordance with the requirements of Council's community consultation policy to raise revenue from developers to contribute to funding transport infrastructure required by MDPA growth.

Key Contact

Neville Gay, Senior Rates Officer:

Manager or Sponsor of Project

David Peters, General Manager Corporate Services
Brian Clancey, General Manager Projects & Infrastructure

Attachments

Attachment 1: Community Consultation Report (13/025229)

Attachment 2: Consultation Plan & Timetable (13/034701)

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Proposed Declaration of Transport Infrastructure
Separate Rate 2013/14



Attachment 1 to Item 12.3

CONSULTATION REPORT

Proposed Declaration of a Separate Rate for Transport Infrastructure Separate Rate In MDPA Area

May 2013

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INTRODUCTION

In accordance with Section 154 of the Local Government Act 1999 Council may declare a separate rate on rateable land within a part of the area of the Council for the purpose of planning, carrying out, making available, supporting, maintaining or improving an activity that is, or is intended to be, of particular benefit to the land, or the occupiers of the land, within that part of the area, or to visitors to that part of the area. It is a charge on the land.

Section 154 of the Local Government Act 1999 permits Council to raise a separate rate on rateable properties, which will or which it is intended will benefit from a project or undertaking. The main legislative features of a separate rate are:

- it can be applied to rateable properties that benefit from the purpose of raising the separate rate;
- money raised by these means cannot be put to any other use; and
- the separate rate must cease when the purpose has been completed and paid for.

In addition, the Council in July 2007 endorsed the “Separate Rate – Developer Contributions: Payment, Rebate, Postponement Policy” where it is the policy of the District Council of Mount Barker that any separate rates declared on land within the Council area for the purpose of securing the obligations of developers in respect of infrastructure contributions will be subject to the payment, rebate and/or postponement provisions of the policy.

This consultation report is provided as information for the proposed declaration of a separate rate to fund the provision of Wastewater disposal and treatment infrastructure required to connect and service the defined area within the Mount Barker Urban Growth Development Plan Amendment Area. This report is prepared and provided for public consultation purposes in accordance with the provisions of the Local Government Act, 1999.

The proposed Separate Rate will constitute the primary mechanism to raise funds to meet the costs of providing the required infrastructure for the defined area within the MDPA Area.

A publication has been placed in the Courier describing the proposed declaration of a separate rate and inviting interested parties to:

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

The public meeting is to be held at the commencement of Council's Ordinary Meeting to be held on 3/4 June 2013. The public meeting is to receive and consider presentations from the community. The Council is also seeking written

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submissions from the community on the proposed declaration of the separate rate to be received at the Council Office, 6 Dutton Road, Mount Barker no later than at 5 pm on Wednesday 29 May 2013.

Copies of this report are available to the public at the Local Government Centre, on Council's website and copies have also been forwarded to affected ratepayers.

BACKGROUND

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

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

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

While Council's powers under the Development Act 1993 enable it to require developers to provide certain infrastructure within (and in some cases immediately adjacent to) the developer's portion of the MDPA Area, Council's powers provide limited scope to require developer contributions to community and recreation infrastructure within the developer's portion and any kind of infrastructure outside of the developer's portion.

This leaves Council in a difficult position – in the absence of voluntary contributions by developers, or funding from the State Government, Council will be left with responsibility to fund the procurement of all such infrastructure' without any financial contribution from the developers that benefit from the establishment of the infrastructure. This is untenable (and obviously unsustainable) for Council. In the absence of a statutory scheme for levying developer or infrastructure contributions, Council needs to use alternative mechanisms of it is to target the funding of this specific infrastructure rather than funding it from general revenue and thereby apportioning the cost over the entire Council ratepayer base.

DISCUSSION

Activity

1. A separate rate is proposed to be declared for the purpose of providing specified transport infrastructure as is required to support and service the MDPA Area. Those items of transport infrastructure that have been identified by the State Government with input from developers and Council are set out in more detail in Attachment 1.

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2. Council may declare the separate rate even if the activity is not to be directly undertaken or provided by Council (e.g. if the transport infrastructure is delivered by the State Government).

Reasons for the proposed separate rate

3. Council acknowledges that basic infrastructure is required in order for there to be orderly growth and development within the District.
4. The MDPA Area has placed Council in a difficult position. As mentioned above certain critical infrastructure will be required as development is undertaken and this will need to be funded. This infrastructure includes the provision of suitable transport for the development of land as a result of growth in the District.
5. Council's Long Term Financial Plan (Budgets) indicates that the existing ratepayers can not afford to finance an undertaking of this magnitude. The proposed separate rate is also consistent with the Council position for infrastructure provision that the beneficiary pays.
6. This project will require a considerable amount of borrowings to finance this project and the existing rates base is inadequate to pay finance costs associated with this development.
7. To address this funding issue and to protect existing ratepayers of the District from excessive rate increases it is proposed that a new separate rate be implemented to secure capital funding for transport infrastructure.

Relationship of proposed change to overall rates structure and policies

8. Council's existing rates structure can not cater for the proposed new infrastructure required to meet the development within the MDPA Area.
9. Current rating structures have historically funded existing Council services in place today.
10. Policies & procedures will be developed to meet the challenges of additional infrastructure required within the MDPA Area. This will occur in an equitable way so that existing ratepayers are protected financially to minimise increases in existing general rates.
11. The proposed separate rate is independent from the existing rating structure and is being introduced to rate only those properties that will benefit from the infrastructure and to meet the expected growth within the MDPA Area.

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Likely impact on the ratepayers

12. The current existing ratepayers will not pay the separate rate until there is a creation of a new valuation assessment on an existing landholding.
13. The separate rate will be declared to apply, in accordance with the Act, upon the creation of a new valuation assessment, as and when advised by the Office of Valuer General e.g. Land Division. Attachment 3 shows Sample Rate Notices.
14. If a parcel of land is subdivided creating new valuation assessments e.g.: one parcel into 50 hectares, the separate rate will become due and payable:-
 - ñ 50 Hectares x \$50,000 (separate rate) = \$2,500,000.
 - ñ This could be paid either as a lump sum or in quarterly instalments in the financial year the rates are raised.
 - ñ If any part of the 50 hectares parcel of land is subsequently further subdivided but the seller has complied with the conditions of the State Government Deed or otherwise paid the separate rate then the newly created allotment will not be subject to this separate rate.
15. The separate rate will be declared on a per hectare basis, as and when land is developed. There will not be any impact on existing landholders in the defined area until the land use is changed as per the Land Use regulations. There will also not be any impact on a ratepayer that is a party to a Transport Infrastructure Deed with the State Government. The separate rate will only be paid by developers that develop the land by changing the land use and who do not participate in the State Government Deed.
16. There is no intention to apply the separate rate to any land that has previously been subject to the rate. Accordingly, where land is further subdivided after the original subdivision was subject to the separate rate (or was exempted because of the State Government Deed) the further subdivision will not attract payment of any further separate rate liability.

Equity Issues

17. Considerations to be taken to account in relation to rating principles are as follows:
 - ñ Benefits received: Reliance on this principle suggests that (all other things being equal) a person who receives more benefits should pay a higher share of tax. The proposed separate rate will be applicable to those landholders within the MDPA Area who develop land. This will

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enable those landholders to access the new infrastructure that they have both contributed to and which is essential for their development.

- ñ Capacity to pay: this principle suggests that a person who has less capacity to pay should pay less; and that person is of similar means should pay similar amount. This proposal has mechanisms in place e.g. remissions and rebates to existing ratepayers who do undertake development. Council intends to impose a separate rate on those with the capacity to pay for development as they will receive benefits from the infrastructure. This proposal is based upon the premise that existing ratepayers do not subsidize all new development.

For this proposal;

18. A general rate principle is that a separate rate is an equitable, targeted way of recovering the cost of provision of services that are intended to primarily benefit a specific identifiable group of ratepayers.
19. Council needs to consider whether today's ratepayers and other service users should pay more or less than the cost of providing today's services to them and the consequential implications for future ratepayers.
20. Council needs to strike an appropriate balance between funding from direct users of specific services (through user rates and charges) and broader public beneficiaries (through general rates) having regard to the public characteristics of key services.
21. The principal of intergenerational equity highlights the importance of financial sustainability to ensure that each generation 'pays their way', rather than any generation 'living off their assets' and leaving it to future generations to address the issue of financing new infrastructure.

Area

22. The Local Government Act allows Council to declare a separate rate over only a portion of the land in Council's area.
23. This area is defined in Attachment 2.

Basis of Charging

24. The separate rate will be declared over all land within the MDPA Area but will be subject to appropriate relief provisions to exclude (as per the Deed) any land that cannot be developed for residential or commercial use (e.g. required as a buffer, Electranet or is of high environmental significance as per the Development Plan).

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Otherwise, the separate rate will be a once off payment pro rated on the basis of \$50,000 per hectare.

25. The separate rate of \$50,000 per hectare is on the same basis as in the agreed Deed between State Government and developers.
26. The separate rate amount will be indexed each year to reflect Index number 3101 (Road and Bridge Construction Index) for South Australia published by the Australian Bureau of Statistics.
27. The capital works program proposed by the State Government which requires funding is itemised in Attachment 1.

Basis of Rating

28. The separate rate will be a fixed amount per hectare excluding (as per the Deed) any land that cannot be developed for residential or commercial use (e.g. required as a buffer, Electranet or is of high environmental significance as per the Development Plan).

Period of Rating

29. The separate rate can be declared for a specified period (e.g. the period of time taken to undertake a capital project) and may be declared for a period exceeding one year.
30. It is proposed that the annual amount of the fixed charge separate rate will be declared each single financial year for the duration of the project having been included in and accounted for as part of the usual annual business planning process.

Timing of Declaration

31. It is proposed that the separate rate will be subject to public consultation as part of the process for Council's annual business plan in each year for the duration of the project.

Postponement of Payment

32. It is not proposed that the separate rate will be postponed. It will be due and payable (quarterly) immediately following declaration.
33. In accordance with usual conveyancing practices, if an allotment over which the separate rate has been declared is sold by the developer before the separate is paid, the full years rate will be adjusted as between the vendor and purchaser.
34. Pursuant to section 182 of the Local Government Act, if Council is satisfied on application of a ratepayer that payment of the separate rate would cause hardship, Council may postpone payment in whole or in part for such period as Council sees fit.

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35. This application can only occur after the application of the separate rate to land is triggered by development.

Remission

36. A complete remission (100%) will apply when a developer has entered into an agreement with State Government to contribute (by monetary payment or in-kind works) to the provision of transport infrastructure and can demonstrate that the developer's obligations under that agreement have been complied with. Such a developer will apply to Council for a remission of the separate rate on the grounds of hardship, because they have already made an equivalent payment or have legally committed to do so to the Council inclusive of any required security.
37. It is noted that a number of landholders have already entered into a 'Transport Deed' with the State for the purpose of making a financial and/or in-kind contribution to the construction or augmentation of certain transport infrastructure. This separate rate proposal is one that is intended to be complimentary and not supplementary to this arrangement. It is an equitable and fair approach that does not propose that any landholder be required to make a contribution under both the Deed and the separate rate.

Rebates

38. A rebate of the separate rate will be granted to all current existing land and property holders as defined in the Land Use Regulations. The intent of the separate rate is to impose the separate rate effective from the date that the land is triggered for redevelopment.
39. A Council may grant a discretionary rebate of rates or service charges in specific circumstances on such conditions as the Council sees fit. Council will give reasonable consideration to the granting of rebates on merit.

Accountability

40. Council is accountable to spend the revenue collected by the separate rate only for the purposes of the activity for which the rate is declared.
41. If a separate rate is declared to raise funds for a particular purpose and Council resolves not to carry the purpose into effect, or there is an excess of funds remaining, the revenue or excess revenue from the separate rate must be refunded to the persons who paid the rate, or credited against future rate liabilities in relation to the land subject to the rate.

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42. Council will precisely determine and track all costs of providing infrastructure to the relevant area against the revenue raised from the separate rate declared. A separate fund will be established so that financial statements can readily be prepared which will be publicly available in accordance with the Australian Accounting Standards. Council effectively will act as an Agent to the State Government to raise revenue that is not captured via a Deed to spend on identified Transport works.
 43. There is also further transparency required in terms of the specific separate rate information that is included in each rate notice sent to each ratepayer.
 44. The Fund is governed by Council, but with an advisory committee of the Council established pursuant to the Local Government Act, the composition of which shall include a nominee of the Minister of Transport and Infrastructure, The Urban Institute of Australia (SA), representation from developers and Council.
 45. Council will contribute towards the required works as identified in the State Government Deed (in liaison with the Minister of Transport and Infrastructure).

CURRENT RATING OVERVIEW

46. Council's current rating strategy, as endorsed by the Council in July 2012, as part of the 2012/13 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

ñ Council Meeting to endorse Community consultation	6 May 13
ñ Advertise consultation	8 May 13
ñ Public Information forum for landholders/developers	9 May 13
ñ Cut off date to receive written submissions	29 May 13
ñ Public meeting for consultation	3 June 13
ñ Additional public meeting if sufficient numbers	4 June 13
ñ Council meeting to adopt new separate rate	1 July 13

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Feedback on the Proposed Separate Rate(s)

Written submissions are being sought on the proposed declaration of a separate rates on rateable land identified in the MDPA Area. Submissions are to be submitted to:

The Chief Executive Officer
District Council of Mount Barker
6 Dutton Road
Mount Barker SA 5251

or council@dcmtbarker.sa.gov.au with "MDPA Transport Infrastructure Separate Rate" in the heading

by no later than at 5.00 pm on 29 May 2013

If you have any queries in relation to the declaration of a separate rate contact Neville Gay, Senior Rates and Property Officer on 8391 7207 or email: ngay@dcmtbarker.sa.gov.au.

Andrew Stuart
CHIEF EXECUTIVE OFFICER

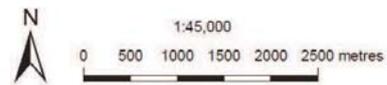
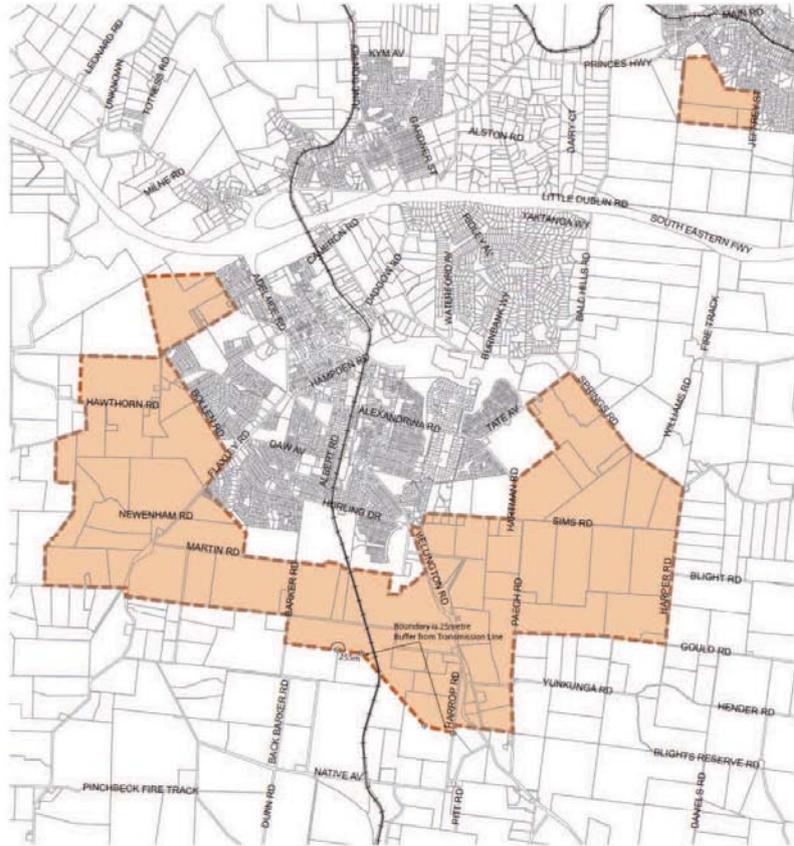
Attachment 1

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

Item	Qty (item or metres)	Cost 2010 (\$M)	Contingency	Timing 1	DPA Area Contribution	Individual Development Area	State / Federal Government	Mt Barker Council	Nairne Developer
Bald Hills Road interchange - stage 1	1	20.5	60%	1-5	20.5				
Bald Hills Road interchange - stage 2	1	21	70%	1-15			21		
Alexandrina Rd / Adelaide Rd / Flaxley Rd / Wellington Rd roundabout	1	3.5	60%	1-5	3.5				
Adelaide Rd (Flaxley Rd to Hawthorn Rd)	1100	2	60%	1-5	2				
Adelaide Road (Hawthorn Road to Interchange)	550	2.5	60%	1-10	2.5				
Adelaide Road interchange intersections	1	6.5	60%	Immediate			6.5		
Adelaide Road interchange ramps	1	4	60%	11-15			4		
Cycling/Walking - Primary Route Trail S1 - Mt Barker to Littlehampton	1	1.6	60%	1-15				1.6	
Cycling/Walking - Primary Route Trail S2 - Littlehampton to Nairne	1	4	60%	1-15				4.3	
Cycling/Walking - Primary Route Trail S5 - East of Flaxley Rd	1	2.2	20%	1-15		2.2			
Park n Ride - Adelaide Rd interchange	3	5	60%	1-10			5		
Park n Ride - Bald Hills Rd interchange		5	60%				5		
Park n Ride - Flaxley Rd		5	60%	1-10			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%	1-5	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%	6-10	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				1-10							
Hurling Rd / Barker Rd		0.5	60%	1-10	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%	1-5	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 Road to Paech Road	1600	5.3	20%	Immediate/staged		5.3					
Bald Hills Rd (Freeway to Springs Rd and Springs Road to Hartman Road)	4600	8.2	?	1-5			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%	6-10	1.9						
Springs Road - East of Bald Hills Road	1100	2.6	20%	Immediate	2.6						
Alexandrina Road - Adelaide Road to Hartman Road	2100	?	?	6-10				?			
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%	1-10			3				
Freight Link											
Parkindula Road / Wellington Road	1										
Bald Hills Road / Hartman Road	1										
Bollen Road	1350										
Other cycling & walking											
Flaxley Rd / Bollen Rd											
		163.8				63.0	33.9	56.3	8.6	2.0	163.8
						61.3	33.9	58.0	8.6	2.0	163.8

Attachment 2



- Railways
- Area Affected

Attachment 2 to Item 12.3

Consultation Plan & Timetable:

Council Meeting to endorse Community consultation	6 May 13
Advertise consultation	8 May 13
Information forum for MDPA landholders/developers	9 May 13
Cut off date to receive written submissions	29 May 13
Public meeting for consultation	3 June 13
Additional public meeting if required	4 June 13
Council meeting to adopt new separate rate	1 July 13