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This Development Plan Amendment (DPA) will be available for inspection by the public at Mount Barker District Council at 6 Dutton Road, Mount Barker from 31 January 2018 until 28 March 2018.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to Simon Coote, Policy Planner at Mount Barker District Council, PO Box 54, Mount Barker SA 5251

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. Please note that, if no one requests to be heard, the public meeting will not be held.

If requested, a meeting will be held on 16 April 2018 at Mount Barker District Council at 6 Dutton Road, Mount Barker.
Introduction

The Development Act 1993 provides the legislative framework for undertaking amendments to a Development Plan. The Development Act 1993 allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the Development Act 1993 (the Minister), to amend a Development Plan.

Before amending a Development Plan, a Council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
  - Background information
  - Investigations
  - Recommended policy changes
  - Statement of statutory compliance
- References/Bibliography
- Certification by Council’s Chief Executive Officer
- Appendices
- The Amendment.

Need for the amendment

A key strategy of the 30 Year Plan for Greater Adelaide (the ‘30-Year Plan’) is the development of regional activity centres. Mount Barker has been identified as one of eight Regional Centres across Greater Adelaide which will develop as a major regional focus for business and retail. Supporting this growth will be the delivery of significant new areas of residential development which are forecast to accommodate approximately 17,581 additional people within Mount Barker, Littlehampton and Nairne by the year 2036, as well as the provision of a broad range of services including educational facilities, recreation and leisure facilities and government and community organisations.

Given the designation of Mount Barker as a Regional Centre, the Council has undertaken initial investigations which identified a potential shortage of appropriately zoned land within the Council area to encourage local investment, greater specialisation and new (or expanded) business opportunities to meet regional needs and requirements.

In association with the substantial residential growth planned for Mount Barker, it has become apparent that additional land is required to provide opportunities for local employment and business activities. Accordingly, land within the area of Totness, a settlement adjoining Mount Barker and Littlehampton, has been identified as a suitable location for a substantial employment centre. Totness is located within the Mount Lofty Ranges, approximately 3km from the centre of the Mount Barker Township, 1.5km south-west of Littlehampton and 30km from the Adelaide CBD via the South Eastern Freeway.
Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister for Planning on 1 July 2015. Following this, the range of issues and investigations identified in the Statement of Intent have been undertaken or addressed. In particular, the following investigations have been undertaken:

- Land use assessment;
- Traffic impact assessment;
- Infrastructure assessment;
- Biodiversity assessment;
- Cultural heritage risk assessment; and
- Urban reach assessment (Totness Freeway Creek Catchment)

As a consequence of these detailed investigations, the Council has concluded that the affected area is suitable for rezoning to Urban Employment subject to a number of specific off-site upgrades to road and stormwater infrastructure.

Affected area

The Affected Area identified for the purposes of the DPA comprises approximately 34.6 hectares of essentially undeveloped land within the settlement of Totness to the immediate north of the South Eastern Freeway (see Figure 1).

Figure 1: Affected Area

Currently, the Affected Area is zoned a mixture of Light Industry, Rural Living and Primary Production (see Figure 2).
Summary of proposed policy changes

The DPA proposes the following changes:

- The rezoning of the Affected Area to Urban Employment Zone to facilitate a range of employment generating land uses such as industry, commercial, food production and processing, high technology enterprises, bulky goods outlets and other value adding activities;
- The incorporation of a Concept Plan to guide future development in terms of access, infrastructure upgrades, stormwater management, environmental protection and the provision of landscape buffers to address interface issues; and
- The inclusion of specific provisions to ensure that development responds to the topography of the area, is built to a high standard and is designed to reduce visual impact when viewed from the South Eastern Freeway.

Legal requirements

Prior and during the preparation of this DPA, Council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the Development Act 1993. In addition, the DPA has assessed the extent to which the proposed amendment:

- Accords with the Planning Strategy;
Accords with the Statement of Intent;
Accords with other parts of Council’s Development Plan;
Complements the policies in Development Plans for adjoining areas;
Accords with relevant infrastructure planning; and
Satisfies the requirements prescribed by the Development Regulations 2008.

Interim operation

Interim operation is not sought for this DPA.

Consultation

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

- Adelaide and Mount Lofty Ranges Natural Resources Management Board
- Country Fire Service
- Department for Environment, Water and Natural Resources
- Department of Further Education, Employment, Science and Technology
- Department of Manufacturing, Innovation, Trade, Resources and Energy
- Department of Planning, Transport and Infrastructure
- Department of the Premier and Cabinet (Aboriginal Affairs and Reconciliation Division)
- Department of Primary Industries and Regions
- Environment Protection Authority
- Renewal SA
- South Australian Metropolitan Fire Service
- SA Murray Darling Basin Natural Resources Management Board
- South Australia Police
- SA Tourism Commission

Members of Parliament

- Rebekha Sharkie MP – Federal Member for Mayo
- Mark Goldsworthy MP - Member for Kavel
- Hon Isobel Redmond- Member for Heysen

Infrastructure / Utility Organisations

- SA Power Networks
- Electranet Pty Ltd
- Epic Energy
- APA Group
- SA Water
Adjoining Councils and Local Government

- Alexandrina
- Murray Bridge
- Adelaide Hills
- Onkaparinga
- Mid Murray
- Regional Development Australia (RDA) Adelaide Hills, Fleurieu and Kangaroo Island Inc.
- Local Government Association

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

**Important Note for Agencies:** This DPA includes modules from the State Planning Policy Library.

As the policy library was subject to agency consultation during its development, agencies are requested to comment only on the range and application of the modules selected and not on the actual policy content, except where that policy has been included as a local addition. Agencies are invited to comment on any additional issues (if relevant).

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**The final stage**

When the Council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister for Planning. The Minister will then either approve (with or without changes) or refuse the DPA.
Analysis

1. Background

Strategic Context

A key strategy of the 30 Year Plan for Greater Adelaide (the ’30-Year Plan’) is the development of regional activity centres. Mount Barker has been identified as one of eight Regional Centres which will develop as a major regional focus for business and retail. Supporting this growth will be the delivery of significant new areas of residential development within Mount Barker, Littlehampton and Nairne which is forecast to result in an increase in population of approximately 17,851 additional people within these three townships by the year 2036.

History

In the early 2000’s Council undertook a strategic study, known as ‘Residential and Industry Strategy 2020: Towards Sustainability’, which reviewed the current and future provision of lands for residential and industrial use. Key recommendations of the report included the following of relevance to the provision of employment lands.

- Ensure there is an adequate supply of land for industrial purposes to cater for the needs of employment and service needs of the existing and future populations.
- Consolidate Industrial Zones throughout the district and introduce updated Industrial Development Planning Bulletin policies based on the contents of Appendix I.

The report also included the following recommendation to establish additional industrial sites:

Through a staged and coordinated manner, manage the release of the following proposed industrial sites (subject to the implementation of the applicable development and traffic concept plans) and thereby assist in providing employment generating activities in association with the production of products and services to cater for local demand…

a) Woodside Road, Nairne
b) Paech Road, Mt Barker (subject to the construction of the Bald Hills Road Interchange)
c) Martins Road Mt Barker
d) Flaxley and Bollen Roads, Mt Barker
e) Increasing Industry zoned land at Callington.

The process of creating the additional industrial sites was to be undertaken as two separate Plan Amendment Reports (PAR) with the time frames proposed for 2003/05 and 2008/09. Accordingly, the District Wide Industry PAR, drafted in 2004, investigated industry rezoning and proposed the rezoning of an additional 99 hectares of land to industry. During the consultation period for the PAR, Council received 2,005 public submissions. Almost 2,000 of these submissions opposed the creation of additional industrial land.

Following this overwhelming community opposition Council abandoned the proposed rezoning of additional land to Industry while also resolving to undertake further investigations to identify future potential sites for industrial activities.

In late 2008 Council policy staff undertook an audit of the existing industrial zoned land along within a review of industry rezoning investigations conducted between 2002 and 2008. The conclusions and recommendations from this review included the rezoning of land at Totness to facilitate employment generating activities.

Separately, the ‘Urban Growth Ministerial Development Plan Amendment’ (MDPA) rezoned approximately 35 hectares of land to the south of Mount Barker with access via Wellington Road, to
Light Industry Policy Area 2. However, no additional employment land was rezoned near the existing Light Industry Zone at Totness.

**Opportunities at Totness**

In 2012, the Mount Barker, Littlehampton and Nairne Structure Plan identified land within Totness as a suitable location for an expanded employment area given its strategic location near the South Eastern Freeway adjacent the existing Light Industry Zone and close to the significant population centres of Mount Barker, Littlehampton and Nairne.

In addition, Totness is conveniently located approximately 3km from the centre of the Mount Barker Township, 1.5km south-west of Littlehampton and 30km from the Adelaide CBD via the South Eastern Freeway. The following figure identifies the location of the Affected Area in the context of the Mount Barker Township.

Figure 3: Locality Plan

The Affected Area comprises approximately 34.6 hectares of essentially undeveloped land to the immediate north of the South Eastern Freeway.

Following the steady growth of the Totness commercial precinct (focused around Mount Barker Road, Crompton Road, Follett Close and Diagonal Road), the Affected Area has been identified as potentially suitable land for new employment lands. This use is considered appropriate as the land has limited economic viability under its current Primary Production and Rural Living zoning for the following reasons:

- The Affected Area is an isolated land parcel that is surrounded and constrained by the adjoining South Eastern Freeway, Totness Recreation Park and adjacent residential and industrial / commercial land uses; and
- The limited size and fragmented nature of the land parcels reduces the potential to pursue more intensive agricultural land uses.
Employment Lands

As mentioned, the population of Mount Barker is predicted to grow substantially. Logically, residential growth should be accompanied by employment growth and the 30-Year Plan recognises this through Policy 73 under the heading “The economy and jobs” which requires that State and Local Governments:

**P73** Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.

It is understood that the majority of Mount Barker’s resident workforce population currently travels outside of the local region for work. Accordingly, the Council has been seeking to improve the employment self-sufficiency and self-containment rates to ensure that Mount Barker avoids becoming a ‘dormitory suburb’ and offers employment opportunities to reinforce its role as a true Regional Centre. This is particularly important in the context of the projected future residential growth in the region and the need to ensure the provision of appropriately zoned, employment generating land to facilitate a range of business activities and local job opportunities as well as halting ‘employment leakage’ to the Adelaide CBD and adjoining regions. Significant opportunity exists to diversify the commercial uses on offer in the Totness area, for example information technology businesses, engineering operations and the like, which provide better land use efficiency than traditional industrial activities.

In addition, Council is investigating opportunities to more closely align residential growth with supporting employment lands. Most recently this has been reflected in the ‘Mount Barker Littlehampton and Nairne Structure Plan’ which encourages a local employment self-sufficiency within the desired range of 40-60%. The adoption of the Council’s ‘Economic Development Strategy’ also directly supports and encourages measures to stimulate local employment.

Consideration has also been given to the diverse mix of land uses in the locality including a number of commercial, industrial and retail businesses including the substantial Bunnings Warehouse development; retail showrooms, shops, together with open rural land and residential properties. This existing range of activity is reflective of a number of land use zones which converge at this locality and also reflects changes to the zoning made over time. More recent development in Totness has included tourism related activities such as the Prancing Pony Brewery which reflect the locality’s proximity to the primary production and tourism related areas of the Adelaide Hills.

With the above in mind, the DPA has considered potentially suitable modules from the South Australian Planning Policy Library and has concluded that the Urban Employment Zone is the most appropriate Zone for the Affected Area.

Current Mount Barker Development Plan

The land is currently located within the following Zones and Policy Areas of the Mt Barker Council Development Plan (Consolidated 8 August 2017):

- Primary Production Zone;
- Rural Living Zone - Policy Area 19, Allotment 20000; and
- Light Industry Zone.

Primary Production Zone

The majority of the Affected Area is located within the Primary Production Zone which seeks to achieve the following key objectives:

1. The establishment and long term continuation of primary production.
2. Economically productive, efficient and sustainable primary production.
3. Allotments of a size and configuration that promote the efficient use of land for primary production and the conservation of native vegetation and natural habitats.
Protection of primary production from encroachment by incompatible land uses and of the scenic qualities of rural landscapes.

Zone Principle 1 identifies the following forms of development as envisaged in the zone:

- cellar door sales
- dairy farming
- farming
- horticulture
- light industry and service industry in association with the processing, packaging and distribution of primary production (other than where located within the Mount Lofty Ranges Watershed)
- shop in the form of small scale on-farm produce sales outlet in association with primary production
- small-scale tourist accommodation in association with wineries, farms and local heritage places
- small scale restaurant associated with primary production, cellar door, winery or agricultural industry
- small scale winery

The Desired Character statement for the Primary Production Zone identifies that the “The climate, soil and landform characteristics of the Central Mount Lofty Ranges highlight the value of both expanding and enhancing the value of food production and food security within the zone.”, however in this instance it is noted that the land size, shape configuration and width significantly restrict the viability of the land for agricultural purposes. Furthermore, the Primary Production land is virtually land locked by the South Eastern Freeway to the south, the Rural Living and Light Industry Zones to the north and east and the Totness Recreation Park (zoned Conservation) to the west.

Rural Living Zone - Policy Area 19, Allotment 20000

The Rural Living Zone - Policy Area 19, Allotment 20000, covers an isolated pocket of land with two of the 3 relevant allotments accessible only via a right of way over adjoining land.

The intent of the zone is to provide for large allotments comprising detached dwellings, associated outbuildings and small-scale rural activities which retain the open rural character and minimise the visual dominance of buildings and structures. In particular, Policy Area 19 should “provide for rural living allotments no less than 20,000 square metres in size and act as a buffer between the Littlehampton Township and the Primary Production (Mount Lofty Ranges) Zone or Rural Landscape Protection Zone.”

With the exception of certain types of dwellings, outbuildings and mixed small-scale rural activities in association with a dwelling, most other forms of development are non-complying in the Rural Living Zone including:

- Consulting Room
- Industry
- Office
- Service Trade Premise
- Shop (except where GFA is < 80m²)
- Store
- Warehouse

The physical constraints, access issues and limited size of the Rural Living Zone within the Affected Area indicates a review of the zoning is warranted.
Light Industry Zone

The Light Industry Zone seeks to accommodate a range of light industrial, service industry, storage and warehouse uses. While supportive of employment activity, the zone is limited in the range of uses it supports and lists a relatively broad range of uses as non-complying (i.e. consulting rooms, offices [other than ancillary to light industry] and shops [with exceptions]). Totness in particular is highlighted as an area primarily for service trade activities.

The proposed Urban Employment Zone would continue to support the uses that are envisaged within the Light Industry Zone while also allowing other compatible land uses such as bulky goods outlets, service trade premises and tourism related activities that have been developed in recent years.

Summary

In summary, the current zoning is fragmented, physically constrained and results in an underutilisation of the land due to the limited range of activities that can be realistically achieved within the Affected Area. In addition, and in light of the strategic need for employment lands within the Mount Barker region, the Affected Area is considered suitable for employment generating activities. Specifically, the Affected Area at Totness demonstrates a number of valuable characteristics which would make it ideally suited to a mixed use environment supporting land uses such as commercial, service industry and light industry activities as well as restricted retail activities.

1.1.2 Affected Area

The area affected by the DPA (Affected Area) comprises approximately 34.6 hectares of land located immediately north of the South Eastern Freeway, adjacent the Mount Barker exit, and south of the existing ‘Light Industry Zone’ in the settlement of Totness. The land has frontage to Follett Close of 368 metres and a frontage to Crompton Road of 89 metres. To the west, the land abuts approximately 244 metres of Milne Road and runs along the southern and western boundaries of the Totness Recreation Park, a public reserve containing access tracks, a large dam and a mix of exotic and native vegetation species. The land comprises eleven land titles as shown in Figure 4:

Figure 4: Land Titles
The Affected Area comprises primarily open rural land with limited productive use. In terms of structures, there are three single detached dwellings with associated outbuildings fronting Follett Close. Two detached dwellings with associated outbuildings share a common driveway to Crompton Road to which two single commercial warehouse/showroom buildings with associated car parking front. A Mitsubishi car sale, parts and service centre is situated on the corner of Crompton Road and Follett Close.

With the exception of a plantation forest in the south-eastern corner of the land (adjacent the South Eastern Freeway) as well as stands of vegetation around existing buildings/homesteads and along road sides, the Affected Area is relatively clear of vegetation. An existing ephemeral watercourse dissects the land west to east and appears to be fed from an existing dam in the adjoining Totness Recreation Park to the west.

Portion of the land is subject to an easement for electricity supply and drainage purposes as well as ‘rights of way’ to facilitate legal access to Crompton Road. An existing electrical transmission line dissects the site from north-west to south-east.

The Affected Area generally grades down from north to south towards the watercourse before rising up again towards the South Eastern Freeway (see Figure 6). While the majority of the land features slopes of up to 12.5% (1 in 8), some areas are steeper with slopes up to 25% (1 in 4). Accordingly, development on the steeper portions of the land will need to be designed carefully to reduce the need for earthworks.

Figure 6: Slope Analysis
2. The strategic context and policy directions

2.1 Consistency with South Australia’s Strategic Plan

South Australia’s Strategic Plan outlines a medium to long-term vision for the whole of South Australia. It has two important, complementary roles. Firstly, it provides a framework for the activities of the South Australian Government, business and the entire South Australian community. Secondly, it is a means for tracking progress state-wide, with the targets acting as points of reference that can be assessed periodically.

The DPA supports the following targets of South Australia’s Strategic Plan:

<table>
<thead>
<tr>
<th>Strategic Plan Objective/Targets</th>
<th>Comment/Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal:</strong> We are committed to our towns and cities being well designed, generating great experiences and a sense of belonging. <strong>Target 1:</strong> Urban spaces Increase the use of public spaces by the community (baseline: 2011)</td>
<td>The DPA will facilitate a transition to employment generating activities with new development guided by policies seeking high-quality design while also encouraging the provision of a recreational trail to the Totness Recreation Park.</td>
</tr>
<tr>
<td><strong>Goal:</strong> New developments are people friendly, with open spaces and parks connected by public transport and bikeways. <strong>Target 2:</strong> Cycling Double the number of people cycling in South Australia by 2020 (baseline: 2011)</td>
<td>The DPA will facilitate the connection of the Totness Recreation Park with the residential areas of Littlehampton to encourage greater usage of this important open space for cycling and walking.</td>
</tr>
<tr>
<td><strong>Goal:</strong> South Australia has a resilient, innovative economy. <strong>Target 35:</strong> Economic growth Exceed the national economic growth rate over the period to 2020 (baseline: 2002-03) <strong>Target 37:</strong> Total exports Increase the value of South Australia’s export income to $25 billion by 2020 (baseline: 2002-03) <strong>Target 38:</strong> Business investment Exceed Australia’s ratio of business investment as a percentage of the economy by 2014 and maintain thereafter (baseline: 2002-03)</td>
<td>The DPA will stimulate economic activity by encouraging business investment.</td>
</tr>
<tr>
<td><strong>Goal:</strong> We develop and maintain a sustainable mix of industries across the state. <strong>Target 39:</strong> Competitive business climate Maintain Adelaide’s rating as the least costly place to set up and do business in Australia and continue to improve our position internationally (baseline: 2004) <strong>Target 40:</strong> Food industry Grow the contribution made by the South Australian food industry to $20 billion by 2020 (baseline: 2001-02)</td>
<td>The proposed Urban Employment Zone encourages a range of different employment generating activities while also opening up additional employment lands which will assist to maintain Greater Adelaide’s rating as the least costly place to set up business.</td>
</tr>
<tr>
<td><strong>Goal:</strong> South Australia has a sustainable population. <strong>Target 45:</strong> Total population Increase South Australia’s population to 2 million by 2027 (baseline: 2003)</td>
<td>The DPA will provide employment opportunities near the existing residential areas of Mount Barker and Littlehampton.</td>
</tr>
<tr>
<td><strong>Goal:</strong> All South Australians have job opportunities <strong>Target 47:</strong> Jobs Increase employment by 2% each year from 2010 to 2016 (baseline: 2010)</td>
<td>The DPA will facilitate employment generating activities which will provide additional job opportunities.</td>
</tr>
<tr>
<td>South Australia’s Strategic Plan</td>
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<td><strong>Goal:</strong> We want Adelaide to grow up more than out. <strong>Target 68:</strong> Urban development By 2036, 70% of all new housing in metropolitan Adelaide will be being built in established areas (baseline: 2010)</td>
<td>The DPA will provide additional employment opportunities close to the established urban areas of Mount Barker and Littlehampton.</td>
</tr>
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### 2.2 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The 30-Year Plan for Greater Adelaide is the volumes of the Planning Strategy of relevance to this DPA. Accordingly, the DPA will support the 30-Year Plan for Greater Adelaide by implementing the following policies:

#### 30 Year Plan for Greater Adelaide

<table>
<thead>
<tr>
<th>Policy</th>
<th>How the policy will be implemented:</th>
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<tbody>
<tr>
<td><strong>Transit corridors, growth areas and activity centres</strong></td>
<td></td>
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<tr>
<td><strong>P1.</strong> Deliver a more compact urban form by locating the majority of Greater Adelaide’s urban growth within existing built-up areas by increasing density at strategic locations close to public transport. (Map 2)</td>
<td>The rezoning of land in Totness represents a logical expansion of the existing industrial and commercial precinct which will support the existing and proposed residential areas of Mount Barker thereby promoting a compact urban form.</td>
</tr>
<tr>
<td><strong>P12.</strong> Ensure, where possible, that new growth areas on the metropolitan Adelaide fringe and in townships are connected to, and make efficient use of, existing infrastructure, thereby discouraging “leapfrog” urban development.</td>
<td>The investigations associated with the DPA demonstrate that existing infrastructure is of a sufficient capacity to accommodate the anticipated development and, where necessary, infrastructure upgrades are provided prior to development proceeding.</td>
</tr>
<tr>
<td><strong>Design Quality</strong></td>
<td></td>
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<tr>
<td><strong>P28.</strong> Promote permeable, safe, attractive, accessible and connected movement networks (streets, paths, trails and greenways) in new growth areas and infill redevelopment areas that incorporate green infrastructure.</td>
<td>The DPA includes policies to ensure that movement networks are permeable and provide appropriate connections to surrounding areas and features.</td>
</tr>
<tr>
<td><strong>P29.</strong> Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.</td>
<td>The DPA includes policies to reinforce the public realm including the provision of a walking and cycling trail.</td>
</tr>
<tr>
<td><strong>P30.</strong> Support the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers context, location and place.</td>
<td>The DPA includes policies to ensure that development respects the context of the locality including the adjacent Totness Recreation Park and the South Eastern Freeway.</td>
</tr>
<tr>
<td><strong>P31.</strong> Recognise the unique character of areas by identifying their valued physical attributes.</td>
<td>The DPA includes policies which recognise the topography of the land including the watercourse and seek to reduce the visual impact of development when viewed from the South Eastern Freeway.</td>
</tr>
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### Totalness Employment Lands Development Plan Amendment

**Mount Barker Council**

**Analysis**

<table>
<thead>
<tr>
<th><strong>Housing mix, affordability and competitiveness</strong></th>
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<tbody>
<tr>
<td><strong>P46.</strong> Ensure an adequate land supply is available to accommodate housing and employment growth over the longer term (at least a 15 year supply).</td>
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<thead>
<tr>
<th><strong>The economy and jobs</strong></th>
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<tbody>
<tr>
<td><strong>P55.</strong> Promote certainty to undertake development while at the same time providing scope for innovation.</td>
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<tr>
<td><strong>P56.</strong> Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</td>
</tr>
<tr>
<td><strong>P62.</strong> Manage the interface between townships and adjacent primary production activities and areas of nature protection.</td>
</tr>
<tr>
<td><strong>P73.</strong> Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.</td>
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<th><strong>Transport</strong></th>
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<td><strong>P74.</strong> Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets (Refer to Map 7).</td>
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<tr>
<th><strong>Infrastructure</strong></th>
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<td><strong>P86.</strong> Ensure that new urban infill and fringe and township development are aligned with the provision of appropriate community and green infrastructure, including:</td>
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<tr>
<td>- walking and cycling paths and facilities</td>
</tr>
<tr>
<td>- local stormwater and flood management including water sensitive urban design</td>
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<tr>
<td>- public open space</td>
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<tr>
<td>- sports facilities</td>
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<tr>
<td>- street trees</td>
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<tr>
<td>- community facilities, such as childcare centres, schools, community hubs and libraries.</td>
</tr>
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<table>
<thead>
<tr>
<th><strong>Water</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>P115.</strong> Incorporate water-sensitive urban design in new developments to manage water quality, water quantity and water use efficiency and to support public stormwater systems.</td>
</tr>
<tr>
<td><strong>P117.</strong> Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of:</td>
</tr>
<tr>
<td>- run-off from infill development</td>
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<tr>
<td>- urban flooding from increased short-duration intense rainfall events associated with climate change</td>
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<tr>
<td>- pollution from roads and other developed areas.</td>
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</table>

The DPA appropriately investigates and addresses the provision of essential infrastructure required to support the anticipated development of the Affected Area.

The DPA includes a Transport Impact Assessment which demonstrates that future development will not adversely impact on major traffic routes.

The DPA incorporates additional water sensitive urban design provisions in relation to the management of stormwater.

The DPA requires the provision of stormwater management infrastructure both within the Affected Area and external to the site.
The DPA introduces Policy Library modules, which have been developed with reference to and have strong links to the Planning Strategy.

### 2.3 Consistency with other key strategic policy documents

#### 2.3.1 Council’s Strategic Directions Report

The most recent Mount Barker Strategic Directions Report (SDR) was endorsed in September 2012. The SDR was prepared in accordance with Section 30 of the Development Act 1993 and sets out a range of proposed amendments to the Development Plan to address emerging trends, reflect the policy directions of the State Government’s Planning Strategy and respond to the aspirations of the community.

The SDR proposed an ambitious program of ten DPAs over a five year period. Importantly, the Totness Employment Lands DPA was included in the program and was scheduled to commence in 2014-2015. The SDR indicated that the purpose of the Totness Employment Lands DPA was to:

“Rezone land from Rural Living and Primary Production abutting the western boundary of the Light Industry Zone at Totness for the purposes of ensuring a medium – to long term supply of light industrial and commercial employment lands. This is commensurate with the relevant targets of the 30-Year Plan for Greater Adelaide. Review existing zoning and policy, including desired land uses within existing Light Industry Zone at Totness”

The Totness Employment Lands DPA is, therefore, directly aligned with the Council’s Strategic Directions Report and the associated DPA Program.

#### 2.3.2 Council’s Strategic Plan

The ‘Mount Barker 2035 District Strategic Plan’ contains five key goal areas with associated objectives and strategies. Two of the five key goal areas are of particular relevance to the DPA and are outlined below:

**Economic Prosperity** – which seeks:

“A clean and thriving economy in an attractive and vibrant hills setting offering employment, investment and business opportunities”

The following objectives under the Economic Prosperity goal area are of relevance to the DPA:

**Employment growth**

To be an active and enthusiastic partner with government and the private sector driving regional investment and employment growth.

**District investment and export growth**

To increase investment and business growth for community benefit.

**The Urban Environment** – which seeks:

“Heritage is protected and the built environment is planned and designed to a high standard to endure and remain relevant into the future. Liveability is at the forefront of the design and establishment of neighbourhoods and landscapes that are highly useable, accessible and connected. Linear trail linkages are a significant regional attraction and a point of difference with other areas.”

The following objective under the Urban Environment goal area are of relevance to the DPA:

**Quality built environment**

For the built heritage of the District to be valued and protected and for buildings and streetscapes within commercial and residential areas to be of a high standard and design for current and future land uses.
The proposed DPA will directly support the achievement of Council’s Economic Prosperity and Urban Environment goals by delivering local employment through the establishment of new business enterprises and by ensuring that new development achieves a high standard of design.

2.3.3 Other Policies or Strategies

The policies of this DPA are consistent with the policies in:

**Mount Barker Town Centre Strategy**

The Mount Barker Town Centre Strategy provides the high level strategic direction and long term vision for the Town Centre and sets objectives and associated implementation measures to be achieved over a 30 year period.

The DPA supports the following goals set out within the Mount Barker Town Centre Strategy:

- ‘Employment and Job Creation’ goal – which calls for neighbouring centres in Mt Barker and other linked townships to complement the Town Centre as the dominant employment node; and the
- ‘Retail and Services’ goal – which seeks lower order centres outside the Mt Barker Town Centre to be developed progressively to balance local areas needs within growth areas of Mt Barker and linked townships as demand dictates.

**Mount Barker, Littlehampton and Nairne Structure Plan**

Endorsed in 2012, the Mount Barker, Littlehampton and Nairne Structure Plan is a key strategic planning document which seeks to:

- Ensure that the Development Plan is aligned with the population, dwelling and employment targets set out in The 30-Year Plan for Greater Adelaide;
- Identify, and facilitate the resolution of, strategic infrastructure issues;
- Encourage the design and development of a new sustainable and liveable urban form; and
- Facilitate the rezoning of land for residential and employment purposes.

Totness is specifically identified in the Structure Plan as future employment lands (see Figure 7):
The Structure Plan lists the following specific key opportunities associated with the Totness area:

- Maintain current area as local employment focus, and promote regional service industry employment facilities.
- Investigate opportunity for expanded employment lands (to the west) relative to future urban expansion and potential for employment opportunities locally.
- Promote Totness as a regional economic development/ employment centre.
- Manage potential impacts and interface with adjacent to Totness conservation area.

Further, the Structure Plan identifies Mount Barker Road through Totness as a ‘High Frequency Corridor’ for the purposes of potential mass transit.

**Economic Development Strategy**

Council has prepared an Economic Development Strategy which seeks to achieve the following broad objectives:

- Encouraging and facilitating a vibrant and sustainable local economy
- Maintaining a low unemployment rate
- Increasing the number of local jobs thereby reducing the need for residents to commute outside of the District for work
- Increasing employment opportunities for young people

A key focus of the Economic Development Strategy is the establishment of an appropriate investment environment to enable an increase in the number of local jobs. The DPA directly implements the Economic
Development Strategy through the provision of additional employment lands which will unlock investment and provide local job opportunities.

2.3.4 Infrastructure planning

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council, the Minister and/or other government agencies. Accordingly, specific infrastructure planning has been undertaken to inform this DPA and to determine whether or not external infrastructure upgrades are required to accommodate future envisaged development. This has included the preparation of:

- An Infrastructure Assessment Report;
- A Transport Impact Assessment;
- An Urban Reach Assessment of the Totness Freeway Creek Catchment; and
- Turn path analysis for intersections adjacent the Affected Area.

These infrastructure investigations, which are discussed in more detail in section 3, have provided the following key recommendations:

- Some minor amendments to existing intersections and local roads are required to facilitate heavy vehicle access to the Affected Area – this includes the widening of the Diagonal Road and Follett Close intersection and the provision of indented parking bays along Diagonal Road;
- In the longer term, an upgrade to the Mount Barker Road / Adelaide Road / North Terrace roundabout may be required – potentially through the addition of a left turn slip lane from Adelaide Road to Mount Barker Road;
- In the longer term, an upgrade to Milne Road is likely to be required to allow a secondary vehicular access to be provided to the Affected Area from the north-west;
- An on-site detention basin in the order of 19,800m$^3$ will be required to cater for the fully developed catchment – this detention basin should be located in the southern portion of the Affected Area prior to discharge into the existing culvert within the South Eastern Freeway road reserve;
- The existing potable water supply infrastructure adjacent the Affected Area is sufficient to cater for future development subject to augmentation and, potentially, a small inline booster pump station;
- A new gravity wastewater main which only services the Affected Area, will be required to connect to the Council’s newly constructed 300mm DDPE wastewater main within Anembo Park;
- The existing 66kV overhead power line will need to be retained, but could be placed underground;
- The augmentation requirements for electrical supply will be determined once the nature and scale of future development has been determined; and
- Improvements are required to the existing ‘downstream’ stormwater infrastructure – including the creation of easements over the creek corridor, provision of a formed drainage channel, installation of an express drain and further assessments of the existing dam.

2.3.3 Current Ministerial and Council DPAs

There are no current Ministerial or Council DPAs of relevance to the Totness Employment Lands DPA.
3. Investigations

3.1 Investigations undertaken to inform this DPA

In accordance with the Statement of Intent for this DPA, the following investigations have been undertaken to inform this DPA.

3.1.1 Land Use

As noted previously, the Affected Area is currently zoned a mixture of Primary Production, Rural Living and Light Industry. This mismatch of Zones prevents a coordinated development outcome, is inconsistent with the Council’s strategic directions and does not represent the highest and best use of the land. More specifically, it is unlikely that viable agricultural operations can be supported on the portion of the Affected Area zoned Primary Production and the Rural Living area is isolated, lacks appropriate access and adjoins the Light Industry Zone which is undesirable from an interface perspective.

In terms of the portion of the Affected Area currently zoned Light Industry, it is noted that a conversion to Urban Employment Zone is generally consistent with the policy direction proposed within the South Australian Planning Policy Library. Specifically, the rezoning of the allotments fronting Follett Close (which are currently zoned Light Industry) is considered appropriate to provide a wider variety of employment generating activities. Given that these allotments have not yet been developed for commercial land uses, such a Zone change will assist to achieve the highest and best use of these parcels of land. However, it is considered appropriate that the portion of the Affected Area fronting Crompton Road remain in the Light Industry Zone as these three allotments have already been developed for commercial purposes and it is preferable to maintain a consistent zoning along Crompton Road.

As outlined previously, the value of the Affected Area for the purpose of primary production is extremely limited given the size and location of the land, the nature and proximity of adjoining land uses and impact on the continuity of existing primary production activities.

Given the need to provide additional employment land to complement the anticipated strong residential growth in Mount Barker and given that the land represents a logical extension of the existing commercial and light industrial area of Totness, it is considered that the Urban Employment Zone offers the best zoning option to achieve the highest and best use of the land while allowing a degree of flexibility. More specifically, it is considered that the following land uses would be appropriate within the Affected Area:

- bulky goods outlet with a minimum gross leasable floor area of 500 square metres
- cellar door/tasting room ancillary to and in association with a brewery, distillery or similar use
- fuel depot
- indoor recreation centre
- industry (other than special industry)
- motor repair station
- petrol filling station
- public service depot
- road transport terminal
- service trade premises
- service industry
- training facility
- store
- warehouse.
3.1.2 Employment Land Supply and Demand

For the purposes of the DPA, a high level supply and demand analysis has been undertaken to determine whether additional employment land is required to improve economic self-sufficiency in Mount Barker and to complement the extensive residential growth areas that were rezoned in 2010.

In terms of land supply, Figure 7 identifies the current provision of employment lands in the Mount Barker and Littlehampton area. Figure 7 indicates that the current land supply is quite limited within the established industrial/commercial areas. More specifically, the Totness area only has approximately 9 hectares of vacant employment land while there is only 6 hectares of vacant employment land within the industrial estate in the centre of Mount Barker near the golf course.

Figure 7: Existing Employment Lands

While it is noted that a significant area of appropriately zoned employment land is available to the south of the Mount Barker growth area, the development of this land is constrained by a number of factors including:

- The topography, which is challenging for industrial and employment related uses which generally require large, flat benched sites;
• Land ownership is fragmented and the development intentions of the land owners are unknown;
• Access arrangements to Wellington Road are likely to be challenging based on sight lines and topography; and
• Access between the land and the South Eastern Freeway will result in undesirable heavy vehicle movements through the township and/or Bald Hills Road.

For these reasons, it appears unlikely that the Light Industrial area south of Mount Barker will be developed for employment related uses in the short to medium term. If, as expected, this land is not developed or delivered to the market, it is likely that the Mount Barker residential areas will be under-serviced with employment lands which will result in economic leakage outside the Council area.

Given the constraints of the existing employment land south of Mount Barker, the release of additional employment land at Totness takes on greater importance. This land, which enjoys excellent access to the South Eastern Freeway, also benefits from its separation from existing and proposed residential areas while also complementing the existing commercial and industrial activities in Totness. Finally, with the exception of some relatively minor upgrades, sufficient infrastructure exists at Totness to support employment generating activities.

In terms of demand, the Council has identified through a number of strategic documents a desire to increase the economic self-sufficiency of Mount Barker by providing additional local employment opportunities. The rezoning will assist to facilitate this outcome by allowing for the logical expansion of the existing commercial and industrial area at Totness which is conveniently located near the major population areas of Mount Barker and Littlehampton.

In summary, the high level land supply and demand analysis indicates that there is likely to be a shortage of available and unconstrained (development ready) employment land close to the residential areas of Mount Barker and Littlehampton. Therefore, the expansion of the existing Totness commercial and industrial area has the potential to deliver significant economic and employment benefits to the region, particularly in relation to improving local employment containment and self-sufficiency.

3.2.1 Aboriginal Cultural Heritage

A Cultural Heritage Risk Assessment has been undertaken in accordance with Council’s ‘Aboriginal Cultural Heritage Policy’ and ‘Aboriginal Cultural Heritage and Capital Works Procedure’. Prepared by EBS Heritage, this risk assessment involved the following tasks:

• Background research including a review of heritage register searches, including the Aboriginal Affairs and Reconciliation (AAR) Database and background research of primary and secondary archival sources for the project area;
• Review archival aerial photographs to determine levels of historical disturbance in project area;
• Identify State and Commonwealth legislative heritage requirements; and
• Provide recommendations in relation to any potential impacts the proposed design could have on locations of heritage significance in light of the requirements under the Aboriginal Heritage Act 1988.

In their report, EBS Heritage note that the Affected Area has been substantially modified following European settlement which means that, while cultural heritage may not be visible on the surface, the presence of subsurface Aboriginal cultural material cannot be ruled out. EBS Heritage also note that there are a number of remnant River Red Gums and a watercourse on the land which may indicate the presence of unknown sites of significance.

In summary, EBS Heritage has assessed the Affected Area as posing a moderate risk of encountering subsurface cultural heritage, while the overland water flow path (if an original creek line) presents a high risk of containing cultural heritage. This assessment is illustrated in Figure 8.
Based on the background research conducted as part of their report, EBS Heritage has concluded that apart from the watercourse, there is a moderate risk of works within the Affected Area encountering cultural heritage and archaeological deposits. On this basis, EBS Heritage recommends that a risk management strategy be adopted that incorporates the implementation of a site discovery procedure for all earthmoving works as well as a site induction to ensure all project staff are aware and able to identify cultural materials.

Based on the findings of the EBS Cultural Heritage Risk Assessment, there are no apparent cultural heritage matters that would prevent the land from being rezoned or which would restrict future development – subject to the adoption of standard procedures associated with the discovery of sites of significance during earthworks. Therefore, no additional policies relating to Aboriginal Cultural Heritage are proposed as part of this DPA.

### 3.2.2 Infrastructure Assessment

Investigations have been undertaken in relation to existing infrastructure capacity and augmentation requirements associated with the potential future land uses. Prepared by Wallbridge Gilbert Aztec (WGA), these infrastructure investigations indicate that:

- The existing potable water supply infrastructure adjacent the Affected Area is sufficient to cater for future development subject to augmentation and, potentially, a small inline booster pump station;
- A new gravity wastewater main which only services the Affected Area, will be required to connect to the Council’s newly constructed 300mm DDPE wastewater main within Anembo Park (see Figure 9);
- The existing 66kV power line (which is currently overhead) will need to be retained, but could be placed underground subject to certain criteria;
• The augmentation requirements for electrical supply will need to be determined once the nature and scale of future development has been determined;

• An on-site detention basin in the order of 19,800m$^3$ will be required to cater for the fully developed catchment – this detention basin should be located in the southern portion of the Affected Area prior to discharge into the existing culvert within the South Eastern Freeway road reserve (see Figure 10); and

• A much smaller detention basin in the order of 320m$^3$ will be required to cater for the overland flows produced by future development near Follett Close on the eastern portion of the land which does not drain towards the South Eastern Freeway catchment.

Figure 9: Conceptual Waste Water Main Alignment
Based on the Infrastructure Assessment report, the following policy response is proposed:

- The inclusion of a Concept Plan which identifies the location of the detention basin as well as a revegetated stormwater swale along the existing watercourse;
- The identification of the 66kV easement on the Concept Plan; and
- Specific reference in the Desired Character to the provision of a detention basin and the controlled discharge of stormwater to the existing stormwater management system under the South Eastern Freeway.

### 3.3.4 Urban Reach Assessment – Totness Freeway Creek Catchment

In addition to the Infrastructure Assessment Report prepared by WGA, an ‘Urban Reach Assessment – Totness Freeway Creek Catchment’ has been prepared by Southfront. This additional study was prepared to assess the creek system downstream of the Affected Area and advise whether any upgrades or improvements to this system are required to cater for future development within the proposed Urban Employment Zone.

Southfront identified the following key existing and future management issues:

- The creek reach has fragmented land ownership, such that any task to implement capital works and/or perform maintenance activities to protect and enhance the corridor would require broad consultation. Due consideration should also be given to acquisition of the creek corridor land.
- The existing creek is poorly defined and currently receives very little day-to-day flow. It does not have the capability to perform a drainage role catering for significant upstream urban development, in its current form.
The creek has limited environmental value, such that works to create a channel with appropriate erosion protection lining is considered feasible and appropriate for consideration.

In order to address the management issues identified above, Southfront have provided a series of recommendations relating to the ‘Lower Reach (Hill Street to Druids Avenue)’ and the ‘Upper Reach (Freeway to Hill Street)’ of the creek catchment. Given that development in the Affected Area is more likely to impact on the ‘Upper Reach’ than the ‘Lower Reach’, Southfront have identified that the following future management strategy directions should be addressed by the DPA and resulting development:

22 Manor Crescent to Hill Street

- Consider opportunities to acquire creek corridor
- Undertake works (full length, 290m) to establish a channel with erosion lining to the 5 year ARI level and containment of the 100 year ARI flow.

19 Kavanagh Street (Farm Dam site)

- Undertake assessments to determine geotechnical condition, risk rating of existing dam
- Acquire easement, install an express drain (length 310m, preliminary estimated size 750 mm dia) linking the Freeway culvert directly to the upgraded creek adjacent to 22 Manor Crescent.
- Consider low-flow dam offtake, dam overflow integration, subject to feasibility and water licensing conditions

The Upper Reach area referred to in the Southfront assessment is identified in Figure 11:

Figure 11: Totness Freeway Creek Alignment – Freeway to Hill Street

Based on the Urban Reach Assessment, the following policy response is proposed:
• Identifying the extent of the Upper Reach on a Concept Plan and which indicates where stormwater infrastructure upgrades will be required;
• The inclusion of a specific provision in the Urban Employment Zone which requires improvements to the downstream stormwater management system between the South Eastern Freeway and Hill Street; and
• Commentary in the Desired Character which requires stormwater to be managed appropriately to minimise the impact on downstream properties between the South Eastern Freeway and Hill Street.

Separate to the DPA process, a formal Agreement between the developer and the Council will be prepared to guide the required external stormwater upgrades. This will provide additional support to the proposed provisions within the Urban Employment Zone.

3.3.3 Traffic Assessment

Existing transport, traffic and access arrangements have been investigated, together with the potential implications arising from the introduction of new land uses and greater intensity activities on the subject land. More specifically, GTA Consultants have prepared a Transport Impact Assessment which provides an assessment of the anticipated transport implications of the proposed rezoning, including consideration of the following:

• The existing street network and traffic conditions surrounding the site;
• The road hierarchy within the site;
• Traffic generation characteristics of the anticipated development;
• Proposed access arrangements for the site; and
• Transport impact of the development proposal on the surrounding road network.

Following detailed investigations, which included a SIDRA analysis, GTA have concluded that:

• *The proposed [rezoning and associated] development could be expected to generate in the order of 700 trips in a peak hour period and 7,000 trips over an entire day based on traffic generate rates for Business and Industrial Parks similar to the one being proposed.*
• The natural growth on the adjoining road network (i.e. the non-development related traffic) is likely to result in a need to upgrade the Adelaide Road/Mount Barker Interchange by the year 2031. This upgrade has already been identified by DPTI and is proposed to be undertaken by others.
• *Analysis indicates that the existing road network and intersections will generally be capable of accommodating the anticipated post development traffic volumes.*
• *Some minor works to the Adelaide Road/Mount Barker Road/North Terrace intersection may be required to accommodate the ultimate development volumes. This could be in the form of a separate left turn slip lane from Adelaide Road to Mount Barker Road.*
• *Subject to a detailed heavy vehicle route assessment some minor upgrades to existing roads and intersections may be required to accommodate future B-double access to the site.*

In addition to GTA’s Transport Impact Assessment, Tonkin Consulting have prepared a number of ‘Turning Path Analysis’ which review the intersections outside the Affected Area to determine whether they can accommodate the turning movements of heavy vehicles. This analysis indicated that both the Follett Close and Diagonal Road intersections with Mount Barker Road will be able to accommodate 19m semi-trailers. However, the Follett Close and Diagonal Road intersection will need to be altered to accommodate the turning movements of semi-trailers. As shown on Figure 12, there is sufficient room within the road reserve to allow for the necessary widening of the intersection.
In summary, the following traffic related upgrades will be required to accommodate development associated with the new Urban Employment Zone:

- Some minor amendments to existing intersections and local roads to facilitate heavy vehicle access to the Affected Area – this includes the widening of the Diagonal Road and Follett Close intersection and the provision of indented parking bays along Diagonal Road;
- In the longer term, an upgrade to the Mount Barker Road / Adelaide Road / North Terrace roundabout may be required – potentially through the addition of a left turn slip lane from Adelaide Road to Mount Barker Road; and
- In the longer term, an upgrade to Milne Road is likely to be required to allow a secondary vehicular access to be provided to the Affected Area from the north-west;

Based on the Transport Impact Assessment, the following policy response is proposed:

- Utilising the Concept Plan to identify the required upgrades to Follett Close and Diagonal Road including the intersection of the these two roads;
- Reference on the Concept Plan to the upgrade of Milne Road once development reaches a certain extent; and
- Commentary in the Desired Character which requires the upgrade of Milne Road and the intersection of Follett Close and Diagonal Road.

Separate to the DPA process, a formal Agreement between the developer and the Council will be prepared to guide the required external intersection and road upgrades. This will provide additional support to the proposed provisions within the Urban Employment Zone.
3.3.4 Environmental Assessment

Notable environmental features of the Affected Area include the ephemeral watercourse, a plantation forest in the south-eastern corner of the land (adjacent the South Eastern Freeway) and other stands of vegetation located around existing buildings. Flora and fauna surveys have been conducted to identify any species and/or habitats of interest and to identify any areas of conservation value. More specifically, EBS Ecology have prepared a Biodiversity Assessment which had the following objectives:

- Summarise the findings of detailed literature and data searches;
- Extrapolate information from various spatial datasets and discuss any significant fauna or flora species likely to utilise the site;
- Identify any significant native wildlife habitat contained on site;
- Identify remnant vegetation and calculate a proposed SEB offset value (Significant Environmental Benefit);
- Identify any trees which fit the Regulated or Significant Tree criteria under the Development Act;
- Identify any interface issues with the adjacent Totness Recreation Park; and
- Recommend areas to be set aside for restoration, enhancement of local biodiversity, that either have existing value of linking habitats, or that have the potential for improvement to link important habitats, or will be suitable for open space.

EBS Ecology’s assessment identified 32 trees across the Affected Area, which were recorded as being remnant (and will be subject to the provisions under the Native Vegetation Act, 1991), or qualified as Significant or Regulated under the Development Act, 1993. The trees included 16 remnant trees, 9 non-indigenous Significant Trees and 6 non-indigenous Regulated Trees (see Figure 13).

**Figure 13: Location of Scattered Trees and other Features**
EBS advise that all other vegetation on the property is either planted and/or exotic, including a Tasmanian Blue Gum woodlot which is not considered to be of great ecological significance to the local biodiversity, but does provide some level of habitat.

None of the vegetation assessed within the project area, is listed under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) or the National Parks and Wildlife Act 1972, Schedule 9.

While a Protected Matters Search identified 17 nationally threatened flora species, EBS consider that it is extremely unlikely that they occur within the Affected Area given that the understorey has been completely modified by grazing and weed invasion. Similarly, it is also unlikely that any of the 7 nationally threatened bird species, one mammal, one fish and one amphibian would be present in the Affected Area given the scattered nature of the trees and degraded understorey.

The Protected Matters search also identified 10 migratory species. However, EBS consider that it is unlikely that any of the species would utilise the site given the high level of degradation and the three possible species listed as occasional flyover visitors are unlikely to be adversely impacted by any proposed development of the subject site.

The Biological Database of South Australian (BDBSA) identified seven nationally listed flora species and 83 state listed flora species as having been recorded within 10 km of the subject area. However, EBS consider that it is extremely unlikely that they occur within the subject site given that the affected area only contains scattered trees and a woodlot and all understorey has been completely modified.

The BDBSA also indicates that 44 threatened native fauna species were recorded in the broader locality including 36 bird species, 4 mammal species, 2 amphibian species and 3 reptiles.

In terms of potential interface issues associated with the Totness Recreation Park, EBS have advised that they may include firebreaks, weed management, wildlife corridors and public access.

EBS have advised that, under the Native Vegetation Act 1991, any clearance of native vegetation will be conditional upon the proponent providing a management plan that demonstrates a suitable Significant Environmental Benefit (SEB) which could involve setting aside approximately 11.69 hectares or an equivalent payment of $98,407.69 into the Native Vegetation Fund. Alternatively, future development on the site should protect, where possible, remnant vegetation.

Based on the Biodiversity Assessment, the following policy response is proposed:

- The inclusion of a landscaped buffer on the Concept Plan around the Totness Recreation Park, as well as a revegetated swale along the creekline and the provision of a recreational trail linking Totness Recreation Park with Littlehampton to the east;
- Specific references within the Urban Employment Zone to ensure that development protects the environmental values of Totness Recreation Park; and
- Commentary in the Desired Character which requires that the creekline be revegetated, that a walking and cycling trail be established between Totness Recreation Park and Littlehampton and that additional revegetation occurs around the detention basins.

3.3.5 Visual Impact and Interface

While views of the majority of the Affected Area are heavily screened by existing vegetation along the northern edge of the South Eastern Freeway (see Figure 13), parts of the Affected Area are more visible (see Figure 14). Therefore, new policies have been included in the Urban Employment Zone to ensure that development is sensitively designed and sited to reinforce the character of the Mount Barker region. The new zone policy incorporates urban design requirements and landscape treatments. The establishment of a sensitive interface with the Totness Recreation Park and other sensitive land uses has also been addressed through policies that require a vegetated buffer while addressing other potential issues such as noise and light.

Interface issues have been addressed, particularly between new envisaged land uses in the Affected Area and existing adjoining land uses including land used for the purposes of primary production, as well as the
Totness Recreation Park. Topographic features, as well as site location, visibility and access have also been addressed through various provisions and the Desired Character of the Urban Employment Zone.

**Figure 13: View towards the Affected Area from the South Eastern Freeway (Google Streetview)**

![Google Streetview Image](image1)

**Figure 14: View towards the Affected Area from the Mount Barker Exit (Google Streetview)**

![Google Streetview Image](image2)

### 3.3.5 Mining

The proximity of the Affected Area to mining sites has been noted. These include Private Mine 82 (750metres to the east) and Private Mine 167 (1.6km to the north) as well as the active Exploration License over the affected area (lies within EL 5469 held by Terramin Exploration Pty Ltd). However, the Terramin Licence generally relates to the Bird-In-Hand Gold Project which is centred on land to the east of Woodside approximately 20 kilometres north of Totness and the Affected Area. Given this distance and given that the Woodside line of reefs extends northwards for about 4 kilometres with the Bird-In-Hand Mine located in the centre, the Terramin Exploration Licence is unlikely to restrict future development of the Affected Area.
4. Recommended Policy Changes

The following policy changes are recommended based on the investigations of this DPA:

- The rezoning of the Affected Area to Urban Employment Zone to facilitate a range of employment generating land uses such as industry, commercial, food production and processing, high technology enterprises, bulky goods outlets and other value adding activities;
- The incorporation of a Concept Plan to guide future development in terms of access, infrastructure upgrades, stormwater management, environmental protection and the provision of landscape buffers to address interface issues; and
- The inclusion of specific provisions to ensure that development responds to the topography of the area, is built to a high standard and is designed to reduce visual impact when viewed from the South Eastern Freeway.

5. Statement of statutory compliance

Section 25 of the Development Act 1993 prescribes that the DPA must assess the extent to which the proposed amendment:

- Accords with the Planning Strategy;
- Accords with the Statement of Intent;
- Accords with other parts of council’s Development Plan;
- Complements the policies in Development Plans for adjoining areas;
- Accords with relevant infrastructure planning; and
- Satisfies the requirements prescribed by the Development Regulations 2008.

5.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in Section 2.2 of this document. This DPA is consistent with the direction of the Planning Strategy.

5.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 1 July 2015. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3 of this document.

5.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Mount Barker Council Development Plan.

5.4 Complements the policies in the Development Plans for adjoining areas

The Development Plans of the following adjoining Council areas have been reviewed:

- Alexandrina Council Development Plan
- Adelaide Hills Council Development Plan
- Murray Bridge Council Development Plan
- Mid Murray Council
- City of Onkaparinga

This review confirmed that the Totness Employment Lands DPA is not expected to have any implications or affect the Development Plans of adjoining Council areas. Accordingly, the policies proposed in this DPA will complement the policies of Development Plans for adjoining areas.

### 5.5 Accords with relevant infrastructure planning

This DPA complements current infrastructure planning for the Council area, as discussed in section 3.2.2 of this document.

### 5.6 Satisfies the requirements prescribed by the Regulations

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be met.
District Council of Mount Barker  *Mount Barker, Littlehampton and Nairne Structure Plan* 2012
District Council of Mount Barker  *Mount Barker, Littlehampton and Nairne Strategic Infrastructure Plan* September 2014
District Council of Mount Barker  *Mount Barker Town Centre Strategy Masterplan* March 2012
District Council of Mount Barker  *Mount Barker Strategic Directions Report* September 2012
EBS Ecology  *Mount Barker DPA Biodiversity Assessment* July 2014
EBS Heritage  *Totness Lands DPA – Cultural Heritage Risk Assessment* November 2015
GTA Consultants  *Totness Employment Lands Development Plan Amendment Transport Impact Assessment* September 2017
Government of South Australia  *The 30-Year Plan for Greater Adelaide* 2017
Mount Barker District Council  *Mount Barker 2035 District Strategic Plan* 2012
Southfront  *Urban Reach Assessment – Totness Freeway Creek Catchment* July 2017
Wallbridge &Gilbert  *Totness Employment Lands Infrastructure Assessment Report* October 2016
CERTIFICATION BY COUNCIL'S CHIEF EXECUTIVE OFFICER

DEVELOPMENT REGULATIONS 2008

SCHEDULE 4A

Development Act 1993 – Section 25 (10) – Certificate - Public Consultation

CERTIFICATE OF CHIEF EXECUTIVE OFFICER THAT A
DEVELOPMENT PLAN AMENDMENT (DPA) IS SUITABLE FOR THE PURPOSES OF PUBLIC
CONSULTATION

I, Andrew Stuart, as Chief Executive Officer of Mount Barker District Council, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments:

(a) accord with the Statement of Intent (as agreed between the Mount Barker District Council and the Minister under section 25(1) of the Act) and, in particular, all of the items set out in Regulation 9 of the Development Regulations 2008; and

(b) accord with the Planning Strategy, on the basis that each relevant provision of the Planning Strategy that related to the amendment or amendment has been specifically identified and addressed, including by an assessment of the impacts of each policy reflected in the amendment or amendments against the Planning Strategy, and on the basis that any policy which does not fully or in part accord with the Planning Strategy has been specifically identified and an explanation setting out the reason or reasons for the departure from the Planning Strategy has been included in the Statement of Investigation; and

(c) accord with the other parts of the Development Plan (being those parts not affected by the amendment or amendments); and

(d) complement the policies in the Development Plans for adjoining areas; and

(e) satisfy the other matters (if any) prescribed under section 25(10)(e) of the Development Act 1993.

The following person or persons have provided advice to the council for the purposes of section 25(4) of the Act:

Kieron Barnes MPIA CPP
Simon Coote MPIA
Luke Gray MPIA

DATED this 22 day of January 2018

[Signature]
Chief Executive Officer