

Council's Submission
to the draft 30 Year Plan for Greater Adelaide



Managed Growth Appendices

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Appendix A

Consultation with Elected Members

Appendix A

Input from Elected Members into Council's submission to the Draft 30 Year Plan for Greater Adelaide

Meeting with Councillor Bruce Gamble 29 July 2009

Issue Raised	Reference to 30 Y P
Infrastructure Provision <ul style="list-style-type: none"> ▪ Major concern with who funds the infrastructure provision for growth areas ▪ Need a united approach to infrastructure provision ▪ Difficult for Council to Plan long term if all resources tied up in infrastructure provision 	Page (P) 146 Chapter E P 9
Aging population <ul style="list-style-type: none"> ▪ Concern with location of housing, encouraging aged facilities and avoiding gated communities 	P 10
Transport infrastructure <ul style="list-style-type: none"> ▪ Should including relationships with Transport Master Plan and park and ride facilities 	P 11
Water supply <ul style="list-style-type: none"> ▪ logistically is this capable without upgrade to infrastructure 	P 11
Water and Power <ul style="list-style-type: none"> ▪ Provision costly and no indication of funding or need ▪ No discussion or indication of Gas 	P 105
Employment Lands <ul style="list-style-type: none"> ▪ Are not identified for Mount Barker 	P13
Livability objective <ul style="list-style-type: none"> ▪ Is associated with the transport system. However the direction for Mount Barker is at odds with some of the Objectives of the Plan 	P14
Transit corridors <ul style="list-style-type: none"> ▪ Do not apply in Mount Barker but should 	P15
Integration of Land Use and Transport <ul style="list-style-type: none"> ▪ Higher densities and employment lands are discussed in the context of transit corridors which do not apply for Mount Barker 	P15
Primary Production <ul style="list-style-type: none"> ▪ Little attention provided to relevance and direction of primary production 	

Meeting with Councillor Jason Kuchel 30 July 2009

Issue Raised	Reference to 30 Y P
Growth Areas	P 85
<ul style="list-style-type: none"> ▪ Council must reinforce those areas it does not wish to be developed including the prime agricultural land ▪ Division of rural living allotments crucial as was former Planning Strategy policy, especially south of the freeway. North of the freeway the larger rural living allotments achieve some rural lifestyle and aid the visual separate of Littlehampton and Nairne. ▪ Need to maintain buffers between townships including Wistow ▪ Urban form must be designed for local landscape ▪ Council should advise on non-negotiables for growth areas along with presenting off sets to accommodate the expected growth ▪ Need to ensure sustainable development applies to all development 	
Mount Barker Growth Areas	P 85
<ul style="list-style-type: none"> ▪ Extent of growth must be off set by densification in rural living and residential zone ▪ Eastern extreme has gullies and creeks which is unsuitable for urban activities ▪ Wellington Road must have sufficient buffers and access to maintain current level of service and speed ▪ Growth can expand to north western portion up to Totness National Park ▪ Scope for higher density and transit oriented development around the town centre ▪ Scope for denser development around town centre around caravan park adjacent Paddy's Hill 	
Nairne Growth Area	P 85
<ul style="list-style-type: none"> ▪ Will this visually join Littlehampton and Nairne due to the terrain? ▪ Capacity for higher density on western side of Nairne adjacent rail line 	
Littlehampton Growth Area	P 85
<ul style="list-style-type: none"> ▪ Northern Littlehampton possible location for smaller allotments to offset expansion to the west which is productive agricultural land. ▪ Western Littlehampton constrained by buffer to railway, access over railway 	
Rail line	P85
<ul style="list-style-type: none"> ▪ Council needs to comments on the realistic position for passenger rail services along the freight line and ensuring land uses reinforce this through density and centre activity. ▪ Standard and broad gauge relationships 	
Primary Production	P15
<ul style="list-style-type: none"> ▪ Need to comment on the need to value add to primary production to ensure viability 	

Meeting with Councillor Margaret Wilksch 5 August 2009

Issue Raised	Reference to 30 Y P
Growth Areas	P 85
<ul style="list-style-type: none"> ▪ Maintain productive agricultural land for primary production ▪ Council should identify areas suitable for intensive development to off set urban expansion ▪ Need to recognise entire Mount Lofty ranges as a catchments requiring protection not just the watershed for the reservoirs 	P 85
Transport	
<ul style="list-style-type: none"> ▪ Traffic and remnant vegetation issues associated with Flaxley Road. 	P 85
Mount Barker Growth Area	
<ul style="list-style-type: none"> ▪ Eastern extreme has gullies and creeks which is unsuitable for urban activities in addition to productive agriculture ▪ South western area has superior ground water suitable for primary production ▪ Need a buffer to the power lines ▪ South western area topography not good for urban activities due to flooding and agricultural land ▪ Growth can expand to north western portion up to Totness Conservation Park 	

Documents received from Councillor Susan Hamilton September 2009

Document
Richard Blandy (2009) The 30 year Plan: An economists perspective
Commonwealth Governments (2009) National Disability Strategy Consultation Report entitled <i>Shut Out: The Experience of people with Disabilities and their Families in Australia.</i>

Meetings with Elected Members:

Including submissions from Mayor Ann Ferguson, Councillors; Michael Bails, Kathy Brazher-Delaine, Lindsay Campbell, , Bruce Gamble, Susan Hamilton, Roger Irvine, Jason Kuchel, Lyn Stokes, Margaret Wilksch and Joan Zanker.

Workshops 3 August 2009

Issue Raised	Reference to 30 Y P
<ul style="list-style-type: none"> ▪ Focus of Plan is on aging population whereas Mount Barker has younger profile than metropolitan Adelaide. Need to focus on youth and families with young children. 	P 9
<ul style="list-style-type: none"> ▪ Need for buffers eg between towns to maintain villages, and between freeway and residential areas. Need to make sure there is an effective visual buffer. 	P 85
<ul style="list-style-type: none"> ▪ Identify areas for protection from residential expansion. Eg Paddy's Hill 	P 85
<ul style="list-style-type: none"> ▪ Water needs to be carefully considered – potable supplies, waste water, impact of water restrictions and a growing population on gardens, WSUD in structure plans 	P 140
<ul style="list-style-type: none"> ▪ Transport: regional perspective includes transport need between towns and to local facilities, as well as more Park and rides. Risk/vulnerability due to 	P 114

- dependence on SE Freeway/tunnels
- Local topography/steep terrain – bush fire risk P 179
- Employment opportunity in District: education hub, green industries, value adding, international students. The plan does not address the jobs required in the District for this growing population. P 102
- Primary production policies – these are not appropriate to agriculture in the Adelaide Hills. Need to include avoiding conflicts with intensive animal husbandry (as per the Monarto area on map “Adelaide Hills and Murray Bridge Directions” P 106
- Cost effective infrastructure is related to population and commercial/industrial activity eg gas pipeline, P 120
- Need increases in social services and social infrastructure P120
- A possible alternative to preserving Bald Hills Rd farming land may be its use in farming education and training
- Where does the Mount Barker ring route actually go? Need to link the proposed new freeway exchange with the ring route. These initiatives are closely linked. P 179
- Infrastructure priorities and costs. Need to plan future locations for infrastructure. Need to consider the critical mass required for funding infrastructure and how to fund it. P 120

Workshop of 24 August 2009

Issue Raised

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- What will make the minister listen to us? public ground swell or the clear articulation of our 30 Year Plan response?
 - Concern about growth occurring at a faster past than the 15 year horizon
 - Concern re who is coming into the community and do they assimilate/integrate
 - Providing for a future transport system offering connections between centres - tram/train/bus in Mount Barker, Littlehampton and Nairne
 - Need for employment lands - need to determine what vision we have for Mount Barker and what industries we want.
 - Scope for service centre in Stephenson land
 - Forward utility planning for mobile phone towers, ETSA lines, gas, and service corridors within subdivisions
 - Ensuring a higher standard for sustainability and urban design
 - Town centre should be a heart of activity not just a shopping area
 - Providing for medium -higher density within existing township- needs to be well designed around centres, walking trails, green spaces
 - Community planning - hospital, community centres, crisis care, schools, tertiary education
 - What will the community be known for?
 - Linking the urban form through public/open spaces
 - New community waste system where will it go?
 - Creating pedestrian network around existing unmade road reserves to secure vegetation.
 - Detention areas can not count for open space
 - Buffers for bushfires (there was disagreement on the hazard i.e large trees, ground fuel, terrain etc - would need to articulate the DPA must seek CFS advice on critical hazard areas.)
 - Local centres for local shopping with regional activities in the regional centre
 - Southwest of Mount Barker townships (Flaxley Rd area) for primary production - soil and ground water accessible
 - Long term cemetery capacity

Workshop 7 September 2009

Issue Raised

- Response needs an executive summary
- Response needs a statement about the bigger picture and a longer timeframe for planning
- Response needs to clearly articulate the critical issues which require agreements between the Minister and Council otherwise Council will not support the draft 30 Year Plan
- Response needs to provide a clarity and firmness to the government's draft policy
- The focus of Council's response should be that we are not opposed to growth but support managed growth which clearly addresses the planning issues outlined within Council's response, as such, Council prefers the alternate growth option which presents a more managed approach and dealing with some of the issues raised within Council's response.
- Response needs to clearly state that infrastructure both social and physical needs to be provided for by the developers and the cost passed onto the buyers.
- Response needs to emphasise that planning for growth areas must include community planning and physical and social infrastructure and not just housing development.
- Response needs to emphasis not just focussing growth on Mount Barker, Littlehampton and Nairne but also across all the towns of the District, including sites such as Callington, Kanmantoo or new towns.
- Need to request that any Ministerial Development Plan Amendment includes community consultation which is greater than the minimum required by the Development Act (1993) and may involve an extended timeframe.
- Response needs to also include comment on the core matters raised by the draft 30 Year Plan, such as the use of transit oriented development and limit the loss of agricultural land
- Response to needs to request a position within the 30 Year Plan on long term growth within the District including the need for urban growth boundaries around towns to provide security to primary production
- Council's response should be clear that the community has been given 90 days to comment on growth policies which will affect the community for 100 years.
- The draft 30 Year Plan proposes a 70/30 split of growth within existing urban form, Council should argue for the same split to occur within the existing urban form of the district, this will place greater emphasis on higher densities within the District's towns
- Need to ensure all new housing adopts water and energy sustainability
- Concern over where the water will be sourced for an additional 20,000 as the Adelaide Hills will not be serviced by the desalination plant. Should this water be sourced from the River Murray there is a critical question about the long term sustainability of locating more people within the catchment of the River.
- Concern regarding the loss of arable land to housing
- Concern regarding the bushfire risk within the Adelaide Hills and associated with that the care and evacuation of a larger population should a state emergency occur. Need to remind the State Government to take notice of the Victorian Bushfire Royal Commission recommendations
- Concern regarding how the infirmed, disabled and elderly are catered for as part of a bushfire emergency
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- Concern regarding the focus of the plan being locating population growth around transit corridor and yet no corridor is planned for the Adelaide Hills

Appendix B

Consultation with Council Staff

Appendix B

Council staff input into Council’s response to the draft 30 Year Plan for Greater Adelaide.

This input was sourced between July and September 2009 through internal surveys, meetings and investigations, and is presented alongside the proposed policies, strategies and directions proposed by the draft 30 Year Plan.

D1 – Overall spatial distribution

<i>Draft Policy</i>	<i>Comment</i>
1. Concentrate new growth in key locations so the overwhelming majority of the existing urban character of Greater Adelaide remains largely unchanged.	<ul style="list-style-type: none"> • Agree with concentrating urban growth. Disagree with urban character remaining largely unchanged as there is an argument that the eight challenges identified in this Plan are so great that we need to rethink our approach and culture to urban form. • The character of existing urban areas could be greatly improved by increasing density significantly to add vitality, vibrancy and character to existing suburbs. • Fringe development typically imposes additional burden on existing infrastructure. Although convenient to do so the real impacts and costs need to be established. • SA government should consider the “6% City“ model of urban consolidation developed by Prof Rob Adams for Melbourne. This requires no new greenfield expansion to achieve significant population growth.
2. Locate the majority of urban growth within existing built-up	<ul style="list-style-type: none"> • Strongly agree with the intent of this policy but this Plan still includes a significant amount of greenfield development. It should aim to reduce greenfield development by 50% to 15%. • This policy needs to be balanced with adequate social infrastructure and services in the existing urban areas. Mixed development with services is unlikely to be co-ordinated with infill development without some direction. • There needs to be financial incentives or other methods to encourage and coordinate higher density development in existing urban areas.
3. Wherever possible, locate new growth areas contiguous to transit corridors.	<ul style="list-style-type: none"> • Agree, strengthen it by deleting ‘Wherever possible’ • Care must be taken that this policy is not applied inappropriately eg Developers interpreting this as promoting urban expansion adjacent the SE freeway and pressing for rezoning land immediately around the proposed Bald Hills Road freeway exchange in Mount Barker rather than expanding the southern edge of the township. • Map D15 indicates some form of transport corridor to Mount Barker in the future. Clarification is required about what this will be, and whether it would address issues associated with the growth of commuter traffic between Mount Barker and metropolitan Adelaide. • The current heavy reliance of passenger vehicles has inundated the existing transport corridor of the SE Freeway. An active strategy to increase modal shift is required in the Adelaide Hills, including investment in public transport infrastructure and service levels.

4. Increase densities in strategic locations.	<ul style="list-style-type: none"> • Strongly agree subject to the clear identification of these strategic locations. Need clarification is this includes Transit Orientated Developments. • This should be in locations which allow for walking/cycling to services and facilities. It should not include areas where new greenfield development is proposed <i>unless</i> delivered with high quality open space and public realm to compensate for increased density and loss of private open space.
5. Activate and rejuvenate major centres and provide for integrated mixed uses around transport interchanges and wherever possible at the neighbourhood level.	<ul style="list-style-type: none"> • Strongly agree. Applying this to Mount Barker where densities are currently very low (with extensive rural living areas) would mean increasing height of the Regional Centre to 3-4 storeys to accommodate mixed use, higher densities and increased car parking. The increased density would promote pedestrian orientation for the town centre, increase safety of the township, improve vibrancy, encourage business to flourish, support the public transport system and reduce the need for car use. • To support this State Government should commit to the location of state government facilities within Regional Centres to assist revitalisation. • Need to consider the economic benefits of policies that support the small to medium local businesses in activity centres, rather than just the major corporations. The independent/ family based business is unable to compete against the majors, which has decimated the localised shopping precincts. • Urban design for mixed use in TODs should facilitate 'main street' land use scale and pattern rather than big box pattern.
6. Outside the metropolitan area, concentrate growth in major regional towns and generally constrain growth in small towns and villages to protect their heritage and character.	<ul style="list-style-type: none"> • Agree, but need to recognise the constraints such as topography, transport services and important primary production lands. Mount Barker is a small country town that has grown quickly, but it was not planned for this volume of population or traffic. • Provision of services to both regional towns and smaller towns is a critical aspect of growth and population expansion. While local government does provide a variety of services the State Government must commit to services being provided in a direct relationship to growth numbers. • Hospitals, schools, employment assistance and social service as traditional provided by the state must form part of growth planning. • The constraint of growth in smaller towns should be selective. Many of the smaller regional towns were larger at one time in the past when there were more people located in regional areas and subsequently have vacant lots and capacity in infrastructure to accommodate more than their current population. Smaller regional towns could be targets for minor growth which is contained within existing town boundaries. • Need to also consider the impacts of these policies on the smaller towns: Creating major regional centres for retail and services shifts the employment opportunity and retail activity to another area. Smaller townships are unable to sustain economic growth thereby increasing further dependence on private transport to

	<p>access basic services.</p> <ul style="list-style-type: none"> • Constraining growth doesn't necessarily protect heritage and character; this is largely influenced by Council's Development Plan. • The inherent beauty of small villages such as Meadows, Echunga, and Macclesfield need to be retained to bring visitors to the area. This District needs a heritage or tourist trail that takes in the small villages on offer. • There needs to be Development Plan Amendments to ensure the smaller townships in the District such as Hahndorf, Meadows, Macclesfield, Kanmantoo, and Callington retain their heritage and character. Hahndorf in particular, is experiencing growth pressure.
Draft Targets	Comment
<ul style="list-style-type: none"> • Leave 80 per cent of the existing urban character of Adelaide largely unchanged. 	<ul style="list-style-type: none"> • Strongly disagree. The ambition should be to <i>improve</i> the urban character by increasing densities appropriately in suitable locations. The Transport Orientated Development model is good, but should be the overarching/dominant policy. • Contrary to this, through natural attrition most of metropolitan Adelaide will be 'changed' over the next 30 years as housing and commercial/retail stock reach their end of life and are replaced. • To achieve this there needs to be very specific policy in planning zones outside areas targeted for increase density – otherwise the type of development proposed in these zones could easily extend outside of the intended areas to those on the fringe with the argument that it is in character. This would result in more than 80% of the character of Adelaide changing. Have experienced this in several Councils, particularly with commercial areas with commercial developments popping up in the adjacent residential areas unless provisions are strict enough. • Subjective statement, this requires qualification as to whether the building stock is best suited to the needs of the community that occupies the space. • Development to the south of Mount Barker will detract from the town character built upon and centred on the existing regional centre.
<ul style="list-style-type: none"> • By the end of the 30 years of the Plan, 70 per cent of all new metropolitan housing will be built within the established areas of Adelaide 	<ul style="list-style-type: none"> • Other policy settings will be required to implement this such as mandating a level playing field for greenfield areas and infill development, use of price mechanisms such as developers meeting infrastructure costs through value capture especially in greenfield developments, or incentives favouring infill development. • Institutional arrangements need to be developed so that coordination of infrastructure can be achieved jointly with local government, utilities and government agencies responsible for the delivery of social and physical infrastructure • Remove the word "built" for this to be clearer. • To meet the key challenges raised by the Plan this should be strengthened for 'all' new housing to be within established areas. • Believe this is a contradiction to the above principle

	<p>this would require a lot of infill development which is unlikely to leave the urban areas 80% unchanged.</p> <ul style="list-style-type: none"> • The use of 'metropolitan Adelaide' and 'Greater Adelaide' needs to be clarified, especially when discussing targets. • Need to specify position on where remaining 30% are located.
<ul style="list-style-type: none"> • Locate about 60 per cent of metropolitan Adelaide's new housing growth (50 per cent of the Greater Adelaide region's) within 800 metres of current or extended transit corridors. 	<ul style="list-style-type: none"> • Support higher density around transport corridors, but needs to be accompanied by other initiatives to encourage people to use public transport, including safety and convenience. • Not especially ambitious. Increase to 80% • Need to specify position on where remaining 40% are located. • This rationale implies that all these communities continue to be heavily reliant on 'private transport' because employment opportunities will not be available close to residential developments. A further assumption has been made by dedicating additional capacity to public transport, but whether services will facilitate the flexible nature of working arrangements demanded by employers cannot be determined.
<ul style="list-style-type: none"> • Densities in transit corridors vary throughout the corridor but will increase on average from 15 to 25-35 dwellings per hectare. 	<ul style="list-style-type: none"> • Agree. Delete 'vary throughout the corridor but' as this is covered by the use of 'average'. Need to specify a timeframe for achieving this. • Need to clarify if this applies to service provisions (shops and retail, post offices etc) • Whether the transport corridor can be increased proportionately with residential development is not always possible, constraints of existing built forms, utilities and reticulated services is extremely expensive to rework. • The targets provided are admirable, but believe they need to be combined with other incentives and policies in order to progress the policy i.e. financial incentives.

D1 - Transit corridors

Draft Policy	Comment
<p>1. Designate and protect transit corridors so a significant amount of Greater Adelaide's net dwellings growth and net jobs growth can be located within 800 metres of a designated transit corridor.</p>	<ul style="list-style-type: none"> • Agree, but need to specify what is meant by a 'significant amount'. • Issue of community sensitivity to mixed uses needs to be addressed, i.e. live music venues. • Transit areas are supported as they will encourage passive surveillance.
<p>5. Concentrate higher densities around mixed-use activity centres and railway, tram and bus stations.</p>	<ul style="list-style-type: none"> • Areas of Mount Barker Regional Centre could be rezoned to a Transit Orientated Development. This would support the retail, commercial and community activities of the Regional Centre, and the concentration of public transport services into the Regional Centre. • Many of the principles of development in transit corridors should be applied to development in Mount Barker.

7. Ensure Structure Plans clearly designate key precincts within the transit corridor, which include mixed-use transit –oriented developments, activity centres, open space precincts and, where appropriate, retail precincts.	<ul style="list-style-type: none"> • This should apply to Mount Barker Regional Centre which acts as a hub for activities and public transport.
8. Ensure Structure Plans are broad and outcomes-focused; that is, describing activity types that are encouraged and are permissible rather than concentrating narrowly on their form and layout.	<ul style="list-style-type: none"> • While Structure Plans must have a broad element that sets out objectives, there must also be clear detail to guide development of these areas and provide certainly for the private development sector.
10. Define transit corridors by unique design and character guidelines, giving each corridor a separate identity to avoid a monoculture of building styles across Greater Adelaide.	<ul style="list-style-type: none"> • Agree. However, issues regarding the areas outside the transit corridors which should also be required to meet a standard of urban design quality and character. • Need clarification on which body develops these design and character guidelines.
11. Ensure transit corridors contain a network of cycle ways, walkways and greenways to provide cooling and to create liveable and attractive locations for a diverse population.	<ul style="list-style-type: none"> • Agree. However, need to mention ‘permeability’ as a planning term to set a standard. • Need clarification on which body is going to ensure this and how this element will be included in the structure plan and who will be responsible for the implementation/construction of these types of facilities as this is an area that is often lacking in current urban form
Draft Targets	Comment
<ul style="list-style-type: none"> • Designate five fixed transit corridors: the Noarlunga train, Outer Harbour train line, Gawler train line, the Glenelg tram line and the Adelaide O-Bahn bus line (see Map D3) 	<ul style="list-style-type: none"> • No specified transit corridor for the Adelaide Hills. • Need to promote use of low carbon public transport (eg electric buses) for routes through the hills (eg to Mount Barker) where gradients are not suitable for heavy or light rail. Service provision (range of routes and service frequency) to be of a standard to promote public transport use.
<ul style="list-style-type: none"> • Complete Structure Plans and initiate key rezoning through Ministerial DPAs for the major transit corridors within three years of implementation of the Plan. Rezoning will occur in stages with priority given to major precincts such as transit orientated developments 	<ul style="list-style-type: none"> • Funding should be identified and allocated to upgrade the transportation provided to the community.
<ul style="list-style-type: none"> • Designate 24 other transit corridors major roads capable of effective mass transit and which serve areas of high regeneration potential. 	<ul style="list-style-type: none"> • Need clarification on whether the SE freeway can be a transit corridor supported by frequent public transport services and increased urban densities.
<ul style="list-style-type: none"> • Locate more than 50 percent of greater Adelaide’s net dwellings growth (about 137,000 dwellings – including 59,500 in transit orientated developments and sites that incorporate these development principles and design characteristics) and about 35 per cent of Greater Adelaide’s new jobs in transit corridors. 	<ul style="list-style-type: none"> • Need to specify where the remaining 50% and 65% are respectively located. • Need to clarify how this manifest into employment opportunities within transport corridors. The Plan identifies Regional Centres as a tool in the implementation of this Plan, through which retail employment opportunities are located. This requires clarification on which employment sectors will be compatible with residential within the transit corridors.

	<ul style="list-style-type: none"> Implementation may require additional initiatives and incentives beyond the planning system to encourage business locating within transit corridors. The identified manufacturing hubs and employment lands do not connect with transit corridors
<ul style="list-style-type: none"> Provide a net contribution of active and passive open space in transit corridors. 	<ul style="list-style-type: none"> Potential for both trail networks (pedestrian and cycle) and lineal vegetation corridors to provide habitat potential rather than recreation use. Also will provide screens to fragment urban development.
<ul style="list-style-type: none"> Locate 12 per cent of net infill dwelling growth on urban regeneration areas outside corridors. 	<ul style="list-style-type: none"> A further expansion of Council's Medium Density Areas would help facilitate this rather than expanding into rural areas. Need to specify where the remaining 88% locate? Infill sites can have considerable constraints which hinder urban regeneration i.e. contamination, fragmented ownership. These need to have clear policies to address the constraints and achieve the target.

D1 – Transit-orientated developments

<i>Draft Policy</i>	<i>Comment</i>
1. Provide for new transit-orientated developments in a variety of scales to be located across the region, 13 of which will be high order transit-orientated developments.	<ul style="list-style-type: none"> Mount Barker should appear as a TOD built around the regional centre and adequate public transport services.
3. Identify transit-orientated developments in Structure Plans. Because of their scale and mixed-use nature, Precinct Requirements for transit orientated developments will dictate the type and character of development, as well as its layout and design. This will enable Development applications for whole precincts simultaneously (Precinct Development Applications).	<ul style="list-style-type: none"> Potential that not all allotments will be developed – leaving potential for inappropriate applications to fill vacant allotment. This helps overcome issues with Section 51 clearance for land divisions. However there needs to be clarification on the sequence for land division and land use applications. The implementation of structure plans for TOD needs to ensure the desired outcome is achieved and development does not occur in fragmented approach resulting in substandard design.
4. Subject transit-orientated developments to very high design requirements as part of the precinct planning process.	<ul style="list-style-type: none"> The phrase 'very high design' is a subjective and requires clarification. Precinct plans will need to clearly articulate the design required, otherwise it runs the risk of incompatible uses and designs
<i>Draft Targets</i>	<i>Comment</i>
<ul style="list-style-type: none"> Facilitate delivery of more than 20 other transit-orientated-style developments. 	<ul style="list-style-type: none"> The growth in Mount Barker should be one of these transit orientated style developments as the whole area is adjacent the major transport corridor of the south eastern freeway. However to operate as a transit orientated development a mass transit system would need to complement the freeway. Concentrating growth in key locations will create traffic congestion if significant improvements in public transport are not achieved. Modal shift needs to be encouraged with high quality public transport and pedestrian and cycling links. The high level of commuting from Mount Barker to metropolitan Adelaide is not adequately addressed by the Plan.

D1 - Mixed Use Activity Centres

Draft Policy	Comment
1. Adopt a typology of activity centres ranging from the Capital City to neighbourhood and specialist centres, as set out in the typology table in Appendix C and represented in Map D6.	<ul style="list-style-type: none"> Disagree - as under proposed structure the Mount Barker Regional centre becomes a Major District Centre which has implications on the type and scale of services which could be provided. Further clarity is required as to the type of activities suitable within a Major District Centre. Particularly given that Mount Barker is a stand alone centre with its community not having ready access to a major regional centre.
2. Create specialist centres and clusters of key economic and service activity where appropriate. For example, clusters of defence, innovation, export and legal and educational services.	<ul style="list-style-type: none"> Agree. There is an opportunity to create a cluster of employment opportunity around primary production value adding, health, education and green business within Mount Barker. The issue of health care, aged care support, care for persons with intellectual difficulties and social and community services also require clustering within centres.
3. Provide retailing and other services outside designated activity centre developments where they are efficient and legitimately contribute to accessible services for communities.	<ul style="list-style-type: none"> Agree. However in a rural Regional Centre like Mount Barker there needs to be a clear hierarchy in terms of where certain activities should and shouldn't be located, in order to build critical masses of activities and avoid interface issues between land uses. There is a need to clarify how 'efficient and legitimately contribute to accessible services' is determined as this could be used in contradiction to policy 2 above. Providing retail and additional services away from Regional Centres is not realistic as the viability of these businesses is reliant on patrons. Consumers tend to migrate to areas of convenience, basically major retail precincts, health providers that have multiple disciplines to provide. This notion may have existed in the past but not relevant to the current economic rationalists that initiate development. If the direction is to encourage transit orientated developments over car orientated developments there is a need to clearly articulate which land uses locate where in order to support that outcome.
4. Ensure activity Centres Promote mixed-use developments rather than separate residential, commercial and retail centres.	<ul style="list-style-type: none"> Strongly agree. There is a need for community and social based opportunity within developments. Needs for well planned child care, disability, carer respite, mental health, men's health, mothers and babies all are current and will increase with projected growth. Service SA approach is warranted. However, a Major District Centre status will disqualify this meaning residents will need to go to Adelaide or Murray Bridge for services. Support the provision for art, cultural and recreational spaces within pedestrian oriented activity centres. This must not be at the expense of the rural aesthetic appeal. This may generate a review of rating structure and change in revenue stream. High density housing such as apartment blocks would have an impact on existing Community Waste Management Scheme infrastructure as they would accommodate larger numbers of population within a

	<p>smaller footprint therefore increasing daily flows to the treatment plant and possibly exceeding the capacity of the existing pipe network in the area where they are located. The extent of the impact could only be assessed with proposed locations and numbers of dwellings.</p> <ul style="list-style-type: none"> • Need to consider the interface between commercial and residential areas. Eg. Live music venues • Mixed use centres will require differing approaches hours of operation, shared use of car parking and acceptable levels of impact on residential amenity. • The test for success relates to the viability of businesses located in mixed use developments. Strategists employed by major corporations differ from this opinion. Westfield is a typical example of a precinct which precludes mixed activity.
5. Develop higher-density residential developments adjacent to activity centres.	<ul style="list-style-type: none"> • Agree – the planning/government view of high density and community views of high density may significantly differ – it would be valuable to give an indication (height) of what is meant by high density on the context of activity centres. • Consideration needs to be given to the local application of this policy and the provision of community planning, including; recreation and sport, youth, seniors, young families, emergency services requirements and managing traffic and parking.
6. Focus government services and facilities in higher order activity centres.	<ul style="list-style-type: none"> • Agree. Mount Barker should remain classified as Regional Centre, partly due to its role as regional service centre for a large geographical area and a significantly growing population that will double in size over a 15 year period as per the provisions of the 30 Year Plan. • If the Plan designates Mount Barker as a Major District Centre this will affect the services and funding relevant to the Centre i.e. Services SA will not come to Mount Barker. • Need clarification on how the Commonwealth Government relates to this policy.
7. Minimise the impact of commercial activities on residential communities by ensuring mixed-use centres with Structure Plan guidelines.	<ul style="list-style-type: none"> • Agree. Community focus and economically balanced mixed-use centres. • Reasonable levels of interface must be expected in mixed-use centres e.g. the loading and unloading of goods outside normal shopping hours – if this is not conveyed as part of the initial planning significant issues will arise once multi land uses are located adjacent one another. • An assumption that fracturing commercial enterprises makes them viable is not entirely realistic. • Higher- density housing can attract the disabled community, therefore good footpaths, tactile crossings, possible footpaths on both sides of the roadway. • The location and quality of design of Mixed Use Activity Centres is the key to making this successful.
<i>Draft Targets</i>	<i>Comment</i>

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- Designate 16 higher-order activity centres as a focus for the delivery of services and employment.
 - Mount Barker should be designated a higher order centre
 - Higher order should be included in the Plan's Glossary.

D1 - New metropolitan and township growth areas

<i>Draft Policy</i>	<i>Comment</i>
<p>1. Base the planning of greenfield growth areas on the principles of self-contained, mixed use development. Wherever possible, greenfield growth areas will be contiguous to transport services.</p>	<ul style="list-style-type: none"> • Strongly Agree. New areas planned for Mount Barker do not currently have public transport and the existing services are infrequent to meet the desired outcome of community accessibility and increased public transport use. • Danger of further isolating existing and new sectors of disadvantaged within our community. • Commuter and recreational trails incorporating recreational and cultural destinations are required to ensure growth areas are conducive to walking and cycling. • The type of public transport services is an issue – i.e. direct to city from Mount Barker, Nairne. • Consumer confidence and lack of seating (people don't feel safe standing on the freeway runs where bus travelling at 100km) • Should remove the “wherever possible” to ensure that growth and development in greenfield sites is accompanied by increased public transport. The existing public transport services to and within our region need considerable improvement and investment to ensure that future growth here is not car - dependent. • The principle of water re-uses and self sustaining is very good. • This type of planning is extremely important for ensuring that communities have a sense of place. Enabling communities to engage the spaces and services in close proximity to their homes is important. Streetscapes need to be walkable and pedestrian and cyclist friendly (i.e. lighting). • The last sentence should be deleted as it raises a number of issues including if development should occur adjacent a freeway interchange and implies the growth area and the transport service is compatible with the needs of the community. • Developing greenfield sites is cost advantageous to any prospective developer; implementation requires consideration to maintain the bio diverse mix of native habitats relative to these areas.
<p>2. Ensure urban growth occurs in the existing designated urban areas and the proposed urban and township expansion areas shown on Map D7. This map shows the indicative areas of land that will be considered for urban growth. The actual boundaries of land will be identified for public consultation</p>	<ul style="list-style-type: none"> • Disagree. There needs to be a clear rationale for the selection of these growth areas included within the Plan. These areas have a variety of constraints and in some cases are at odds with the policy directions of the Plan. Council should not support these growth areas in particularly west of Littlehampton, southwest of Mount Barker and East of Mount Barker. • Expansion to the south of Mount Barker may be incompatible with the appropriate location of services.

when the process of updating the relevant Development Plan is undertaken.

- From an Environmental Health perspective there would be issues with the current capacity to deal with kerbside collection of recyclables/green waste as this is currently undertaken for a set fee based on an assumption of a certain rate of growth over the life of the contract. The contract was based on the ability for the current numbers of trucks to provide this service for the remaining 6 years of the contract. Should growth commence at a rate significantly higher than this in the near future, additional trucks would be required and consequently Council would be looking at a possible contract variation at a cost to ratepayers. Should the growth be planned in a more sustained manner, Council would be able to accommodate the additional dwellings in the subsequent contract.
- The Planning Strategy is about providing long term planning and guidance for the community. As the Planning Strategy this Plan should clearly identify boundaries of urban expansion areas and this should not wait until a Development Plan Amendment consultation process.
- The maps are far too inadequate to determine whether this is appropriate and what land are affected. The use of one map for the whole of greater Adelaide is at a scale which makes it difficult to determine the scope of these growth areas and consequently will make it difficult for rezoning to be consistent with the 30 year Plan. It would be of benefit to have detailed maps for the growth areas in the respective towns affected which clearly indicate the scale of the areas affected.
- The previous planning strategy included urban growth boundaries. It would be of benefit for these maps to clearly indicate the urban growth boundaries so that longer term planning of the primary production sector et cetera can proceed without interference from urban growth after this 30 year horizon.
- The urban rural interface is a significant issue in terms of residential being incompatible with primary production. The Plan needs to provide greater clarity on these growth areas locations and recognise the need for this interface to be addressed in order to allay these issues/concerns.
- The towns of Callington and Kanmantoo offer the opportunity for population growth to meet the regional targets as they have fewer constraints than the growth areas identified by the Plan.

3. Base the selection of new urban areas on minimising bushfire risks and minimising impacts on watershed and high-value environmental areas, and avoiding areas where service provision is constrained.

- Strongly agree. However, there needs to be recognition that the eastern Mount Lofty Ranges is a watershed and subject to a Water Prescribed Areas and Water Allocation Plan for the River Murray.
- Policy needs to add “valuable primary production land”.
- Need to clarify how areas mapped as “environmentally significant” were determined. Watercourse areas in Mount Barker should be rehabilitated and managed to enhance environmental (habitat) values as well as water quality. Proactively remove all weeds including non planted (self sown or suckering) exotic trees including non endemic native species). Embrace changes to the building code to improve fire protection

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- for all dwellings. (eg better fire protection systems)
 - Selection of urban areas to minimise bushfire or impacts on watershed pretends that development is alien to the environment. Policy should infer that ‘environmentally damaged’ areas be considered for urban development, with the provision that watershed be rejuvenated back to a healthy condition. Bushfire risk is unavoidable when incorporating native habitat with development. Ensure that adequate rainwater is retained in residential areas, and that stormwater is returned to watercourses to enhance the natural function of creeks in a controlled manner to prevent erosion.
 - The Plan has not reconciled the expansion of Mount Barker with bushfire risk and watershed principles.
 - Council requires an expansion of the CWMS to accommodate an increased population. Being within a Water Allocation Plan area means disposal of this water is critical. This means council has a source of non-potable water available for agriculture and urban out-door use. Capacity of this system will be reached at 25,000 people, meaning a new system will need to be built and someone will need to fund it.
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4. Provide for significant expansion of designated key townships where there is adequate transport and service networks.
- Agree. However there needs to be a definition of ‘adequate transport and service networks’. It is questionable whether Mount Barker meets these criteria. Transport and other services are not adequate to meet demand from recent growth and have little capacity for expansion with current resource levels. Infrastructure investment is still catching up with demand.
 - Inter-town, Intra-town and Intra-regional transport options are limited.
 - The Council’s existing Waste Water Treatment Policy (WWTP) is licensed by the EPA and approved by the Department of Health. Both of these impose license and approval conditions for the safe operation of the treatment plant. EPA is planning for zero discharge to the natural environment (i.e. creeks and rivers) and council shall find a suitable approach to dispose the treated effluent water; for example uses treated effluent for non potable and industrial use. These conditions can change and Council must comply with any changes to continue operating the WWTP. The expansion of townships may have future implications on Council’s licensing conditions. Further this would require continuous upgrades of the treatment facilities and increase the capacity of the existing WWTP. In addition depending on the level of any future township expansion the ability to treat the additional effluent at the existing WWTP may be compromised and an additional site or advanced facilities could be required. The location of an additional site would be difficult to identify and extremely costly to construct.
 - There is no full time doctor in the Mount Barker Hospital.
 - Concerns regarding need to electricity, gas and other services and the increase in our environmental footprint in bringing these up here.
 - The only additional infrastructure outlined for Mount

	<p>Barker in the plan was the Bald Hills Rd/Freeway upgrade. There will be huge traffic implications as a result of another freeway interchange.</p> <ul style="list-style-type: none"> • There currently needs to be an adequate 'community hub/centre' built in the Mount Barker district with the assistance of State Government funding. This facility would house community services, support groups, art, counselling, and provide facilities for community groups and activities. This need has recently been identified in the Hills Positive Ageing Plan 2020 (HPAP) developed by the Hills Positive Ageing Taskforce. Although the HPAP is senior focussed there is a general need for suitable infrastructure for a Community Centre for residents of all ages.
<p>5. Provide sufficient other new growth areas for a 25-year rolling supply of land.</p>	<ul style="list-style-type: none"> • Concerned about what happens after the 15 year period for Mount Barker growth and whether further urban expansion will be expected/imposed. • The Plan needs to provide a definitive State Government position on urban expansion in Mount Barker beyond 2024. • The staging of growth areas needs to be clearly identified as it is critical to the effective development of growth areas and the coordination and provision of services and infrastructure in order to build communities. • Need to consider Residents and noise, air pollution, dust, noxious trades. • Creating urban development, which is completely reliant on energy grid just to achieve tenable living conditions is totally unsustainable. Adelaide Hills is fortunate that sufficient rainfall, ground water is available to remain independent of a reticulated water supply, Urban consolidation risks contamination of natural water resource.
<p>6. Ensure new growth areas provide a mixture of dwelling types and an increased supply of smaller dwellings, and continue to cater for families by providing the bulk of new detached family homes.</p>	<ul style="list-style-type: none"> • Strongly Agree. Housing options for older residents and youth are in short supply. Housing Trust stock is falling in the township. Suitable accommodation, including support for marginalised groups and crisis care, is virtually non existent. • The Plan recognises the aging population profile as an issue and it needs to provide a commitment to the delivery of a universal design to new dwellings so they meet the needs of the aged, infirmed, etc. • High need for a variety of accommodation models that meet low income and rental, aged, youth and disability needs. This area has a shortage of affordable options for such marginalised groups. Also note current population stats show 30% of the pop will be over 60 in the next 10 years. Critical need for the design of housing to be better planned for aged, disability and sustainability. The Australian Government spends enormous amount of money annually retrofitting houses for accessibility and aged needs. • There needs to be excellent design and innovation to make smaller dwellings successful in Mount Barker. Just providing smaller allotments for detached housing is not enough for this to work. The public realm will need to be improved for people to accept medium rise and smaller dwellings in this environment. • Currently there is a highly competitive private rental

	<p>market. Smaller dwellings that are suitable for young people or older people are needed to meet current demand</p> <ul style="list-style-type: none"> • Ensure all new dwellings achieve increased energy efficiencies through correct solar alignment and better design and construction techniques. Ensure adequate, usable public open space provision for higher density urban living areas. • The current trend of housing indicates a preference for larger homes for fewer occupants. The notion of smaller dwellings is limited, as the aging population is disinterested in using stairs to access upper story buildings.
<p>7. Subject new growth areas designated in the Plan to Structure Plans.</p>	<ul style="list-style-type: none"> • Agree. The structure planning should be focussed on delivery of more sustainable communities, and be innovative. Social infrastructure must be included along with physical and environmental planning.
<p>8. Under Structure Plans, require the provision of services and higher-density residential areas, as well as a mixture of retail and support services, around transport interchanges.</p>	<ul style="list-style-type: none"> • Agree. Any structure plan for Mount Barker should outline all of these requirements. • The mix of higher density residential, retail and support services remains an iconic statement, realising such a plan is ambitious and requires stakeholders to provide substantial commitment to do so. • The structure planning process needs to be supported by an indication of the funding, resourcing and timing of infrastructure provision.
<p>9. Designate employment lands and specific job targets for each new growth area.</p>	<ul style="list-style-type: none"> • Strongly Agree. Attention needs to be given to an increase in local employment opportunity generation to avoid Mount Barker becoming a dormitory suburb and enhance family wellbeing • The Plan needs to recognise the Regional Centre and primary production sector remain critical employment generators within the District. • The primary production land to the east of Mount Barker has the attributes (terrain, water availability and soil type) to make it a major employment generator as an agricultural centre of excellence to show case best practice and establish synergies with educational sector. • Need to focus on types of enterprise – i.e. Small to Medium – ICT capacity. Education and tourism are potential fields for expansion of employment opportunity. • There is a gap in the Plan for Mount Barker with no employment lands identified. • The major new employment generator for the Adelaide Hills region is focused around Monarto and to a lesser degree Murray Bridge. This continues the pattern of Mount Barker residents commuting to Adelaide and other destinations for work with associated environmental impacts and loss of revenue to the region. Some economic development in the form of additional employment generators needs to occur in association with residential growth to generate more local jobs and reduce the likelihood of Mount Barker simply functioning as a commuter suburb. Employment must be diverse and not simply rely on retail employment associated with residential growth. Government offices and education must be a focus in generating alternate employment sources.

	<ul style="list-style-type: none"> • This Council has already experience public backlash when attempting to identify and designate commercial land. Satisfying this target requires endless consultation without any guarantees of being achievable.
<p>10. Under Structure Plans, specify the amount of open space and parklands to be provided in each new growth area.</p>	<ul style="list-style-type: none"> • Strongly Agree. Needs to be quality open space with infrastructure, (where applicable, to promote increased participation and engagement rates.) • The relationship of this policy with the 12.5% requirement currently mandated as part of the Development Act 1993 needs to be clarified. • Good open space planning is essential and must meet multiple objectives: Create usable, recreational parklands, Create movement corridors for walking and cycling to local destinations, Manage stormwater and buffer different land uses where needed and Expand and link up existing areas of native vegetation for biodiversity benefits • In Mount Barker this is very important for the health and wellbeing of our residents. Green space is very important in our communities. • Ensure that open space provision caters for structured and unstructured recreational opportunity, as well as conserving identified environmental assets. Where environmental assets are identified increased open space provision may be required to ensure adequate recreational lands are available for community use as well as conservation areas which are less flexible in their range of uses. • Open space should include where and how much detention/ retention basins, but concerns regarding detention basins they are unusable and have low aesthetic appeal. • Fantastic “motherhood statement”, whether any developer is likely to discount financial potential is another. Perhaps the State government needs to be involved developing urban growth regions.
<p>11. Design new growth areas to avoid impacts on remnant native vegetation and exposure to bushfire risk.</p>	<ul style="list-style-type: none"> • Strongly agree but need to identify and manage the conflicts between these 2. Also need to acknowledge that less than 10% of pre European settlement native vegetation remains in the Eastern Mount Lofty Ranges therefore not enough to simply protect what is left (and difficult to do that). Need to cater for the reestablishment of native vegetation areas. Refer South Australian Natural Resources Management plans. Undertake extensive woody weed and exotic grass control programs on both public and private land. Ensure that landowners are legally responsible for the control of weeds on private land. In particular ring roads and other major infrastructure will be very damaging in terms of impacts on remnant vegetation and the movement of fauna through the landscape. • Question the wisdom of township expansion in the Adelaide Hills if this policy is to be taken seriously. Exposure to Bushfire Risk is a continuing issue within the Adelaide Hills and the development of better bushfire protection policy and practises is a must to accompany further residential growth. • The resolution of bushfire risk requires the involvement of a fire authority in the structure

planning process.

12. Under Structure Plans, clearly designate land requirements for infrastructure in new growth areas. This includes services such as health and education and utilities such as waste, water, power, ICT, transport and community services.

- Strongly Agree. Question the capacity of the current Hospital site. High schools should be OK, potential for another independent school. Primary schools are near capacity at present and expansion on current sites would be difficult.
- There is a need to engage with health, education, community services etc to identify future needs.
- The funding, co-ordination and implementation of this needs to be considered particularly where local government is the major owner of infrastructure such as CWMS and mains sewer is not available.
- The Plan needs to outline who will resource infrastructure, as there is no capacity for increase in Council expenditure and provision of infrastructure in the short term (5-10 years).
- It is important for Mount Barker's current use of developer contributions to fund infrastructure provision in growth areas to be applied to the 30 Year Plan growth areas as part of the structure planning process. This will ensure funds are sourced for the implementation of both social and physical infrastructure and the Plan.
- Prior to any further population growth there needs to be a steady increase in the development of these services to ensure current and future demands are able to be met. Most schools in the district are land locked and therefore have limited room for expansion to meet demand. Health, transport and community services that support community wellbeing will be required. These services are currently under strain.
- Given our topology, there is limited useful land for recreation facilities such as ovals, recreation centres, etc. These facilities are difficult to retrofit – planning is required upfront. Provision needs to be made for wastewater re-use expansion i.e. more ponds and wetlands to store and “purify” water. Infrastructure corridors are needed to connect developments with stormwater and CWMS infrastructure.
- In particular health services to young families and children i.e. expanded maternity services and mental health services.
- The areas of land indicated on the map for proposed expansion would require the upgrade of existing effluent trunk mains delivering effluent to Council's WWTP. The size and location of these mains is dependant on the number of dwellings that this land can accommodate. The upgrade of the trunk mains could be staged with the opening of new areas. However the size of the mains would be governed by the total expected increase. Also the total number of dwellings discharging into the WWTP would need to be assessed to determine at what stages of the expansion would upgrades of the WWTP be required and if the current site could accommodate a WWTP capable of treating effluent from the entire expansion. If the current site is not large enough to accommodate

	<p>such an expansion then this would have a bearing on the location of the new trunk mains delivering the effluent.</p> <ul style="list-style-type: none"> Concerns are that we currently struggle to meet the increasing need for: services for the aged – already an increase in retirement villages not being matched with aged care packages, hospital beds, low and high care places and acute hospital services. Community and Health Services Flexible transport options (not necessarily commuter oriented). Current major primary schools are land locked and little room for expansion.
<p>13. Develop a network of regional towns, with an emphasis on maintaining their distinct heritage and character.</p>	<ul style="list-style-type: none"> Strongly Agree. Each town currently has its own heritage and character which is passionately defended at the local level. The development of initiatives to preserve heritage and character needs to occur with local involvement and build on work already being undertaken. It is unclear which towns this might refer to and how this can be achieved where township expansion is planned.
<p>14. Allow for limited expansion of key townships that have adequate transport and service networks.</p>	<ul style="list-style-type: none"> Mount Barker does not have adequate transport and service networks for its current population and yet has been targeted for greater than 'limited expansion' The extent of any expansion would need to be weighed against the ability of the existing infrastructure to cope and what would be required if this was not the case. This is crucial when assessing the total impact on existing infrastructure and the WWTP as the townships of Littlehampton, Nairne and Brukunga discharge effluent into the system treating Mount Barker. Meadows, Macclesfield and Echunga have stand alone systems. There is not a very clear distinction between this and D1.4. considering one is having a significant expansion and the other is limited – should make this clearer. There needs to be clarity on the determination of key townships. The use of 'adequate' is subjective and requires clarification.
<p>15. Contain the proliferation of ad hoc construction of isolated rural dwellings and subdivision of rural lands through the planned expansion of key townships, density increases in other towns and strategic designation of rural living zones.</p>	<ul style="list-style-type: none"> Agree. Increasing the density in existing townships should reduce the requirement for new infrastructure from growth. However, some existing township infrastructure may not cope with the increased density and therefore it may be costly to augment these assets Eg. augmenting stormwater drainage system. Network modelling is required on these assets to determine the spare capacity available – Council will require help to do this. Issues arise when isolated rural dwellings are built on unsealed roads thereby increasing traffic volumes on these roads that were never designed to carry this traffic. Council is then obligated to upgrade the road at its own expense. Contain development in productive rural lands by preventing the generation of additional titles. Rural living low density residential developments should be limited to areas of low value agricultural or horticultural land. Developments should be designed

in such a way to minimise services. (eg clusters of driveways from cul-de-sacs reducing amount of public road and service provision) Ensure ongoing separation of townships, and create vegetated buffers around township boundaries to create separation zones between conflicting urban /industrial/rural land uses.

- This is a reversal of current Planning Strategy policy which states no new Rural living Zones and the densification of existing Rural Living Zones ahead of township expansion. Council seeks the retention of current Planning Strategy policy.
- This statement is largely positive, but further examination of the rural living zones is required before re-zoning is considered. Given the manner in which many dwellings in these areas are located this could become an area of hammerheads which would be less than desirable.
- Containing the construction of isolated rural dwellings will not take place without stronger development controls for protecting rural land for primary production. In some regards more houses on the rural allotments can be positive if it contributes to improving land management the viability of country townships. The real issue is the alienation of productive land from farming activity and this need to be controlled in other ways. Criteria should be included in this regarding how a strategic rural living zone might be designated and determining what role Rural Living has in the provision of further housing on a state wide basis. Eg as a buffer between urban areas and primary production zones

16. Make specific provision for employment lands in townships to encourage self-contained communities and reduce the reliance on car travel.

- Strongly agree. Support the policy but seems to be a gap in the Mount Barker especially in light of the ill-fated commercial/industrial study and DPA a few years ago.
- The need for new employment linked by PT services is paramount to not become a 'commuter' sleeper only.
- Commuter links and opportunities such as Park and Rides are required. Transport options from townships outside of the projected growth area are inadequate.
- This should be applied to Mount Barker growth area too and this is currently not the case in the draft 30 Year Plan. Residential growth can not occur without associated employment being generated in close proximity to new urban areas
- Provision of local employment will address the desire articulated by the plan to protect existing freight corridors. At a local level, the freeway provides intra and interstate carriage for major freight transport. A diversity of employment options will need to be generated to satisfy local labour market skill and demand.
- This provisions detracts from the original objective of creating major Regional Centres, self-contained townships which incorporates employment opportunities is removed from reality,

Draft Targets	Comment
<ul style="list-style-type: none"> • Plan for key strategic new growth areas, comprising a total of 11,600 hectares of land, beyond the existing urban and township boundaries, including: <ul style="list-style-type: none"> ○ Playford North extension ○ Cheltenham/Globe Derby Park ○ Buckland Park/Buckland Park South ○ Roseworthy ○ Concordia ○ Mount Barker ○ Two Wells ○ Victor Harbor ○ Goolwa / Hindmarsh Island. 	<ul style="list-style-type: none"> • Strongly disagree. The current high rate of growth Mount Barker is experiencing is resulting in many services operating beyond capacity and there is a need for a suite of other services to enable social wellbeing to be addressed. Further rapid growth in Mount Barker will be likely to exacerbate existing social problems such as youth offending, domestic violence (adolescents and parents), increased incidence of substance abuse and mental health issues and mortgage stress. Service delivery, facilities and resourcing need to keep pace with growth. • This area is valued for its rural perspective. Expanding boundaries, encroaching on already stressed farmland and rural aspects erodes the very essence of the area and its communities. • There needs to be the careful consideration of environmental and other constraints within designated urban expansion as per map D7 in order to ascertain the capability of this area to deliver the Plans regional targets.
<ul style="list-style-type: none"> • Provide for 124,000 dwellings and 44,500 jobs in these areas, together with land already in urban growth boundaries and other fringe growth opportunities. 	<ul style="list-style-type: none"> • It is imperative to provide localised employment to accompany growth in order to minimise carbon emissions through excessive travel for employment and also to allow reasonable work/life balance for future communities.
<ul style="list-style-type: none"> • Provide for a buffer of 25 per cent of the total land mass to allow for land that will remain undeveloped for various reasons (for example, due to landowner decisions, environmental constraints, buffer requirements or policy decisions). 	<ul style="list-style-type: none"> • Allow for vegetative buffers of between 20 and 40 metres (based upon Queensland models) around zones of potential conflict. I.e. between rural/residential/industrial zones. • Ensure adequate width of corridors containing watercourses to allow for pedestrian trails, recreational facilities (eg playgrounds) and native vegetation. Areas may be left undeveloped as conservation areas should they have identified existing or potential environmental values. • Buffer should have fuel reduction plan to assist with fire prevention
<ul style="list-style-type: none"> • Provide 40–60 per cent of the total land mass to be developed for non-residential purposes (roads, open spaces, commercial, retail, utilities and local employment). 	<ul style="list-style-type: none"> • Strongly agree. In conjunction with the above target, this suggest up to 85% of an areas will not be used for residential; purposes. • Ensure that adequate, flexible open space provision be made to ensure that lands set aside for conservation purposes are not pressured by encroaching inappropriate recreational use. • Public open space should be useable land which is not steep, a drainage area, water course etc. • In the Mount Barker context the development of significant areas for residential without satisfactory levels of employment should not occur. • 40-60% is a large proportion of total land mass, and if in private ownership means it needs to be acquired to provide the required infrastructure, or alternatively the developers/owners provide it.

- Ensure that fringe developments and development involving township growth provide a net contribution of active and passive open space to the local area.

- Strongly Agree. Space is needed as part of a primary health care approach to wellbeing. However open space needs to be maintained and have a defined purpose so that they are used for health. Playgrounds that incorporate adult fitness equipment or have bike tracks around them can be used by multiple age groups.
- Not exactly a target. Probably needs to be a rethink of the 12.5% paradigm, e.g. could set a target for passive and active open space.
- Additionally – make sure that the provision of open space is useable and within acceptable pedestrian access distances from new dwellings in the new residential expansion areas.
- The current Planning Strategy provides for the provision of ROSS within the outer metropolitan area, this policy should continue.

D3 – Urban Design

<i>Draft Policy</i>	<i>Comment</i>
<p>1. Maximise and increase the quality of public spaces, and require excellent design in the public realm.</p>	<ul style="list-style-type: none"> • Strongly agree. Providing a definition or standard of ‘excellent’ would be useful. • A holistic design including art and cultural outcomes is required. • Developers should contribute, but it must be more than ornamental/aesthetic and commercialised public space. Mount Barker needs a well designed, functional public realm that facilitates social development. This public space needs to include a variety of ‘third places’ for interaction, civic engagement, recreation and cultural development. Shopping malls and cafes strips are not enough! • Ensure that provision of public open space meets accepted standards. Eg Access to open space of an acknowledged suitable standard, as “fit for purpose”. Ensure that required public open space is only dual purpose (eg not the use of detention basins as qualifying for open space in new developments) if it can be clearly demonstrated that it provides the best outcome for both the environment and the community. Ensure equity of provision (both amount and type) in new and existing urban areas. • There should be provisions specific to detention vs. retention basins. Retention can provide a great outlook but is unusable however can be embraced through good urban design. • Public spaces are desirable, the financial impost of maintaining, irrigating adds to Council’s financial burden. Inevitably the public expectation requires that public conveniences be also provided.
<p>2. Require medium- and high density new developments to provide active street frontage in the form of shops, services and restaurants to encourage connectivity and increase public safety.</p>	<ul style="list-style-type: none"> • Strongly agree. There needs to be a plan for car parking and vehicular access – utilisation of existing laneways or minor streets for owner and/or occupier access. While an active street frontage is important the treatment and location of service areas and delivery areas is just as important as these functions must accompany almost all land uses – having one good frontage and one poor is not good design and the

	<p>private sector and governments must consider how to deal with the multiple requirements of buildings and land uses in an integrated manner.</p> <ul style="list-style-type: none"> • Currently our medium density areas do not provide any activity other than residential. Would be good to encourage local centres to move into these zones. • This is a romantic perception taken from Europe and with it a culture of fostering this socialisation. Adelaide has a number of these precincts already, which have been successful, but this does not automatically imply that more will also be viable. • Also off-street parking needed to meet demands.
<p>3. Protect the identity and character of historic areas by preserving streetscapes and prohibiting the demolition of heritage facades.</p>	<ul style="list-style-type: none"> • Disagree because this should not be limited to facades only. We need to retain other important aspects of historic areas and streetscapes through retention of vegetation, allotment patterns and scale of built form, as well as whole buildings. Sympathetic design and evolution of historic areas is the desired outcome. Retention of heritage buildings/assets for community good should be the responsibility of the community at large and land owners not simply the land owners. More significant incentives and adaptable policies for reuse of heritage assets will increase their reuse and preservation. • Recognition of 'preservation zones' already exists. Prohibiting demolition of a whole building would be more preferable than just the façade.
<p>4. Set, through the planning controls, very high standards for urban character and quality of design. Structure Plans for green field developments, urban infill and transit-oriented developments will set objectives and guidelines for the quality of residential housing design, which will incorporate energy and water efficiency objectives.</p>	<ul style="list-style-type: none"> • Strongly agree, but also consider this is a contradiction to the recent regulatory changes of the Residential Building Code. The capacity for planning controls to influence energy and water efficiency of residential development is being weakened. • All new land divisions are to have reclaimed water pipe infrastructure installed to allow connection to the WWTP as additional reclaimed water becomes available for the watering of reserves and for use by the resident. Promote water efficient products/appliance in the council area which reduces the potable water demand. Increase the stormwater harvesting, treatment reuse and encourage Water Sensitive Urban Design (WSUD). • This can work well but should be formed closely with Council so as to avoid expensive future maintenance. • Setting high standards is an ambiguous statement to make, rather than setting well intended embodied energy and water efficiency objectives, better to establish residential areas where tenable living conditions could be experienced without the need for enormous energy consumption. High density development cannot be achieved without mechanical installations to artificially condition the habitable spaces being occupied (unsustainable). • This can work well but should be formed closely with Council so as to avoid expensive future maintenance. Council already has structure plans.

<p>5. Set, through Structure Plans, guidelines to help create unique characteristics and identity across different neighbourhoods, suburbs and precincts.</p>	<ul style="list-style-type: none"> • Strongly Agree. Need to consider the Adelaide Hills unique characteristics including designing for topography and landscape through the structure planning process. The structure plan for Mount Barker growth area should reflect the topography and local climate in the built form. Aside from dwelling styles differentiated by the plethora of housing builders, topographical constraints and landscaping should provide the additional character guidelines. • Will this include developing specific street hierarchies and networks to ensure new areas are convenient and legible to commuters and residents. • Township boundaries need to be kept and identity of individual townships requires documentation and community agreement. • Globalisation is eroding the cultural diversity of many societies. Establishing individual community networks and administering the base framework is fundamental is fostering a vibrant cultural and interactive social structure. Community Development Officers are critical.
<p>7. Develop and promote a distinctive range of building typologies for residential housing density, which respond to Adelaide's existing character and climate.</p>	<ul style="list-style-type: none"> • Agree. This needs to recognise that there is more than one climate in greater Adelaide. Residential housing design in the Hills area should be suited to this climate. And topography. This has not really occurred even though the existing development plan. • How are we going to get developers to do this? Difficulty at present even getting excellent solar orientation. • Constraints on built form diversity already exists, the basic shape, footprint is already predetermined by the development plan. Relaxing the current narrow scope of mandatory set backs creates a new opportunity for building designs to take advantage of energy efficient orientation to better suit the climatic conditions.
<p>8. Create, through Structure Plans, a clear transition between higher densities (near shops and railway stations) and existing detached housing precincts. Housing densities will decrease in line with the distance from transport thoroughfares and railway stations.</p>	<ul style="list-style-type: none"> • This can be achieved – even in Mount Barker. Some problems may arise in where adjoining areas to transport hubs and shops are located within Historic Conservation Policy Areas. Transition between densities can be achieved through the use of existing urban assets i.e. roads and open space as buffers and logical boundary points. Policies to assist the transition should be developed as part of Structure Planning. • The author of the Structure Plan cannot drive or anticipate where developers show interest in developing. • Street widths to be set at a standard that will allow for on street parking on both sides. Nature strips to be smaller and designed in a way to stop encouraging vehicles to park on them.
<p>9. In heritage areas, integrate new developments to conserve and emphasise the cultural aesthetic and historical importance of the area.</p>	<ul style="list-style-type: none"> • Depends on design solutions – avoiding – tilt-up concrete panels as the predominate material in new buildings – especially where multiple storeys are proposed/envisaged. • The author of the Structure Plan cannot drive or anticipate where developers show interest in developing. • Integrating new development with buildings of historical importance is a constant in ensuring continuing vibrancies within an area. How the objective observer envisages the cultural aesthetic is as unique as the person who sees makes it.

<i>Draft Targets</i>	<i>Comment</i>
<ul style="list-style-type: none"> • Develop design principles for multi-unit and mixed use developments, to be incorporated in Structure Plans. These will determine setbacks, height transitions, and scale principles based on existing character. This will ensure consistent rules apply for renewal across Greater Adelaide. Some adaptation will be required in heritage areas. This work will include: <ul style="list-style-type: none"> ○ a description of a range of residential building typologies for changing demographics and preferences in higher density areas, for all identified Structure Plan areas ○ responsive building design on busy corridors (noise tolerant) ○ built-form and structural planting to reinforce the visual identity of the arterial grid system in the metropolitan area ○ new planting to enhance the existing natural and cultural landscape character in new developments, and to support emerging greenways. 	<ul style="list-style-type: none"> • Upgrading of existing residential area should where possible require gains in energy efficiencies through WSUD principles, enhanced building standards and better solar alignment. In heritage areas architectural cues may be taken from higher density building designs from the same era. (eg row cottages on small blocks with common rear accesses) Where new development or urban renewal occurs, services should be upgraded, and located within the carriageway, to maximise available space on verges to facilitate new plantings of a scale to positively contribute to the streetscape. These may be native or exotic, depending on the landscape character desired. Deciduous trees may be better suited to use in high density areas where access to light in winter is promoted. They will also help to attenuate road noise as well as dilute the view of urban sprawl from adjacent areas. Buffer plantings between zones of common use (eg industrial, commercial or residential) will also help to separate and define specific character precincts. • Regulation should encourage greater experimentation in housing forms for Greenfield development. Where higher densities are proposed – even up to 600 square metres – and the increased size of dwellings on these allotments smaller than traditional allotments reduces the capacity of the allotments to carry trees that will grow to both a significant size, contribute to the local ecology and the desired streetscape. This may require wider verges – eg – Colonel Light Gardens rather than the verges that are represented in Bluestone and some of the other newer estates. • This statement is as ambiguous as far as statements appear. The Structure Plan should be handed over to a Sociologist in order to determine the possible needs of the community who wish to occupy this type of urban environment. This suppresses innovation of built form and how the community functions and interacts with the surroundings. The principle idea continues to revolve around the transit corridor as being the start and finish of any reform. These subjective statements reinforce the current ideals and ‘status quo’. Unremarkable.

D4 – Population

<i>Draft Policy</i>	<i>Comment</i>
1. Plan for population growth of 560,000 people over 30 years and accommodate this growth through the delivery of 258,000 additional dwellings to be constructed over the life of the Plan.	<ul style="list-style-type: none"> • The Plan needs to have a clearer discussion and position on what population is the optimum for South Australia rather than setting a target to be met.
2. Actively encourage inward interstate migration and reduce outward migration of working-age people.	<ul style="list-style-type: none"> • An interesting policy statement which requires targets on how to achieve it.

Draft Targets	Comment
<ul style="list-style-type: none"> Plan for regional distribution of projected population growth as shown in Map D8. 	<ul style="list-style-type: none"> Strongly agree. The need for more Home Assistance Community Care (HACC) growth funding for aged residents and new aged residents. Consult with HACC for this need. Consult with Disability SA regarding funding for people with disabilities (e.g. home maintenance, respite) Cultural development issues and services will need to be addressed, respected and celebrated. Only viable if social, health and educational resource and infrastructure are available to encompass increased proportional community need. Increased population may provide critical numbers to access these services – some State Departments are still reactive in service delivery and provision. The population growth target and urban expansion for Mount Barker is a doubling of the population over a 15 year period with no land identified as long term growth options 16-25 years supply. This is going to create considerable social and physical infrastructure challenges to be met in a short period i.e. not the 30 year timeframe but in only 15 plus years, with no clear indication of how this will be achieved.

D5 – Aboriginal Heritage and culture

Draft Policy	Comment
1. Identify, protect and incorporate Aboriginal cultural heritage sites in Structure Plans.	<ul style="list-style-type: none"> Strongly Agree. There is a lack of knowledge and voice for the Peramangk people, which would require studies of culture and significance. Identify areas of native vegetation which are significant to indigenous cultural values. Individual trees such as shield and scar trees, as well as plant communities such as water courses may also be significant and need to be protected.
2. Continue to develop partnerships between Aboriginal traditional owners and state and local government to ensure consultation during planning processes.	<ul style="list-style-type: none"> Strongly Agree. Council participates in a regional forum aimed at identifying and developing appropriate cultural and community responses for the wellbeing of aboriginal people. Peramangk representation to help identify and respond to cultural heritage issues is difficult. There is a limited knowledge of indigenous cultural and archaeological sites.
3. Identify and incorporate local heritage places and areas of heritage value into planning policy.	<ul style="list-style-type: none"> Strongly Agree. These can be implemented via a DPA but knowledge is limited. There needs to be access to existing government information regarding the location and nature of Aboriginal heritage places – both cultural and archaeological.
5. Protect sites of Aboriginal heritage significance associated with the marine, estuarine and coastal environment.	<ul style="list-style-type: none"> This is coastal focussed and needs to include riparian environments.
6. Appropriately locate education and care facilities to support and encourage the education and training of Indigenous people.	<ul style="list-style-type: none"> Anecdotally aboriginal people are moving to the hills from the APY lands with implications for health and education services. There is an issue of how and who undertakes and fund this initiative.

- This section should include some targets so that is measurable. At the moment the engagement of DCMB with indigenous people and heritage management issues is minimal.

D6 – Housing

<i>Draft Policy</i>	<i>Comment</i>
1. Set specific targets at a regional level for the amount of housing that is needed over 30 years.	<ul style="list-style-type: none"> • The Mount Barker regional targets are for 15 years, which raises concerns about what happens after 20204. • This section requires an additional policy to reflect key points in the rationale which are missing. Eg preserve primary production land from residential encroachment.
2. Plan for a mixture of residential housing types, including medium density low-rise and medium density attached dwellings.	<ul style="list-style-type: none"> • Strongly agree and should be encouraged in Mount Barker as the Plan seems to mostly want this to occur in metropolitan region. Would be appropriate to have less Greenfield and more urban infill in Mount Barker. • Housing options for older residents and youth are in short supply. Housing Trust stock is falling in the township. Suitable accommodation, including support for marginalised groups and crisis care, is virtually non-existent. Need for affordable housing options. • Consideration for the needs of the aged, disability and low income sectors also needs to be strongly factored in accommodations types and models. Affordable, integrated and suitable designs for the aged and people with a disability and carers linking people closely to services and transport. • Rather than specifying a housing type there is a need to have a policy stating the need for robust housing designs to provide flexibility in their use over the life of the building. • Consideration for the accommodation needs of young people need to be addressed in housing types. This accommodation needs to be low cost and easily obtainable by young people in order for them to remain in the District and develop independent living skills. • Possible issue regarding market preferences and the take up of higher density dwellings i.e. less than 600m2 and market preference for detached dwellings. • Need wide roads - off-street parking.
3. Increase the total share of smaller housing, particularly around transport interchanges and collocated with services such as health and retail.	<ul style="list-style-type: none"> • Strongly Agree. Also ensure that these models are affordable with rental as well as ownership – models such as housing coops should be considered. As above – target those marginalised in our communities – low income, aged, disability and youth. • This should be done in association with the South Australian Housing Trust. • Higher density in and close to Mount Barker town centre should be encouraged. • Allowance needs to be made for high risk groups such as young people, people with disabilities and the elderly. Supported accommodation options need to be provided. • Housing options catering for disadvantaged and less mobile population need to be adjacent to retail and community opportunities. Support services need to also be accessible at a local /district level.

	<ul style="list-style-type: none"> • Where the intensification of housing around existing facilities such as hospitals occurs will these dwellings form part of an areas housing and population target. If this is the case it appears as though little account has been taken of infill opportunities in Mount Barker with the land identified for a 15 year supply being all green field land and corresponding to the total housing goal over the period of the 30 Year Plan.
<p>4. Ensure Structure Plans and Development Plans provide for retirement housing and residential aged care facilities to allow older South Australians to remain connected to their communities as their needs for support increase.</p>	<ul style="list-style-type: none"> • Strongly Agree. Also require adaptable housing. Retirement and aged care housing needs to be suitably designed to accommodate the current and future mobility needs of residents who are ageing (e.g. no steps, room to negotiate with walking frames, accessible showers etc). • It is imperative that planning of accommodation is closely linked to services in health, aged care and carer supports. Currently the need for home support, nursing care and packages (such as HACC and respite) etc, exceed need. This area is already identified as experiencing a huge increase in the no of persons over 60 in the next 10 years. 1/3 of the population will be over 60 – it is unlikely that these people will move with the 30 year plan. I am concerned that these needs clearly identified in the draft Adelaide Hills Positive Ageing report will be overshadowed by the 30 year plans newly emerging communities and their needs. This is also the case for young people. • Need to consider issues such as; accessibility, security, safety, public transport. • Accesses to key services, social access are crucial issues which need to be considered. • Needs to be incorporated with other strategies related to their need for support. • If retirement housing is to be treated differently to existing housing then a clear definition of what constitutes ‘retirement housing’ must be developed and insert into the Development Regulations. • Investment opportunities by relevant stakeholders continue to drive this market. Structure Plan cannot determine where the health services will be located, direction is necessary from the State to assist in identifying this resource. • New housing should be adaptable (accessible to all people of all abilities) and environmentally sustainable. • This section should also set targets for dwellings designed on universal design principles to maximise the adaptability of all new housing to the needs of an aging population and people with disabilities. It’s easier to design in these features (eg doorways wide enough to allow wheel chairs) than it is to retrofit houses. This facilitates aging in place.
<p>5. Confine high-density developments to the Adelaide CBD and higher-order transit oriented developments.</p>	<ul style="list-style-type: none"> • Agree - where high density development is deemed to be appropriate then generous height limits should be allowed to encourage the development of truly high density within key areas.

<i>Draft Targets</i>	<i>Comment</i>
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- Plan for the regional distribution of additional dwellings as identified in Map D9.
- Agree. Planning should include the expansion and upgrade of the existing CWMS and focus on how this is to be funded.

D6 – Efficient planning of land supply and the Housing and Employment Land Supply Program

<i>Draft Policy</i>	<i>Comment</i>
1. Identify sufficient land for residential purposes to lock in a 25-year rolling supply of land in both the established areas and new growth areas (the 25-year rolling supply recognises the long lead times associated with bringing land to market).	<ul style="list-style-type: none"> • Develop an affordable land bank. Where some land can be held in reserve to buffer against inflated prices. • How fluid is the proposed boundary given developer pressure and the proximity of Mount Barker to the eastern suburbs and the CBD of Adelaide as compared to Two Wells.
3. Allow for four factors in the amount of land that needs to be set aside for residential purposes and the management of the Housing and Employment Land Supply Program. They are: <ul style="list-style-type: none"> ○ the total amount of housing that will need to be provided over 30 years ○ the projected annual rate of new housing that needs to be produced ○ the amount of land that needs to be zoned at any given time to achieve the housing production, factoring in the long lead times for land development ○ The amount of land that is not likely to get to market because of fragmented ownership, lack of interest by the owner to bring the land to market, and loss of residential capacity due to provision for open space and infrastructure. 	<ul style="list-style-type: none"> • Agree. Identify land that could be used for an additional treatment plant if required. The assessment of such land should include the economic implications of locating a WWTP in relation to the route of trunk mains, possible future development encroachment, and preferred design of a WWTP, required setback distances and current licensing conditions to determine its suitability.

D7 – Housing Affordability

<i>Draft Policy</i>	<i>Comment</i>
1. Ensure at least 15 per cent of all new dwellings in Greater Adelaide will be accessible to low- and moderate-income groups. The proposed targets differentiate between housing for high-needs people and affordable housing in general. Of the 15 per cent target, 5 per cent is specifically for high needs	<ul style="list-style-type: none"> • The Plan needs to provide a definition of affordable housing • Strongly Agree. Need for support for people to access “affordable” housing, the district has a number of cooperative housing groups and it may be appropriate to collaborate with these existing groups to achieve some of these outcomes. This would assist in the ensuring of equitable distribution of this percentile of housing opportunity. Accessibility for young people and older residents. Social enterprise models, including cooperatives, offer training, employment and other capacity building opportunities for disadvantaged community members. These groups also are often the “voice” for these groups. • There is very little affordable housing, land or rent in this area now. Affordable housing options need to be creative and not just smaller allotments that people still can’t afford

	<p>to purchase. Alternative models need to be considered.</p> <ul style="list-style-type: none"> • There needs to be targets that ensure an equal distribution. Need to get the balance right in terms of affordable housing against level of service provision. • There will need to be new strategies to enable affordable housing to be made available, as house prices are increasing and there is very little affordable housing in this area now. • A robust housing design is again important here to provide adaptability for the uses as many low-income people are aged or have a disability. Consult with Disability SA regarding more funding in the Hills area for accommodation for people with disabilities. Important that this is close to shops, public transport and other services. • This will be hard to establish, new houses typically attract a higher wage demographic, many upper-class want low maintenance small allotments. • Allotments of different sizes are valued by different segments of society. • Affordability is beyond the scope of the any Development Plan policy, acknowledging some provision to accommodate low-and moderate-income groups remains the entire extent of the contribution.
<p>2. Set targets for the provision of affordable dwellings in the major corridors and transit-oriented developments.</p>	<ul style="list-style-type: none"> • Strongly Agree. It is important that for the well being of our community that these housing options occur in the District. Public Housing stock has not kept pace with existing growth, indeed it is declining. Moving this opportunity to Murray Bridge isolates people from known community and networks and is therefore of dubious value to the individual. • Need to address the issue of the distribution of these targets. For example, the affordable housing should be well distributed in the Adelaide Hills – Murray Bridge corridor. It should not be allowed to be concentrated in Murray Bridge. • Need clarification on how these targets be set, what criteria will be used. It is very important that the affordable and special needs housing is distributed throughout the region. • Older people and those on lower incomes are particularly vulnerable to the social isolation and health impacts these initiatives may result in.
<p>4. Ensure housing affordability is a key input to annual and long-term housing supply targets.</p>	<ul style="list-style-type: none"> • Strongly agree.
<p>6. Ensure that 15 per cent of housing is affordable in:</p> <ul style="list-style-type: none"> • developments subject to rezoning that substantially increase dwelling potential. In particular, new transit-oriented developments and transit corridors • residential developments with Major Development status • residential developments on surplus government land. 	<ul style="list-style-type: none"> • Agree. This policy should explicitly include Greenfield growth areas • This should include Greenfield’s growth areas. Suitable housing for young and older people, people with disability is of benefit to the health of new development. Access to services and opportunities must be incorporated if this approach is to be successful. Opportunity to engage with the latent capacity for those other residents with in the community and increase awareness and empower the community to work together. • The State needs to qualify the extent of its contribution towards subsidised housing. • The density of housing type and determination remains relative to the overall vision. Affordability remains restrictive to availability of housing stock. • This could become an urban slum if not set out carefully.
<p>7. Prevent new broad-acre social housing estates and inappropriate</p>	<ul style="list-style-type: none"> • Strongly agree however many developments don’t necessarily start as social housing estates but end up

concentrations of social housing.	<p>becoming that due to small allotment size and the quality of housing constructed.</p> <ul style="list-style-type: none"> • There is a need for good planning and review of alternative models. • Whilst there is currently a desperate need for the provision of social and supported housing, innovative options need to be explored to avoid the development of social enclaves. • This is a good principle the idea of integration with the community and not racking and packing a lower demographic of people should help prevent crime and be a positive change to the approach previously taken by Government Housing. • Need to be a good balance of housing within developments. Danger in fragmentation of social connection if pockets of socio economic difference can be perceived. • While the Housing Trust continues to be diminished and there loses its capacity to provide affordable housing, the likelihood of creating 'social housing estates' continues to disappear. Developers are interested in maximising returns and not providing benevolent housing.
8. Integrate affordable housing into the wider housing market.	<ul style="list-style-type: none"> • Strongly agree. This is needed now to promote and maintain social diversity

Draft Targets	Comment
<ul style="list-style-type: none"> • Provide at least 38,700 additional affordable homes across Greater Adelaide by 2038. 	<ul style="list-style-type: none"> • Strongly Agree. Need for this option exists. Assuming the 5% for high needs will be incorporated into this number.

D8- Health and wellbeing

Draft Policy	Comment
1. Design pedestrian-friendly areas in growth areas to promote walkable communities.	<ul style="list-style-type: none"> • Strongly agree. Need to include cycling within the policy as part of promoting participation and engagement in physical activity. • Besides the benefit to the environment this is essential to reduce chronic diseases such as diabetes, heart disease caused impacted by lifestyle and mental health illness. • The Plan needs a clear policy on the State Health Department to bring more specialised health treatments to the Hills e.g. chemotherapy, hydrotherapy be built for the wellbeing of ageing population in need of this treatment (none in the Hills currently) • The Plan needs a policy recognising volunteerism. Many agencies groups and organisations run on volunteer support. Support for ongoing Volunteer work will be crucial in our communities especially as change encroached. • The Plan needs a policy on the provision of infrastructure that supports community activities especially venues that are easy to access, disability ready, affordable and suitable for a diverse range of community activities.
2. Structure Plans will: <ul style="list-style-type: none"> ○ require urban regeneration projects to provide links to adjoining areas to maximise the shared use of services and facilities ○ incorporate cultural initiatives, such as public art, to stimulate 	<ul style="list-style-type: none"> • Strongly Agree. State Government to assist with funding to build community hub/centres, possibly along 'one stop shop' model. This will provide access for all – aged, carers, people with a disability, parents, unemployed, youth, children, CALD groups. Needs to be built close to CBD where transport is available. Also, could provide a cultural/art hub. • The test of course is how it translates on the ground as

<p>revitalisation of communities and social cohesion</p> <ul style="list-style-type: none"> ○ ensure that pedestrian areas in activity centres are direct, convenient, safe, well sign-posted, sheltered and shaded, and offer disabled access ○ ensure that neighbourhood street environments maximise access and use for all users, including the disabled, elderly, those who use small personal motorised transport such as gophers, people with prams or dogs, and emergency or other service vehicles ○ incorporate principles of Crime Prevention Through Environmental Design into all public areas and activity centres ○ incorporate guidelines to protect homes along major transport corridors from noise and air pollution ○ promote active communities which may include provision of playing fields and indoor sports centres. 	<p>development proceeds and whether Development Plan provisions are strong enough and appropriate emphasis given in the Development Assessment process.</p> <ul style="list-style-type: none"> ● Buffer zones / devices. Minimise complaints to Council. Provide comfortable living and increased standard of living through policy (homes adjacent to roads / industry/commercial). ● Aligns with Council policy, strategy and proposed outcomes – community involvement in elements of implementation strongly encouraged to increase ownership and assist in the maintenance of development. ● Most footpaths in the District are not compliant with provisions for Disability Access – funding is needed for this type of infrastructure. This is especially needed in the CBD. ● Needs to be specific Development Plan policy, which ensure buffer zones along transport routes. For example poor examples are Woodside road Nairne and Flaxley Road Mount Barker, while Bald Hills Rd Mount Barker opposite golf course is better.
<p>3. Protect Greater Adelaide's high-quality food bowl areas to ensure a supply of affordable fresh food.</p>	<ul style="list-style-type: none"> ● Strongly agree but not enough simply to protect from development. Need to add value in terms of food and wine production, marketing, packing etc. Also opportunities for education facilities and courses based around local agricultural and horticultural production. This is especially important in the Mount Lofty Ranges which wants to protect and build on its reputation as a producer of clean, sustainable produce. Also really important in helping urban residents engage with the people and places where food is grown and build on the food mile concept and local farmers markets. ● This policy should be expanded to identify more clearly which areas of primary production value are to be protected, and how these have been determined. This should be based on land capacity and the potential impact of climate change on farming. High rainfall and high productivity farming land in the Adelaide Hills will be more important in coming years and must not be lost to residential development simply due to convenience of access to the city via the freeway. ● Accessibility and cost of fresh foods is a key health principle. Protecting our markets and primary industries are essential. ● The proposed urban expansion is a contradiction to this policy.
<p>4. Locate housing near a variety of high-quality neighbourhood and regional shops so people can buy fresh food near the railway or bus stations, rather than making a separate car journey.</p>	<ul style="list-style-type: none"> ● Strongly Agree. Currently there are no services/shops nearby and no public transport to get to services. The Mount Barker Loop buses are not frequent enough and do not extend to the new residential areas. This Plan does not mention any expansion to the existing public transport services. ● Only need to look to Europe to see this in practice promoted by higher densities. Zoning policy to allow higher density close to existing and new centres shouldn't be restricted to metro area. Would suit Mount Barker, Little Hampton, and Nairne. ● Need to support the availability of and access to nutritious, affordable food. However, also need to discourage/restrict fast

	<ul style="list-style-type: none"> food developments The location of neighbourhood centres and local centres for Greenfield site at the edge of existing Mount Barker. Need to provide ample off-street parking. Good footpaths and crossings as these people may be pulling carts etc – encouraging people to walk, needs good facilities. .
<i>Draft Targets</i>	<i>Comment</i>
<ul style="list-style-type: none"> Closely connect housing to shops, schools, local health services and a variety of destinations within a walking range of 400 metres. Residents will have easy access to open space for physical activity and recreation 	<ul style="list-style-type: none"> Strongly agree. But it means higher density which seems to be being discouraged in Mount Barker. The critical mass of Mount Barker still means it is becoming more and not less centralised for services like physiotherapy, occupational therapy, speech therapy and medical care. There is also a need for more access to primary and secondary schools as some private schools have large waiting lists and feed from a wide area including Strathalbyn and Murray bridge. A children’s hub in our area would be ideal – as these services have seen strong area of growth in recent years and services are struggling with current demand.
<ul style="list-style-type: none"> Provide by the end of 2011, through a model Design Code, a range of measures to attenuate the effects of noise and air pollution. These guidelines may include: locating housing away from major intersections where vehicle emissions are higher orientating some housing away from the street planting street trees to improve air quality and buffer noise. 	<ul style="list-style-type: none"> Strongly agree. Maximise tree planting on public and private land. Vegetative buffers need to be a minimum of 20 metres wide in order to effectively reduce the impacts of noise, light and dust. (Based upon research undertaken by Qld. University study) Properly constructed (minimum of 20 metres wide) vegetation buffers should be established between zones of potential conflict. Develop a ring route for through and heavy traffic. Vegetation screening where possible should be included. Need access routes for clear access for vehicles in the event of bushfires.

D9 – Economy and jobs – Employment distribution

<i>Draft Policy</i>	<i>Comment</i>
<p>2. Set specific jobs targets at a regional level. These will:</p> <ul style="list-style-type: none"> reflect where people are going to live to minimise journey-to-work times take advantage of existing infrastructure, such as transport take account of the likely regional growth of key sectors plan for employment activities near major educational institutions ensure sufficient land is available for commercial, industrial, retail, primary production, mining and other activities. 	<ul style="list-style-type: none"> Strongly agree. The Plan suggests the only areas for employment in the Mount Barker are going to be in the mixed-use centres within urban expansion areas. The Plan needs to recognise the retention of the Regional Centre, and retention and value adding of the agricultural sector as two key regional employment generators. There is scope for the generation of new employment opportunities in Mount Barker and these opportunities need to be explored. Due to its geographical isolation, albeit 30 mins from the city, local employment opportunities are needed to reduce the incidence of the latch key culture increasing any further than is currently the case The link between local employment and residential growth does not seem to be borne out by other areas of the Plan that don’t group employment with housing. A social planner is required to determine the form from which this will materialise. Policy writers are typically focused on the ‘built form’ and how it relates to the greater community. Economic forecasts and where employment opportunities are likely to appear is outside their

Draft Targets	Comment
<ul style="list-style-type: none"> • Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is: <ul style="list-style-type: none"> ○ 13,000 in the Adelaide Hills and Murray Bridge 	<p>expertise.</p> <ul style="list-style-type: none"> • Expansion of employment opportunities in the hills with the new development will alleviate community concerns that we are becoming commuter suburbs. Evidence in Nairne for example is that the divide between new and longer term residents is great and that new residents are not feeling or engaging with the local community at a grass roots level.
<ul style="list-style-type: none"> • Distribute jobs across Greater Adelaide as: • 94,000 in transit-oriented developments and transit corridors • 15,000 in key regeneration areas and in activity centres that are outside corridors • 44,500 in growth areas • 128,500 broadly distributed across the region. 	<ul style="list-style-type: none"> • Agree in principal but require clarification on proportion of regional target application to Mount Barker.
	<ul style="list-style-type: none"> • Agree. The delivery of this target should include employment lands in or near the Mount Barker growth area.

D9 – Key sectors – Primary production

Draft Policy	Comment
<ol style="list-style-type: none"> 1. Maintain or improve primary production's share of economic activity in Greater Adelaide. 	<ul style="list-style-type: none"> • Township expansion should be limited to areas which have been identified as of low agricultural or horticultural value. • Conflict between residential growth and existing rural land use is inevitable without proper planning. • Public funding should support the expansion of recycled water schemes into rural areas to increase production efficiencies. • Communities should be aware of the importance of abutting rural activity and promote the use of local products to reduce the carbon footprint of our foods. (food miles) • How, when it appears that residential development is planned over some of our agricultural areas are we going to improve primary productions share of economic activity? Admittedly primary production areas are slated for protection, but there is nothing to suggest that the areas will grow. Also how do we encourage land owners to put these areas to this use, needs to be done in conjunction with other initiatives. • Valuable, fertile agricultural lands need to be preserved if there is to be any acceptance in promoting sustainable communities. Current trends have relocated the food production basket away from urbanised areas which has increased the reliance on the transport network.
<ol style="list-style-type: none"> 2. Investigate significant primary production areas (see Map D12) for designating in Development Plans and introduce a standard set of planning controls to protect their 	<ul style="list-style-type: none"> • Many of the areas identified for investigation have been previously reviewed by PIRSA and identified as of high value e.g. land to the east and south east of Mount Barker. • Setting planning controls to protect the use of potentially productive agricultural lands does little to contribute in

use.	finding business capital to utilise this resource. The fragmentation of large rural properties has resulted in smaller holdings being created which are of the scale that could never realise the scale of economics necessary to be either competitive or even viable.
3. Prevent the fragmentation of primary production land by restricting land subdivision to maintain viable and productive land-use activity. These planning controls will differ across Greater Adelaide, depending on the dominant activity of a particular area and the appropriate minimum lot size of that type of agricultural activity.	<ul style="list-style-type: none"> Strongly agree. An integral part of the Victorian Planning system that operates in tandem with minimum lot sizes for agriculture and subdivision is the issue of Dwellings. In areas considered significant agriculturally such as the Goulburn Valley food bowl significant and onerous planning policies and provisions have been recently introduced to stop the proliferation of dwellings in the Farming Zone. The fragmentation of viable agricultural land has been progressively and systematically undertaken within this District. Recreational/ hobby farmers are occupying vast areas of primary land which is unlikely that will ever contribute to food production.
4. Remove unnecessary regulatory barriers to the adjustment of primary production activities. Development Plans should be flexible enough to allow property holders to change agricultural practices or commodity type, particularly where the change would enable increased productivity or better environmental outcomes.	<ul style="list-style-type: none"> Strongly agree subject to changing to 'increased productivity and better environmental outcomes' The removal of barriers should not compromise mechanisms for controlling social, public health and environmental impacts. This would probably require an investigation to the categorisation of agricultural activity – whether it is merit – complying or non-complying. Additionally some horticultural activities may be conditional on the issuing or availability of water licensing and or trading within the respective catchment areas. In the case of introducing more intensive animal husbandry i.e. poultry, feedlots, pigs etc within the district – would require an policy changes for dwellings in areas designated suitable for these activities – especially in relation to rural residential encroachment and potential land use conflicts.
5. Encourage the development of small-scale value-adding activity that complements primary production in the local area and large-scale value adding activity outside areas of primary production significance.	<ul style="list-style-type: none"> Strongly agree. This would also help tourism development. Need clarification on determining the criteria for small scale or large-scale value adding. This may require and investigation of the capacity of local road networks to cope with the increased traffic of value adding. Value adding may result in increased tourist traffic or an increase in the size of trucks or a rise in the frequency of articulated vehicles. This section should include policies regarding how the interface between rural and residential land uses will be managed, and about explicitly preventing the rezoning of productive farm land to rural living areas.
Draft Targets	Comment
<ul style="list-style-type: none"> Protect up to 375,000 hectares of significant primary production areas. 	<ul style="list-style-type: none"> Strongly agree. There should be a regional target. More detail on how these areas will be protected is required.
<ul style="list-style-type: none"> Plan for an additional 2000 primary production jobs in Greater Adelaide. 	<ul style="list-style-type: none"> Raising awareness of and protecting local food production will assist in generating many “spin-off” jobs, in sales, transportation and value adding. Where will these jobs go? How – if we expand townships boundaries and build on farm land??

D9 – Key sectors – Mining and resources

Draft Policy	Comment
1. Maintain adequate access to known mineral deposits and minimise potential land-use conflicts between incompatible uses, particularly residential. Appropriate separation distances will be preserved between mining activities and residential activities and other incompatible developments.	<ul style="list-style-type: none"> Recognise and embrace the “precautionary principal”. Do not risk the future health of our communities for short term financial benefits associated with some mining products. As part of granting EML’s PIRSA have guidelines, and do Public Notices and invite response from community, Councils etc. Separation distances are consideration for granting lease. Local Government is notified as part of process. Land use conflicts are not solely mining/residential. Increased mining activities may result in potential land use conflict with high value agricultural activities. Most manufacturing is done overseas anyway!!
2. Protect the major transport and freight corridors that support the mining and resources sectors.	<ul style="list-style-type: none"> Where possible keep heavy vehicles to DETI infrastructure and local sealed roads. They can not be too flexible, as compatibility has to be taken into consideration.
Draft Targets	Comment
<ul style="list-style-type: none"> Protect 23,200 hectares of land for extraction. 	<ul style="list-style-type: none"> This seems like a lot for greater Adelaide. Potentially significant Issues for the hills in terms of local impacts associated with increased exploration and mine start up as we move out of the Global Financial Crisis. Effectively buffer these areas from surrounding land uses such as agriculture, horticulture and residential. Most of the quarries are located outside the District Council of Mount Barker are, due to the suitability of stone except for slate/bluestone and mineral mines.
<ul style="list-style-type: none"> Protect primary and secondary freight corridors. 	<ul style="list-style-type: none"> Essential
<ul style="list-style-type: none"> Plan for 670 additional mining jobs in Greater Adelaide. 	<ul style="list-style-type: none"> Our district would likely be Kanmantoo and through traffic from Terramin, Strathalbyn.

D9 – Key sectors – Services

Draft Policy	Comment
1. Integrate services sector jobs into growth centres, transit corridors and transit-oriented developments.	<ul style="list-style-type: none"> Strongly agree. But dependent on population numbers. Volunteers play an important role in the delivery of services – with over half the population in rural areas volunteering, it is important that Government provide support for volunteers through support funding of Volunteer Resource Centres and grants.
2. Ensure Structure Plans clearly designate the types of services that need to be provided in a particular corridor, for example, retail. Once Structure Plans are approved, separate rezoning applications for these activities will not be required.	<ul style="list-style-type: none"> Delete the second sentence as creates confusion. The South Australian system does not permit zoning applications.
3. Set specific targets for the types of retail activity and services to be situated in major centres and in transit-oriented developments.	<ul style="list-style-type: none"> Strongly Agree. Targets are needed to ensure the district is amply provided with the infrastructure needed for the community to be functioning to its fullest potential.

4. Locate government services in the major centres and transit-oriented developments to create viable clusters of activities to minimise unnecessary car trips.	<ul style="list-style-type: none"> Strongly Agree. Council can support this through the appropriate location of its civic centre within the regional centre.
6. Provide for sustainable tourism developments across Greater Adelaide, in line with the South Australian Tourism Plan 2009.	<ul style="list-style-type: none"> Strongly agree – however, ‘connectivity’ needs to be addressed – major public transport links and corridors need to be developed to improve access to, and throughout, the District. Plus there needs to be an audit identifying key tourism locations that require upgrades and improvement to infrastructure. Mount Barker urgently requires boutique and hotel accommodation. Enhanced biodiversity corridors and effective greening of our residential areas will improve the “liveability and marketability” of the greater Adelaide region. This will assist in promoting the region as a tourist destination.

D9 – Key sectors – Green industries

<i>Draft Policy</i>	<i>Comment</i>
1. Support the growth of renewable energy and green technologies by setting aside employment lands, possibly clustered around key educational institutions.	<ul style="list-style-type: none"> Strongly agree. There is an opportunity here to link TAFE with the land east of Bald Hills Road to add value to the protection of that primary production land. Legislate to make compulsory advanced energy efficiencies in all buildings. This will generate markets stimulating the green or renewable energy sector. Mount Barker and the Adelaide Hills region would be well placed to develop green industry and technology that complement the existing environments.
2. Ensure planning controls for employment lands are flexible enough to allow new green technologies and industries to emerge.	<ul style="list-style-type: none"> The State Government should consider a Ministerial DPA to introduce the necessary planning controls for a burgeoning industry.

D10 – Transport

<i>Draft Policy</i>	<i>Comment</i>
1. Under Structure Plans, designate major transport corridors and protect transport functionality through design guidelines that specify buffer zones, access points and setbacks from the thoroughfare. The Plan seeks to avoid compromising major freight routes by the inappropriate location of residential development.	<ul style="list-style-type: none"> Strongly agree. It might be worth emphasising the need to protect the landscape value along the freeway corridor. Developments like Martindale and Waterford estates at Mount Barker have impacted upon this landscape value. The SE Freeway is considered a major freight route which would be compromised by significant growth in Mount Barker and Murray Bridge particularly without alternative mass transit opportunities.
3. Increase the amount of new residential housing in those transit corridors earmarked for network expansion and upgrade.	<ul style="list-style-type: none"> The freeway corridor is not at capacity, however there needs to be recognition that Glen Osmond Rd/Port Rush Rd/Cross Rd junction to metropolitan Adelaide is under strain and requiring a rethink with regard the desirable transport outcomes.
4. Give priority to increasing densities and designating types of services, such as retail, around existing interchanges and planned upgrades of railway and tram stations and bus interchanges.	<ul style="list-style-type: none"> Strongly Agree. Major service and health services need to be accessible by public transport. Currently, Mount Barker Hospital is not accessible. There needs to be a bus stop close to the hospital on the Mount Barker Loop services (routes

	838 and 839)
	<ul style="list-style-type: none"> Off-street parking. New subdivisions need wide streets – high density areas need off street parking. Street width to consider, footpaths – indented parking areas, emergency vehicles, disabled community, rubbish bin day, verges not to encourage cars to park on the nature strip/verge areas).
5. Plan for park and ride facilities at Mawson Lakes, Hallet Cove Beach, Smithfield and Gawler stations, to ensure outlying areas can be serviced by upgraded transport networks.	<ul style="list-style-type: none"> Strongly Agree. The Mount Barker Park ‘n Ride facility is at capacity. Mount Barker district needs more Park ‘n Ride facilities, especially if the population is going to double. There needs to be an integrated approach to the provision of Park ‘n Ride facilities with land uses and a rethink of the SE Freeway as a transit corridor with Park ‘n Rides along it. There are other opportunities that will add value to existing facilities such as increasing bike storage facilities in Mount Barker but also at minor bus stops around the district where you often see bikes locked to fence posts.
6. Reinforce the role of bus interchanges at Salisbury, Mawson Lakes and Elizabeth.	<ul style="list-style-type: none"> Park and ride/interchanges facilities in the major Hills townships needs to be addressed along with extension to the existing Park and Ride facility in Mount Barker to reduce dependence on cars
9. Provide and extend a connected bicycle network across Greater Adelaide utilising bike lanes and cycle ways as shown on Map D17.	<ul style="list-style-type: none"> Strongly Agree. Need adequate storage lockers for bicycles at Park ‘n’ Ride facilities. Currently there is a waiting list for bike lockers at Mount Barker Park ‘n’ Ride. The bicycle network needs to be connected to Mawson, Kidman and Heysen Trails. There is no real safe links for cycle traffic inter township and beyond.
10. Structure Plans for major transit corridors will integrate bike paths into the corridors.	<ul style="list-style-type: none"> Greenfield’s sites need to be designed to be conducive to cycling and walking.
11. Provide direct and safe cycling links to public transport stations and interchanges	<ul style="list-style-type: none"> For wellbeing and reduction in reliance on cars as a first means of transport along with providing alternative transport options for those unable/choose not to drive a vehicle.
Draft Targets	Comment
<ul style="list-style-type: none"> Reduce car dependency and increase public transport to 10 per cent of all transport use by 2018 (SASP T3.6) 	<ul style="list-style-type: none"> This will require a review and increase in regional public transport opportunities. This is a low target and could be more ambitious. It should also state the current level of use. The policy could read ‘Increase public transport usage from x% in 2000 to x% by 2018’. A growing population in the Adelaide Hills region will require significant additional spending on public transport to reduce car dependency – both between the region and the CDB and across the region. Meadows, Macclesfield, Echunga, Wistow are poorly serviced by the 850, 852 and 854 bus routes. To the north of Mount Barker, the townships of these routes are not on Adelaide Metro ticketing system which adds to the cost of commuting to the city. This also acts as a disincentive to change mode from cars to public transport. The same applies to residents who travel to Murray Bridge. This is inequitable. Seniors on these routes are also not able to take advantage of the Free Travel for Seniors Card Holders initiative. Other townships have no public transport available at all e.g. Callington, Kanmantoo, Brukunga and Dawsley.

<ul style="list-style-type: none"> • Prioritise residential and employment growth in areas where transport infrastructure is planned (see Table D3). 	<ul style="list-style-type: none"> • Strongly Agree. However, the residential growth planned for Mount Barker is not consistent with this policy. There is no investment in public transport indicated in the draft 30 Year Plan for the Mount Barker area. Without this investment the growth here will remain car dependent and there will be a major traffic bottle neck at the bottom of the SE Freeway and along Glen Osmond Rd to the CBD of Adelaide. At the very least there needs to be expansion of bus services to, and throughout, the DCMB and investment in more Park n Ride facilities. Public transport need to be improved to Murray Bridge as well. If Mount Barker is now to be part of Adelaide, then the small nearby towns should be able to get metro fares and good bus services.
<ul style="list-style-type: none"> • Create new, and upgrade existing, park and ride facilities to support access to transport interchanges. 	<ul style="list-style-type: none"> • Strongly Agree. The Mount Barker Park N Ride is at capacity and there needs to be more facilities which are integrated with public transport and land uses.
<ul style="list-style-type: none"> • Create dedicated walking and cycling corridors along major transit corridors to improve access to activity centres, public transport nodes and local walking and cycling routes. 	<ul style="list-style-type: none"> • Strongly Agree. No real safe links for cycle traffic inter township and beyond. Linear Trail extension is good and some other good connectivity across Mount Barker. Nairne problematic with rail line separating the township. Links for Mount Barker – Littlehampton non existent except for under the tunnel. • This policy should include urban expansion areas.

D11 - Infrastructure

<i>Draft Policy</i>	<i>Comment</i>
<ul style="list-style-type: none"> • Maximise the location of economic and social services by: • Collocating government services in major activity centres and transit-oriented developments • locating new housing growth in proximity to existing and planned infrastructure • integrating health and educational facilities with transport services and locating them near retail centres integrating community sporting hubs and links with transport services. 	<ul style="list-style-type: none"> • Strongly Agree. Need to broaden the function of the Mount Barker Regional Centre through expansion of government and community services thus creating a more active and diverse centre. • An increase in existing economic and social services is required to address current growth issues. Any future growth will result in a decrease in wellbeing and increase in social problems if the development of infrastructure is not addressed prior to further growth. • Need to recognise and identify the extent of the gap between population growth and services. That is if service provision is dependent on numbers of people how do you cater for the lag time, eg there is currently a service deficit for current population in Mount Barker • The terminology used for the co location of government services must be consistent with the activity centres typology • There needs to be an emphasis on providing opportunities for entertainment precincts. • Where possible locating new housing close to existing infrastructure is an advantage. However with regard to CWMS infrastructure pump stations and rising mains can be used to connect new divisions located on low ground to existing infrastructure. • This is a key need that is lacking in the Adelaide Hills. Medical facilities particularly are lacking – with all specialist services and major hospitals located in the city or at Flinders Medical centre.

	<ul style="list-style-type: none"> • There is a need to address the current shortfall in community services and infrastructure as growth runs the risk of further marginalising those at risk and vulnerable. • Currently very limited: Access to hospital via public transport, Access to shopping precinct via public transport, none down Gawler St or to Woolworths, limited to Wallis, Mount Barker Central and Foodland (intra township service)m, No access to some schools via public transport and almost no linkage to recreation via public transport • INSERT N From final pages
<ul style="list-style-type: none"> • Structure Plans will identify and integrate major infrastructure requirements (including communications technology, sporting hubs and embedded generation) to ensure that new infrastructure to support new residential and employment precincts can be effectively coordinated. 	<ul style="list-style-type: none"> • Agree. The Plan also needs to outline the funding, provision and sequencing of infrastructure. Council's long term financial plan has committed funds for provision and there is little capacity to increase funding in the timeframe Council is targeted for growth. The cost of this infrastructure may need to be borne by the State Government, community or developers.
<ul style="list-style-type: none"> • Where service roads are integrated into transit corridors, these roads will be the primary location for common trenches for utility services such as water, energy and communications technology. 	<ul style="list-style-type: none"> • Agree. The location of these roads depends on whether or not CWMS pipe can be installed
<ul style="list-style-type: none"> • Structure Plans will identify and preserve major transmission line corridors and substations. 	<ul style="list-style-type: none"> • Agree. Electranet advise that a 100m easement is required for the national grid South Australia – Victoria power line running south of Mount Barker. Furthermore, during the life of the Plan it may need to be expanded to 200m through compulsory acquisition. • Protection of this corridor is in contradiction to targeting the region for urban expansion. This will lead to undesirable scenarios of health concerns and lower property values. This contradiction need sot be resolved.
<ul style="list-style-type: none"> • Structure Plans will identify and preserve buffer zones around water treatment plants. 	<ul style="list-style-type: none"> • Agree. However, growth may require treatment facilities to expand which may lead to encouragement of this buffer. • All zones of potential conflict need properly scaled and constructed buffers around them. (minimum 20 metre width).
<ul style="list-style-type: none"> • Priority for the rollout of new growth areas will be given (where practical) to areas that are contiguous to existing infrastructure, meaning that infrastructure can be delivered at least cost to the community. 	<ul style="list-style-type: none"> • Strongly Agree. Council supports the continued use of developer contribution as applied in Mount Barker so that developers help fund the provision of social and physical infrastructure required for growth areas. • This would be the only economical way to develop, considering the existing extremities of services. • While understand the reasoning, practicalities of this remain unclear. Makes sense to consolidate the rollout of new growth within existing service centre areas, however still have concerns that these areas already not well linked or resourced.
<ul style="list-style-type: none"> • Government agencies will be required to use the Plan as their key tool for identifying infrastructure priorities, such as hospitals and schools, and will be encouraged to identify clear trigger points, such as 	<ul style="list-style-type: none"> • Strongly Agree. Government agencies need to be required to nominate population trigger points not encouraged. Without clear commitments that as populations grow that services will follow local community should not be required to accept unsupported residential growth. • Priorities seen as already urgent include maternity

population growth in a particular area, to indicate when new infrastructure will be needed

services and access to mental health. With a doubling of the population of Mount Barker this will impact our emergency services, which cover large rural areas. For the Adelaide Hills there are only 2 patrols at any one time. An increase in size will need the services provided to allow this expansion.

- The impact on health, aged care, disability and education will be huge. Strongly agree that these agencies need to be actively engaged in identifying a delivering infrastructure and services to meet community needs. This needs to be planned so services do not lag behind need.

- As recommended by the Planning Review, the chief executives of key state government agencies will coordinate the provision of key infrastructure for the new growth areas identified in the Plan.

- Changed legislation will be required to introduce new mandatory standards.
- This is good; hopefully it can be achieved to the standard required.

- Regional Implementation Strategies developed by the Department of Planning and Local Government and councils will clearly designate infrastructure priorities to support housing and employment growth.

- Agree. The District Council of Mount Barker and Rural City of Murray Bridge should work together in delivering the regional targets through a Regional Implementation Strategy rather than being targeted by Ministerial Development Plan Amendments.
- Council's capacity to fund infrastructure for growth areas is limited. This provision needs to be considered by way of a regional implementation strategy.
- Local Government needs a voice at State planning level. Council's will need resources/skills to identify infrastructure needs properly i.e. further assistance with asset management planning.
- Detail is required on how this will work.
- Employment growth (locally) is essential to sustainable development.
- Local knowledge of needs and gaps VITAL to drive good decision and priorities.
- Who is going to pay for this? Whose responsibility is not articulated?

Draft Targets

Comment

- The planned rollout by the Commonwealth Government, the South Australian Government and the private sector of the following key infrastructure initiatives will support the policies and targets of the Plan:

These initiatives include:

1. Health
2. Education and Children service
3. Water
4. Energy, and
5. ICT

Those relevant to Mount Barker include:

- up to 10 trade schools. These schools-based centres will connect high schools to TAFE and local industry to deliver practical job and career opportunities in areas of

- Disagree. The Adelaide Hills has been targeted for growth and yet there is no outline of any infrastructure initiatives relating to health and education and children service.
- Council's CWMS is approaching capacity and will require; augmentation, a system dedicated to the growth areas or a combined system located out of Mount Barker.
- Council has been having difficulties employing and retaining qualified staff to handle growth concerns. This is important for Council to be able to manage growth.
- The capacity of existing Mount Barker hospital to meet needs of increased population is unclear. Will most likely need considerable increase in health services and facilities to match population growth.
- Additional primary health care services and facilities for specialist medical services will also be required.
- Children's centres would be ideal in the Adelaide Hills area close to Mount Barker. We have a large number of people who have young families; many are in need of supportive environments and parenting skills. Access to services is a current issue. Extensive town growth will greatly impact the long waiting lists for health care, child care and allied

<p>skills shortage</p> <ul style="list-style-type: none"> • new substation in Mount Barker, • the National Broadband Network, <p>Map D19 shows the major gas and electricity transmission infrastructure and proposed electricity capital works for Greater Adelaide]</p>	<p>health services.</p> <ul style="list-style-type: none"> • These are existing projects. The projected growth for Mount Barker will require additional educational facilities. A doubling of the existing population around Mount Barker over a 15 year period will create a need for new primary schools, and upgrades to increase the capacity of the existing primary schools, public High School and TAFE facilities. A Children’s Centre could be located in Mount Barker, as there are large numbers of families with young children moving to the District. • Need clarification on the location of the 10 trade existing Mount Barker TAFE and establish stronger links between training and employment opportunities, particularly in the area of primary production education. • Make compulsory advanced WSUD requirements on all buildings and irrigation use. • Given the rainfall in the hills thought should be given to the harvesting of rainwater. The wetland system currently in use by the Salisbury Council allows for the harvesting and on selling of rainwater. A similar system could be used in Mount Barker to supply water to parks and gardens, golf courses, private enterprise, dust suppression, developers and the Stephenson land. • There will be a need to invest in water infrastructure to meet the needs of an expanded population in the Mount Barker area • Increasing the capacity of Mount Barkers WWTP to cater for growth will in turn increase the out put. Parties interested in accessing this resource can apply to purchase the excess that is not currently allocated. • We should be promoting genuine innovation in Mount Barker in water management. The risk is that you will have 20,000 people drawing close to 100% from the River Murray which will counteract water savings through desalination (which has its own issues and shouldn’t be used as justification for continuing inefficient, ineffective water mgt strategies elsewhere). • We should be setting ambitious targets through a combination of regulation and innovation at the subdivision level (50% of total water use for arguments sake) and incentives at the household level beyond this. We should set targets at the regional level and then leave it up to the development industry to demonstrate how it will be achieved with incentives provide to households to go beyond this (sensible water pricing would help). • Legislate to require the use of renewable power (solar or wind) in all buildings. Support this initiative through subsidies and attractive buy back payments. • Need to outline if the Mount Lofty Ranges ICT black spots for internet access will be resolved. • Ensure that the installation process of fibre optics and other services does not cause damage to environmental values. (eg destroys trees or other habitat areas) • If damage occurs, recovery plans must be generated and rehabilitation or compensation programs adequately funded. • Infrastructure that supports community activities is needed especially venues that are easy to access, disability ready, affordable and suitable for a diverse range of community activities.
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D12 – Biodiversity

<i>Draft Policy</i>	<i>Comment</i>
<p>1. Introduce a clear hierarchy of environmental assets to be protected to improve development certainty and transparency—these are represented in Map D20. Incorporate the protection of these areas into Development Plans. The three categories in the hierarchy, which will be managed through Structure Plans and Development Plans, are:</p> <ul style="list-style-type: none"> ▪ Areas of high environmental significance... ▪ Areas of environmental significance... ▪ Areas designated for human use. 	<ul style="list-style-type: none"> • Agree. Areas of high environmental significance clearly need to be protected. The problem is identifying these and the definition is open to interpretation. An example is the Stonybrook development which is built over a perched aquifer which wasn't identified (or if it was it was ignored) and subsequently built over. • Need clarification on how these areas identified if there is no requirement for an Environment Impact Statement. The onus should be on the developer to identify environmental values and demonstrate how they will be protected and enhanced. Environmental values (biodiversity/water) are in serious decline in the Mount Lofty Ranges and new development/land management should enhance these values not simply protect. • Areas of local significance need to be identified and considered when developing local plans. Levels of acceptable disturbance (from none to some) need to be attributed to these areas prior to development occurring. • Plans need to then be funded to ensure the values identified can be protected. Existing legislation may not be adequate to provide protection for areas of environmental significance currently identified or likely to be when developing local plans. Activities likely to cause significant environmental impacts should not be permitted to occur. If they are to occur because no feasible alternative exists, the required compensation must be adequate to provide an independently assessed "significant environmental benefit". • Specific regulatory exemption worries me a bit. Council need to develop a broad based biodiversity strategy – this is an action in the draft Strategic Plan. • Council has just completed a Rural Lands Research Paper which has identified some of this land in Mount Barker with the intent at looking at DPA. • The role of volunteers in land management is at risk of being eroded as more vegetation is lost or under threat along with increased competition for funds
<p>2. Where possible, contain growth to areas inside identified urban lands.</p>	<ul style="list-style-type: none"> • Agree. When potential growth boundaries are set appropriately constructed vegetative buffers of an appropriate scale need to be constructed prior to any development occurring on the growth boundary. • Restrict "lifestyle" or "hobby farm" developments to areas of defined low agricultural or horticultural value. • This would appear to be in conflict with urban expansion plans for Mount Barker. • The Hills region has very little conservation land to relinquish. • Biodiversity in this area is already severely at risk. Volunteers have been instrumental in working last remaining remnants of vegetation that will again be further at risk as corridors are eroded and changes in land use etc...
<p>3. Where possible, avoid any impact on biodiversity. If unavoidable, the impact will be minimised and offset. A comprehensive offset</p>	<ul style="list-style-type: none"> • Agree. Developing farmland could be shown to have limited negative impact on biodiversity (examples like Stonybrook aside) but the point is we need to be reversing

<p>scheme will be developed, based on existing offset provisions and drawing on models such as bio-banking. The scheme will provide for a net gain to biodiversity through flexible offsets. The offsets could be made across regions or by funding designated rehabilitation programs.</p>	<p>200 years of degradation locally. In terms of offsets I would prefer to see them used locally not to protect systems great distances away (as important as they are). Regardless it creates a sacrificial mentality which is unhealthy. There are significant issues in fragmenting an already highly fragmented landscape especially through the road network. Can't underestimate the impact of this on local biodiversity nor the likely community resistance. That's not to say it can't be done in a sensitive manner but we don't have a great track record.</p> <ul style="list-style-type: none"> • Biodiversity gains need to be independently assessed, not based on existing government schemes which clearly do not work. They need to be funded over a period of time so that the areas are managed until terminal growth is obtained.
<p>4. Integrate environmental regulatory assessments with planning assessments to streamline the development approval process. The Planning Review recommended that an integrated assessment occur early in the planning process to improve development certainty, rather than in the development approval process. Structure Plans will give effect to this recommendation, underpinned by the comprehensive offset scheme.</p>	<ul style="list-style-type: none"> • Environmental assessment should be undertaken by authorised and appropriately skilled persons. Legislative support to enforce the recommendations of that environmental assessment is needed. • We need a regulatory Environmental Impact Statement requirement. Also could strengthen process within Council to ensure environmental assessment becomes a necessary part of the development assessment process.
<p>5. Develop Structure Plans for new growth areas (as designated in Map D7) that will determine and assess environmental significance, thereby removing the need for end-of-process assessment or referral under schedule 8 of the Development Regulations 2008 or legislation such as the Native Vegetation Act 1991. Structure Plans will aim to avoid impact on biodiversity, and where this is unavoidable, they will coordinate the minimisation of impact and appropriate offsets.</p>	<ul style="list-style-type: none"> • Agree. Local environmental assessment should be undertaken and appropriate exclusion zones and conditions imposed. • Shortcomings of existing legislation designed to protect vegetation should be identified and addressed so that future development expansion is better controlled and regulated. • As long as the Ministers DPA for Mount Barker reflects the background research undertaken by Council (and Uni Adelaide Landscape Architecture Dept) in the structure plan finally authorised by the Minister. •
<p>6. Provide greenways in transit corridors to enhance urban biodiversity (see D13 Open space, sport and recreation).</p>	<ul style="list-style-type: none"> • Strongly agree. The intent is fine. Need to recognise potential for conflicts with bushfire risk and wildlife. • Greenways along transport corridors will require enough width to allow for the constructed corridor and associated services, pedestrian and cycle trails and an area of a minimum of 20 metres width as a vegetated corridor in which no recreational activity will be installed.
<p>Draft Targets</p>	<ul style="list-style-type: none"> • Comment
<ul style="list-style-type: none"> • Protect 115,000 hectares (13 per cent of Greater Adelaide) of existing natural areas (identified as areas of high environmental significance in Map D20). 	<ul style="list-style-type: none"> • Agree. Less than 10% remains in Mount Barker so target should be based more on extension in line with Natural Resource Management targets. • 13% of land set aside for the purpose of conservation needs to be additional to any land set aside for service provision, trails or recreational uses. (Usable public open space)

	<ul style="list-style-type: none"> • There should be targets for the expansion of, and linking up of, remaining areas of native vegetation throughout the Adelaide Hills, and especially in the District Council of Mount Barker where there is very little pre-European habitat remaining. This is important for the capacity of flora and fauna to adapt to climate change. Existing remnant stands of vegetation including road reserves should be identified conserved and new wildlife corridors designated in Structure Plans for Greenfield developments.
<ul style="list-style-type: none"> • Maintain the existing range of lower-intensity land uses, such as primary production, across 156,500 hectares (identified as areas of environmental significance in Map D20). Where the retention of lower-intensity land use cannot be achieved, impacts will be minimised and offset. 	<ul style="list-style-type: none"> • The second sentence provides the opportunity to contradict the target in the first sentence. Delete this second sentence.
<ul style="list-style-type: none"> • Increase the extent of functional ecosystems (coastal, estuarine, terrestrial and riparian) to 30 per cent of the region, excluding urban areas, consistent with regional NRM. 	<ul style="list-style-type: none"> • Strongly Agree. 'Functional ecosystem' is the key here e.g. a riparian corridor may not be functional for habitat, breeding and species movement if is less than 100m wide. • Ensure better protection of all existing areas of environmental value and link these where possible. More vigorous legislative control (compliance) will be needed for this to be achieved.
<ul style="list-style-type: none"> • Minimise the discharge of stormwater, pollution and nutrients to coastal and marine environments through the adoption of appropriate water-sensitive urban design (WSUD) and Adelaide Coastal Water Quality Improvement Plan policies and targets into Development Plans. 	<ul style="list-style-type: none"> • Strongly agree. May be picked up elsewhere but needs to include receiving waters (eg creeks and wetlands). • Ensure that potential sites for aquifer recharge are identified and adequate land set aside for this purpose. • There should be a mechanism through this that will reduce pollutant discharge from development sites during construction of the actual houses. Stormwater management plans are fine for the subdivision stage, but once the construction begins there is a significant amount of pollution (i.e. sediment) and litter into the receiving environment and Council is currently limited in it's abilities to regulate this type of activity through building inspections or other means. With the amount of cut and fill prevalent in this Council area, the amount of issues observed already from the level of development in the area is substantial. At present there is a jurisdictional disagreement between Councils and the EPA on the resourcing and enforcement of this. This needs to be resolved through the Plan.

D13 – Open space, sport and recreation – Greater Adelaide Open Space System

<i>Draft Policy</i>	<i>Comment</i>
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<p>1. Provide for a Greater Adelaide open space framework that builds on MOSS to create quality open space across the region.</p>	<ul style="list-style-type: none"> • Strongly Agree. Based on large east/west and north/south spines. Needs to include district as well as regional facilities. • Ensure that adequate provision, location and access to land is made so that open space is usable and fit for purpose. This should be identified in structure plans. For example, do not allow dual uses such as stormwater detention to qualify as recreational open space if it does not demonstrate public recreational benefit. Conservation areas should not be included in recreation needs modelling, as they will not cater for changing recreational needs. • Regional facilities can cross Local Government boundaries. Further cooperation is needed between Council's to invest into these regional facilities. • Major investment is needed in Mount Barker to create high quality sporting facilities. Increased rec. planning is required to determine where these facilities are to be located.
<p>2. Ensure open space is accessible by all communities and will:</p> <ul style="list-style-type: none"> • link, integrate and protect biodiversity assets and natural habitats • provide linkages to encourage walking and cycling to local activities, local activity centres and regional centres • be multi-functional, multiuse (including the shared use of strategically located school facilities) and able to accommodate changing use over time. 	<ul style="list-style-type: none"> • Strongly Agree. Need for parking to be taken into consideration. • Existing as well as new urban developments need to demonstrate equitable access to public open space which provides a level of development that caters for current and future community needs. • Recreational space may in some instances be in conflict with the management requirements of conservation areas. For example the impacts of noise, light and vegetation clearance associated with recreational facility development and use could negatively impact on local ecosystems. Some areas may lend themselves to multi use, but this may require the provision of more land so that recreational areas may be adjacent to rather than overlapping areas of environmental sensitivity. • Further development of linear trails, bike ways and safe pedestrian access 24/7.
<p>7. Identify and reserve land in growth areas for the development of major recreation and sport facilities.</p>	<ul style="list-style-type: none"> • Strongly Agree. Identify appropriate areas of land which are accessible to growing communities but won't negatively impact upon sensitive environmental sites, cause damage to areas of cultural significance or are of high agricultural or horticultural value.

Draft Targets	Comment
<ul style="list-style-type: none"> • Ensure the Greater Adelaide Open Space System will consist of at least 160,000 hectares by 2012.75 	<ul style="list-style-type: none"> • Ensure that areas targeted for growth will incorporate adequate, suitably located open space. • An equal distribution of this open space should be included as part of this target e.g. if a region has a percentage of Greater Adelaide's population they should have at least that percentage of developed and usable open space or reasonable access to it.
<ul style="list-style-type: none"> • Provide a minimum of 12.5 per cent open space in all new developments. 	<ul style="list-style-type: none"> • Agree. However needs to be amended to read '12.5% of useable open space'. This percentage should not include very small strips of unusable land, steep terrain and water courses/basins. • Should large areas of high biodiversity value be identified, more public open space may be required to provide for the community requirements for active as well as passive recreation.

- Prioritise the following activities for the Greater Adelaide open space framework:
- [No reference to Adelaide Hills region or Mount Barker and the use of ROSS]
- There is no reference to the Adelaide Hills region or Mount Barker or ROSS.
- There should be recognition to Mount Barker summit and Totness Range. Map D21 shows just how poorly the Greater Adelaide Open Space System is expressed. There should be an increase in open space provision in the Adelaide Hills region, for both conservation and recreation uses.

D13 – Open space, sport and recreation - Greenways

<i>Draft Policy</i>	<i>Comment</i>
1. Ensure greenways provide a network of new open space along waterways, road reserves, and other transport and infrastructure corridors across Greater Adelaide.	<ul style="list-style-type: none"> • Strongly Agree. Ensure these corridors are of an adequate width to allow for watercourse rehabilitation, cycle and pedestrian access and other constructed recreational pursuits. • Road reserves especially to the south of Mount Barker will be critical when seeking to protect biodiversity values. These should be identified as key environmental assets (regardless of the condition of the native veg contained within). The suggestion is that wherever possible these not be used as part of the road network but rather be protected and made wider and turned in to what would be a unique and extremely valuable community (trail/open space) and biodiversity (corridors, habitat) asset. New roads will need to be created preferably within existing cleared land.
2. Link greenways to parks, reserves, public facilities, linear parks and bikeways (refer Safety in Numbers: A Cycling Strategy for South Australia 2006–2010) to provide walking and cycling access and support a healthy urban ecology.	<ul style="list-style-type: none"> • Strongly Agree. These will serve as a tool to deliver inter township links. • Promote public open space linking recreational areas with conservation areas, allowing the development of extensive walking and cycling trails. • Ensure that areas of significant biodiversity are buffered from the impacts of abutting activities. • Further develop existing network.
3. Under Structure Plans, identify greenways in transit-oriented developments, new transit corridors and activity centres to link to local and regional open spaces, provide local biodiversity, and provide walking and cycling linkages.	<ul style="list-style-type: none"> • Strongly Agree. Corridors should be wide enough to cater for vegetation areas, trails and services. • In Mount Barker structure plans include indicative greenway corridors of adequate width running east west between the western escarpment and Mount Barker summit and south west from Nairne through Littlehampton and south of Mount Barker. • Ensure that all proposed greenways identified in structure plans are planned and assessed for their ability to support biodiversity conservation outcomes and recreational connectivity.
4. Under Structure Plans, ensure the design and development of greenways incorporate water-sensitive urban design techniques.	<ul style="list-style-type: none"> • Strongly agree, need to link with Water Allocation planning currently underway.
<i>Draft Targets</i>	<i>Comment</i>
<ul style="list-style-type: none"> • Incorporate greenways in all transit-oriented developments and major transit corridors. 	<ul style="list-style-type: none"> • This should be amended to include urban expansion growth areas.

D13 – Open space, sport and recreation – Sporting facilities

Draft Policy	Comment
3. Provide organised sporting facilities in transit corridors, transit-oriented developments and major activity centres. Under Structure Plans, establish major community sporting hubs that are linked to other community infrastructure and transport services.	<ul style="list-style-type: none"> • Work towards encouraging the community to walk, ride bikes and take public transport within the township. • Also consider – dog owners moving into our district – possibly living near livestock – implications of population moving into sheep, alpacas, cattle areas etc. Wandering dogs in Adelaide is wandering dogs now in stock areas with fewer farmers owing and using firearms.

Draft Targets	Comment
<ul style="list-style-type: none"> • Major sporting facility hubs will be developed in appropriately identified locations. These are identified on Map D22. 	<ul style="list-style-type: none"> • Each region within the Greater Adelaide area should have a major sporting area/hub.
<ul style="list-style-type: none"> • Ensure there is a net increase in passive and active open space over five-yearly intervals. 	<ul style="list-style-type: none"> • A more specific target would be useful here.

D14 – Climate change

Draft Policy	Comment
<p>Formation of a Climate Change, Housing Affordability and Sustainable Neighbourhoods Task Force</p> <p>1. Form a Climate Change, Housing Affordability and Sustainable Neighbourhoods Task Force, made up of representatives from the housing industry and leading sustainability experts, to undertake the detailed work on the policies set out below. The task force will advise on the design and building standards required to achieve zero carbon⁷⁶ and energy efficient buildings and neighbourhoods, without compromising housing affordability.</p>	<ul style="list-style-type: none"> • Agree. Perhaps we should be starting to question the holy grail of home ownership and be offering genuine alternatives and incentives for investment properties based on green design and long term lease.
<p>Mitigation</p> <p>2. Implement the new urban form to promote a compact and efficient city</p>	<ul style="list-style-type: none"> • Higher density urban development will generate increased need for diverse public open space, based on a figure relating to ha/1000 population. • See previous comments. Am concerned that medium density is dismissed out of hand for Mount Barker. If the market isn't receptive to small lots then maybe there needs to be better alternatives. We shouldn't accept the development industry view of the market
<p>3. Implement the key actions that promote a more compact city, including collocation of services with transport and mixed-use developments within transport corridors and around transport interchanges</p>	<ul style="list-style-type: none"> • Strongly agree for Mount Barker.
<p>4. Promote short distance passenger travel through the introduction of a</p>	<ul style="list-style-type: none"> • Agree with intent. However focus should be on producing an urban form conducive to walking and cycling, then

new urban form.	based around transit development with the last resort for car use.
5. Increase energy efficiency of buildings through the implementation of a six star rating for new buildings, and new efficiency	<ul style="list-style-type: none"> Disagree. The Plan should set the standard that new buildings should be zero emissions. This would provide the mechanism to encouraging/regulating for large scale take up of alternative building techniques eg reverse brick veneer, alternative materials, use of local materials. Council can help with this through education and promoting true green development and possibly partnering with a developer to get a green development up here.
6. standards for air-conditioning which is in line with the COAG National Strategy for Energy Efficiency.	<ul style="list-style-type: none"> This may be partly achieved with the Mandatory Renewable Energy Target and feed in tariffs.
7. Provide the opportunity for neighbourhood level energy efficiency through the promotion of alternative energy supplies, such as embedded generation.	<ul style="list-style-type: none"> Delete 'the opportunity for'. Either we set the bar to deliver the desired outcome or we do not. Should incorporate wind turbines and Hybrid Energy technologies that can be incorporated into greenfield sites and be a responsibility of the developers. Given the 15 year time frame for greenfield development in Mount Barker, this policy should apply to these areas.
8. Ensure the bulk of new housing is carbon-efficient. As part of this policy, the proportion of low-rise medium-density apartments and attached dwellings will be increased.	<ul style="list-style-type: none"> Refer comments to policy 5, 6 and 7 above. The Plan needs a policy regarding the recognition and need for built form with low embodied energy.
9. Confine high-rise buildings to major transit-oriented developments and the CBD. Set design standards that reduce greenhouse gas emissions and improve energy efficiency for high-rise developments (for example provide incentives for embedded generation and the use of renewable energy). The task force will prepare these standards with regard to maintaining housing affordability.	<ul style="list-style-type: none"> High rise may not be compatible with the urban character of Mount Barker. The Plan needs to make the distinction that denser development is not necessarily greenhouse gas efficient due to the embodied energy and have a clear policy regarding requiring low embodied energy materials in building design.
10. Set a baseline energy efficiency target for all new developments over a particular threshold. The target will be incorporated into Structure Plans and Precinct Requirements, and will be modified to reflect the fact that not all areas have the same capacity to achieve uniform targets.	<ul style="list-style-type: none"> Strongly agree. The greenfields development Structure Plans should also mandate improvements in energy efficiency. The baseline targets should be ambitious to encourage significant, rather than small incremental, improvements in energy efficiency. There should be a focus on passive solar design in residential buildings. This is inexpensive and simple to design in at the start.
11. Ensure targets at a Structure Plan and Precinct Requirement level factor in any impacts on housing affordability before they are set. This analysis should consider the capital costs to developers (and the likely pass-on costs to consumers) and the total lifecycle costs to consumers in reducing their energy costs.	<ul style="list-style-type: none"> Unsupported. This policy should be deleted. The Plan should focus on obtaining a desired built form and a policy like this provides a reason note to do it because the current financial models say it is cost prohibitive.

Adaptation	<ul style="list-style-type: none"> Strongly agree. This should be introduced as soon as possible.
12. Set building standards and design guidelines to create more thermally and energy efficient buildings. This will improve the liveability of housing in the likely event of increased temperatures.	
13. Reduce energy costs through the introduction of improved energy efficiency standards for new buildings.	<ul style="list-style-type: none"> Strongly agree. As soon as possible would be best.
14. Create a more liveable urban environment through the establishment of a network of greenways and open spaces, which will have a cooling effect on nearby new neighbourhoods and new buildings.	<ul style="list-style-type: none"> Strongly agree. This should be a mandatory design feature for any new subdivision and should be reflected in any structure plan developed in accordance with the final and approved 30 year growth Plan. This policy should be reflected in any Ministerial Development Plan Amendments.
15. Encourage commercial and industrial developers to include green buffers and shady areas in their developments, to make workplaces more liveable.	<ul style="list-style-type: none"> Strongly agree. The Mount Barker homemaker centre is a good example of a heat sink.
16. Decrease the risk of loss of life and property from extreme bushfires through creating buffers around growth areas that are adjacent to native bushland.	<ul style="list-style-type: none"> Agree. This will need to be considered in the Structure plan for Mount Barker growth area. Identify areas of high bushfire risk and exclude development in these areas. Where development occurs in areas of moderate risk, increased building standards should be mandated to reduce risk. This is often perceived as a conflict with green corridors mentioned throughout this document. People refer to corridors acting as wicks into developed areas. I've never seen any evidence to support this. However these areas do need to be planned with bushfire risk in mind.
17. Develop other policies to minimise the impact of extreme bushfires in line with the findings of the Black Saturday Royal Commission of Inquiry.	<ul style="list-style-type: none"> Legislate to make the control of weeds (exotic woody weeds and grasses) on public and private lands. Support the separation of new development areas from road reserves that contain native vegetation and planning open space with fire risk in mind. Buffer zones at rear of subdivisions. Access routes for vehicles to leave areas (more than one). Water supply near housing estates for CFS.
Gaining a competitive advantage in a carbon-constrained economy	<ul style="list-style-type: none"> Strongly agree.
18. Embedded and distributed renewable energy to be deemed complying development under schedule 4 of the Development Regulations 2008. The Climate Change, Housing Affordability and Sustainable Neighbourhoods Task Force to develop standards for complying renewable energy projects.	

19. The State Government will investigate ways to encourage innovation in neighbourhood activities such as embedded generation and large-scale solar power energy supply through a broadening of the feed-in tariff scheme.	<ul style="list-style-type: none"> Strongly agree. but strengthen with targets. Also include wind and other technology in feed-in tariffs.
Draft Targets	Comment
<ul style="list-style-type: none"> Ensure Structure Plans for State Significant Development planning take into account precinct level climate change impact assessments, carbon pricing and whole life costing. 	<ul style="list-style-type: none"> Agree but incorporating carbon pricing into structure plans will be mind bogglingly complex. These worthy targets are at odds with the Residential Building Code which effectively by removing Council's ability to demand good orientation, verandahs etc for good thermal performance and energy efficiency in dwellings.
<ul style="list-style-type: none"> South Australia to become a national leader in affordable decarbonised new neighbourhoods. 	<ul style="list-style-type: none"> Strongly agree. It would be good to quantify, e.g. x number of affordable decarbonised new neighbourhoods by x.
Example Targets	Comment
<ul style="list-style-type: none"> Decouple the rate of growth and emissions for new buildings throughout the life of the Plan. 	<ul style="list-style-type: none"> Some clarity required as to what this means.
<ul style="list-style-type: none"> All new buildings and all new developments to be zero carbon by 2020. 	<ul style="list-style-type: none"> Policies will need to be stronger to achieve this.
<ul style="list-style-type: none"> New residential buildings to reach interim energy/carbon reductions of 25 per cent by 2012, 50 per cent by 2015 and zero carbon by 2020. 	<ul style="list-style-type: none"> It is unclear at what stage within the Development Process this will be achieved, either the building codes requirements or reflected in complying development requirements.
<ul style="list-style-type: none"> New non-residential buildings to reach interim energy/carbon reductions of 25 per cent by 2015, 50 per cent by 2018 and zero carbon by 2020. 	<ul style="list-style-type: none"> This will result in an increase in the average cost of constructing a dwelling which needs to be reconciled by consumers. However, it is important to start designing houses to achieve the desired functionality and environmental performance outcomes.
<ul style="list-style-type: none"> There is to be a 35 per cent reduction in greenhouse gas emissions compared to a standard practice development. Twenty per cent of power is to be purchased from low impact, renewable sources or, alternatively, there should be a 20 per cent reduction in greenhouse emissions through carbon offsets. The purchase of renewable energy should be at world best practice level. 	<ul style="list-style-type: none"> Strongly agree.
<ul style="list-style-type: none"> Establish an energy-use database for non-residential buildings by 2011, in order to use actual energy-use data to inform the design and modelling of energy consumption in new buildings. 	<ul style="list-style-type: none"> Strongly agree. This should be strengthened with a policy that the modelling will set a mandatory standard for new lower energy use buildings by 2011 which will be revised annually.

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- Develop an energy performance certification system for new non-residential buildings that specifies the anticipated energy requirements for the completed building and expected emissions.
 - Strongly agree.

D15 - Water

<i>Draft Policy</i>	<i>Comment</i>
1. Consistent with Water for Good – A Plan to Ensure our Water Future to 2050, mandate water-sensitive urban design (WSUD) for new residential and commercial developments by 2013. The Climate Change, Housing Affordability and Sustainable Neighbourhoods Task Force will advise the State Government on the most effective way to implement this policy without compromising housing affordability.	<ul style="list-style-type: none"> • Agree on need for WSUD. • Disagree on implementation date. WSUD should be brought in immediately. There has been enough development and testing of these design techniques to enable it to be applied sooner than 2013. There is such community concern about urban water management that there is no reason to delay the implementation of this policy. Council should have WSUD apply to its growth areas. • Following points should address in this case • Water sensitive urban design • Use and maximise the use of treated effluent and stormwater as non potable and outdoor use. • Use dual reticulated water supply • Encourage the use of water saving equipment such as washing machines, shower heads etc
2. Protect water supply catchments and the watershed by preventing development in areas that are rated high risk, consistent with the Water Quality Catchment Risk Rating Scheme, and ensure that new developments have a beneficial, or at least neutral, impact on water quality in the watershed.	<ul style="list-style-type: none"> • Strongly agree but should apply to all water catchments. • All new developments in close proximity to water courses or catchment should be serviced by CWMS unless the allotments are greater than 1500m2. Avoid use of location which has high water table for residential developments.
3. Require new Greenfield developments that are subject to Structure Plans developed after 2015 to source outdoor water from non-potable water supplies.	<ul style="list-style-type: none"> • Strongly agree on intent of policy. • Disagree with implementation date. Mount Barker is in a Water Prescribed Area awaiting a Water Allocation Plan; subsequently the discharge of treated water into water courses is a concern. Council treated waste water plant produces a surplus of non-potable water for primary production. Council has a source of non-potable water now which cannot be disposed of and when coupled with the issue of the treatment plant being at capacity and will not be able to accommodate further urban growth, this non-potable resource should be used in the growth areas to reduce the amount of waste water generated. • Delete 'developed after 2015 as under the timeline for this plan all Greenfield sites will be subject to structure plans prior to 2015. There should also be a requirement for non – potable water to be plumbed into toilets in new Residential developments, and depending on quality/safety issues, to laundries as well. Rain water should be the main source for other domestic use, so that potable water is only used for drinking and in food preparation. • There is a need to install reclaimed pipe infrastructure at the time of construction of the land division. The implementation and cost of this should be covered by the developer.

4. Incorporate WSUD techniques in new developments to achieve water quality and water efficiency benefits.	<ul style="list-style-type: none"> Strongly agree. Action within draft Strategic Plan is for Council to develop of a water management strategy incorporating all operational and policy areas of Council which include water sensitive urban design, in particular the design of new divisions should incorporate these techniques.
5. Incorporate the protection of relevant coastal and riparian areas and Ramsar wetlands in Structure Plans and Development Plans.	<ul style="list-style-type: none"> Strongly agree subject to adequate buffer zones.
6. Identify and protect locations for potential stormwater harvesting schemes in areas identified in Map D23.	<ul style="list-style-type: none"> Agree. This map should include areas for identified stormwater harvesting in the Adelaide Hills Region.

Draft Targets	Comment
<ul style="list-style-type: none"> Reduce demand for potable water from new development through the introduction of water-sensitive urban design and higher density dwellings. 	<ul style="list-style-type: none"> Agree. Concerns that higher density dwelling does not reduce the portable water consumption. However this aim can be achieved with the combine use of WSUD, use of treated effluent for non potable water usages and promote water smart products. Higher density housing will only reduce the amount of water required for outdoor use. The inside use is relevant to the number of persons who reside in any location. Incorporating water saving devices throughout all high density housing should be considered as a minimum standard. This would reduce the demand on Council's infrastructure and WWTP. Intent is supported but not really a target. Needs to set % reductions per household.
<ul style="list-style-type: none"> Achieve independence from potable water supplies for new public open spaces in transit corridors through WSUD techniques by 2015. 	<ul style="list-style-type: none"> Amend to include 'urban expansion growth areas'.
<ul style="list-style-type: none"> Achieve alternatives to potable water for outdoor water use through WSUD techniques in all new greenfield developments that are subject to Structure Plans and Precinct Requirements after 2015. 	<ul style="list-style-type: none"> Strongly agree. Refer comments for water policy 3.
<ul style="list-style-type: none"> Protect and maintain the water supply catchment of the Mount Lofty Ranges, which comprises 159,000 hectares as identified in Map D24. 	<ul style="list-style-type: none"> Should be amended to specify that this is the Mount Lofty Ranges Watershed for the Adelaide reservoir system. Need recognition that the whole of the Mount Lofty Ranges is a catchment and require the same level of water quality protection across the whole region.
<ul style="list-style-type: none"> Protect and maintain the water reservoirs, as identified in Map D24. 	<ul style="list-style-type: none"> Strongly agree.

E – Governance and Implementation

E1 – Linking planning with Infrastructure

<i>Elements of governance and implementation</i>	<i>Comment</i>
<p><i>Improved Coordination across state government agencies.</i></p> <p>Agencies will be required to align their service plans and infrastructure plans with the Plan for Greater Adelaide.</p>	<ul style="list-style-type: none"> Strongly agree. Requires a working party.
<p><i>Integration with the State’s infrastructure planning and budget strategy.</i></p> <p>A formal link will be established between the Plan for Greater Adelaide and the State Strategic Plan, and the infrastructure planning and budget processes in State and local government.</p>	<ul style="list-style-type: none"> Agree
<p><i>Role of Department of Planning and Local Government</i></p> <p>DPLG will be the lead agency for implementation of the plan. It will:</p> <ul style="list-style-type: none"> Work with councils to prepare and maintain Regional Implementation Strategies; Coordinate Local Government Regional Partnership Forums; Prepare Structure Plans for areas of state significance in collaboration with state government agencies and local government; Manage the Housing and Employment Land Supply Program. 	<ul style="list-style-type: none"> Agree with local government co-ordination This needs to be on-going.
<p><i>Local Government Regional Partnership Forums</i></p> <p>These will be established to:</p> <ul style="list-style-type: none"> Coordinate implementation at a regional level; Coordinate participation in and preparation of Structure Plans; Align council Strategic Management Plans with the regional policies and targets of the Plan; develop Regional Implementation Strategies, which will bring together land-use policies, targets and major infrastructure priorities at a regional level; develop annual updates of housing and employment targets. meet at least annually with DPLG about implementation of the plan; 	<ul style="list-style-type: none"> Need clarification on how this would be structured to ensure and articulate local input.
<p><i>Proposed new planning instruments. Structure Plans, Precinct Plans and Precinct Development Applications.</i></p>	
<p><i>Structure Plans</i></p> <ul style="list-style-type: none"> Will be inserted into Development Plans by the DPA process. Will guide planning in transit corridors and 	<ul style="list-style-type: none"> Agree. Transit corridors will be critical to successful implementation. There will need to be very good detail in the Structure Plans for this to be successful.

<p>growth areas by setting out the broad objectives, priorities, permissible activities and key infrastructure in each area.</p> <ul style="list-style-type: none"> • Will also identify development sites within the Structure Plan which require detailed Precinct Plans before development. • Small developments which are consistent with a Structure Plan may not need merit assessment in these areas – they will be deemed complying development. 	
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<p>Precinct Plans</p> <ul style="list-style-type: none"> • Will be prepared for specific areas within the broader area of a Structure Plan. • Will provide planning detail for transit-oriented developments, activity centres and other designated areas. • Details of what will be included in Precinct Plans are on p189. 	<ul style="list-style-type: none"> • This is similar to the Residential Code!
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<p>Precinct Development Applications.</p> <ul style="list-style-type: none"> • In areas where Structure Plans and Precinct Plans have been developed, precinct development applications may be made by developers. • Individual buildings within the precinct will not need full assessment for planning consent. Building Rules Consent will still be required. 	<ul style="list-style-type: none"> • This implies the quality of the policy within the structure plans and precinct plans will clearly address the high quality of design and character to be met. Otherwise planners will lose the mechanism for delivering this through the current planning process. • The building staff of our Council in particular will need support; their work load will be greatly increased as they are still undertaking the assessments of all DA's. • This will require excellent detailed documentation of desired development outcomes in the Structure Plans and Precinct plans. Without seeing examples it is hard to comment on how this will work. • There needs to be clarification on how Council's planning concerns are voiced in this process so it can be articulated to the community who currently seek input on development applications through Council. • Need recognition of the need to review governance models to ensure efficient and effective implementation of growth.
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E2 – Effective Management of Land Supply

<i>Housing and Employment Land Supply Program.</i>	Comment
<ul style="list-style-type: none"> • This will bring together the existing Metropolitan Development Program and the Industrial Land Program. • Ensure the synchronisation of industrial and other employment land with the provision of residential housing. • Set an annual dwelling production target (by sub region) to provide potential developers with information about land that has been or is to be rezoned for commercial and residential purposes. • Ensure a 25 year supply of land is identified and a 15 year supply zoned for developed at any given time. • Produce an annual report on housing and 	<ul style="list-style-type: none"> • There needs to be clarification on how this and is this applies to the Adelaide Hills region.

employment land targets.

E3 – Monitoring and Reporting

<i>Report Card on the Plan for Greater Adelaide.</i>	<i>Comment</i>
<ul style="list-style-type: none">• An annual report on the policies and targets.• Report card to be used by Cabinet and State Government Agency to track the progress of policies and targets.• Plan to be updated annually.	<ul style="list-style-type: none">• Agree. With any strategic document there needs to be a mechanism for review. There needs to be clarification on Council and community input into the annual updates unless the State Government intends to impose new targets. There also needs to be clearer articulation of some targets and whether emphasis will be placed on quantitative and/or qualitative targets.

F – Regional Targets and Directions

F7 – Adelaide Hills and Murray Bridge

<i>Key Targets</i>	<i>Comment</i>
13,000 additional Dwellings	<ul style="list-style-type: none">• Will have impact on finance function simply by volume of transactions and over time need of additional staff. Delivery of services and infrastructure to double the population will mean increased Council staff and resources and initially have a negative impact on council financial capacity.• By year 2015 we would be experiencing a 70% increase in volume of invoicing and would need to increase staff by 0.6fte approx cost at today's rate \$30k, the integrated computer software will manage this increase.• Ensure reduced carbon footprint.• Need to look at existing land supply within the township boundary for this growth before looking at rezoning. This applies to Employment Land and Residential Land. Council has investigated how much growth can be accommodated within existing township. The principles seem to support this if this was to occur as well as the further land supply being developed then there would be a greater population and employment than what is earmarked.• The proposed increase in assessments would be accommodated with no upgrade required to Authority (Council's Rating Software).• Rates - Currently handling growth of 3% and this has been maintained over the last three rating periods. Suggest that no additional staff would be required in the immediate future, may have to be considered down the track.• Land division - The increase in subdivisions would create additional workload this could result in the need to increase staff numbers to address this issue.• Records Management - Impact on records would necessitate increasing the IT storage capacity (increased provision on servers), this would have a cost. Trim would need to be upgraded and additional software licences would have to be procured for additional users. Improved hardware (scanners

etc) would also be required.

- Additional dwellings will place greater pressure on existing infrastructure eg. Roads, CWMS, etc. These assets will deteriorate quicker than expected due to increased usage. As a result they will require renewal earlier and the rate payer will have to pay for this. Existing rate payers may find it unfair that they have to pay for the impact that growth is having on their community. There will also be a great divide between the conditions of current infrastructure assets compared to the new infrastructure that is being gifted by developers. Service levels are increasing all the time as we move from a rural to an urbanised environment. A strategy to have differential rates for the older and newer areas or bring current infrastructure up to a similar condition may need to be investigated.
- Growth can occur as long as the community has adequate access to essential services and there is significant investment into infrastructure. More local employment is required to support the growth. The freeway cannot sustain the growth if people are travelling to Adelaide for work each day. Consideration also needs to be given to transport options: less reliance on the car. More public transport including a train system to Adelaide, more bike paths, etc.
- The Adelaide Hills region will not be serviced by the desalination plant, so there is a critical question regarding locating an additional 29,000 people within an area which sources its water from the River Murray.
- This equates to a household size of 2.23 per dwelling – whereas the Background Technical Report highlights that the Greater Adelaide average is 2.48. With the Outer Adelaide average 2.59 per dwelling. Mount Barker is currently 2.62 persons per dwelling.
- Given that the housing style in Mount Barker is dominated by detached dwellings then it is highly likely that fewer dwellings would be required to meet the 29000 population target. If fewer dwellings are required then the amount of greenfield land provided for growth should be reduced.
- Estimate a high percentage of the additional jobs will be generated by tourism related businesses.
- People move to the Adelaide Hills as part of a lifestyle choice for increased space, family and the ‘green’ and treed environment. Increasing the size of the township will not attract people unless the values of the area are maintained.
- There seems to be too much growth in such a short space of time when there is already a lack services and issues with; traffic flow, parking, health and aged care services, recreation, community space and other soft infrastructure.
- Just

29,000 increase to the population

- Will have impact on finance function simply by volume of transactions and over time need of additional staff.
- Ensure that urban expansion does not negatively impact on biodiversity values of areas of high value agriculture or horticulture.
- Ensure that the physical and mental wellbeing can be provided for by the appropriate design and provision of open space.
- Impact on infrastructure would need to be considered and who pays eg: new CWMS should it be mandatory that the Developers pay for such expansions.
- Anticipated that an increase in the number of residents to the district will place additional workload on the existing Customer Service staff, this would need to be addressed and an increase in staff may be required.
- Some confusion exists as to whether this increase is on top of the natural increase within current town boundaries.
- Should this figure include areas within the current Mount Barker, Littlehampton and Nairne town boundaries then again less land will be required to meet the desired population targets.
- Reiterating - too many people given stretched resources.

	<ul style="list-style-type: none"> • See a real need to increase service BEFORE rather than after when even greater social problems emerge. Eg note the huge increase of graffiti over the last 12 months of this current growth – lack of services to youth very notable in this area
1,950 affordable dwellings	<ul style="list-style-type: none"> • Need to clarify what is meant by affordable housing in order to have a better understanding of how to achieve it. • Ensure that “affordable” dwellings are not marginalised or isolated, meet the same building standards and have equitable access to suitable public open space. • Smaller homes on smaller allotments, again additional rates – minimal impact on Rates Structure. • Affordable dwellings is a priority for our region, however this needs to be balanced with the potential impact to the crime rate and vandalism of the area and supportive services.
13,000 additional jobs	<ul style="list-style-type: none"> • Need clarification on the physical location and industry sector jobs for the region • If it is intended to introduce employment lands then the provisions need to be quite clear what it is that you want in those lands. In the previous Mount Barker Industry Zone provisions regarding bulky goods allowed a pet store due to weakness of the provisions, similarly a gym was approved in the Industry/Commercial Zone for the same reason. If particular industries are identified for particular areas this needs to be identified in provisions and policies tightened so that this is what we get.
2,070 hectares gross land supply for townships including local employment.	<ul style="list-style-type: none"> • Additional urban growth should be directed to Monarto/Callington areas where land is not suitable for agriculture and or permanent bush/forest growth and there is proximity to freeway, Monarto and Murray Bridge for employment. • Ensure that land to be utilised for township expansion is not of high biodiversity value of agricultural or horticultural land. • Loss of prime rural land for housing, result obviously is increased rate revenue. • But lots of our local employment is linked to primary production and the loss of land will reduce this. • Depends if within township boundaries. • Land needs to be also set aside for schools, health, aged care and recreation.

Map F7 – Adelaide Hills and Murray Bridge Regional Directions

Key Targets	Comment
Protect Primary Production Land in the Adelaide Hills	<ul style="list-style-type: none"> • Agree. Delete ‘in the Adelaide Hills’ as this is where this direction applies, refer title of Map. • Amend direction to read ‘Protect and enhance primary production viability.’
Apply planning and building controls to reduce and manage bushfire risk	<ul style="list-style-type: none"> • Agree. Need articulation on the application of these controls.
Protect waste water treatment s plants from encroachment	<ul style="list-style-type: none"> • Agree. However it needs to be worded to also allow for the expansion of treatment plants to accommodate growth which may reduce the recommended buffer.
Increase water storage capacity within the Mount Lofty Ranges	<ul style="list-style-type: none"> • Agree. Delete ‘in the Mount Lofty Ranges’ as this is where this direction applies.

Protect corridor for new power supply into Mt Barker from the north	<ul style="list-style-type: none"> Needs to be more specific as unsure of the requirement for this direction.
Critical mass of population growth to underpin a range of community services and facilities (including expanded open space provision)	<ul style="list-style-type: none"> Agree. The Plan needs to articulate at what levels of population are various community services are provided.
Bald Hills Road upgrade and extra freeway interchange	<ul style="list-style-type: none"> Agree. Delete the word 'extra'
Investigate long term provision of natural gas along Southeast Freeway Corridor.	<ul style="list-style-type: none"> Agree. Reference to 'Southeast' should be 'South eastern' and use of 'long term' is superfluous as if this is done it won't be as a temporary short term measure. Amend to read 'Investigate provision of natural gas along South Eastern Freeway corridor.'
Preserve and expand vegetation heritage agreements	<ul style="list-style-type: none"> Agree. However other mechanisms need to be considered and promoted by the Plan for habitat protection.
Monarto Zoo – develop accommodation, employment etc.,(maximise tourism/economic roles)	<ul style="list-style-type: none"> Agree. However the capacity for primary land uses to diversify is applicable to the whole region and not just the zoo.
Investigate the move from rural living to urban	<ul style="list-style-type: none"> Agree. This direction is consistent with current Planning Strategy policy. It should not be indicated that this direction applies specifically to Murray Bridge. Remove the line and include this as a policy direction for the whole region.
Residential and Equine Recreation Precinct	<ul style="list-style-type: none"> As per council comments on the Ministerial DPA for Murray Bridge this direction an equine precinct is support. However, residential should be moved from the title of the precinct as there are planning issues with the location of residential development which is not associated with equine activities being located at this site.
Potential Monarto South Intermodal	<ul style="list-style-type: none"> Agree. In terms of directions it would be good to remove 'potential' in order to emphasis this is a State Government direction.
Avoid conflict with intensive live stock production land use	<ul style="list-style-type: none"> Agree. It should not be indicated that this direction applies specifically to the specified site. With global food security concerns there is likelihood that intensive animal keeping will increase. Remove the line and include this as a policy direction for the whole region.
Protect corridor to upgrade Cherry Gardens –Tailem Bend powerline	<ul style="list-style-type: none"> Agree. However, this should not be labelled the Cherry Gardens – Tailem Bend powerline. This should be identified as the 'national grid powerline connection between South Australia and Victoria'. The line indicating where this corridor is should be shifted to the easement south of Mount Barker in the vicinity of the ring route, in order to emphasise that this will be the major point of conflict between land uses which encroach on the powerline.
Mount Barker ring route	<ul style="list-style-type: none"> Agree. The need for this route should be indicated. However, it should be referred to as the Mount Barker east-west connector as it is not a ring.
Preserve historic rail corridor	<ul style="list-style-type: none"> Agree.
Sustainable limited growth of townships without mains water supply.	<ul style="list-style-type: none"> Disagree. The fact that each dwelling and building within these towns needs to capture its own water supply means these towns are more sustainable than towns with mains water supply. Especially towns like Mount Barker which are targeted for growth but source their water from the River

Murray. We should be encouraging growth in these sought of towns. The issues for these towns may be retention of their character from new development being unsympathetic in design.

- Suggest deletion of this direction and include the following two directions to apply through out the whole region;
- 'Use planning and building controls to discourage mains water use and encourage rainwater harvesting to meet needs', and
- 'Use planning and building controls to preserve the urban character for towns'

Built from design that responds to local topography

- Agree. Need to amend to read 'local topography and landscape'. Also need to remove directional line as this applies throughout the region.

Additional Comments

Case study - The potential impact of the 30 Year Plan on the Mount Barker Regional Library

These comments are not specifically related to a section, policy or direction of the draft 30 Year Plan. However they do outline through one example the potential impact of the 30 Year Plan on a regional service.

Customers

- In 2002/2003 the library had 127,500 visitors or an average of 425 people per day.
- In 2008/2009 the Mount Barker Community Library had over 205,000 visitors, an average of 683 people per day at a ratio of 7 visits per capita per year.
- Given a population growth of 20,300 people over the next 15 years and assuming maintenance of current use quotas (7.0 visits per capita per year) then we can expect that by 2023/2024 the number of visitors will be around 346,150 per year or 1154 per day.

Building

- As of April 2009 the Mount Barker Community Library is 12 years old. There has been maintenance but no redevelopment, renovation or extension to the building in this time.
- The children's area is already outdated (furnishings, design, layout, equipment, etc) and already too small to accommodate the demand for the collections and programs designed for children and families.
- The Toy Library is woefully small for the demand and suffers from overcrowding and inadequate storage.
- The staff work area cannot, accommodate any more staff.
- The main body of the library can accommodate collections of around 50,000 – 60,000 which is sufficient for a population up to around 35,000 people. A population of around 50,000 people will require space to accommodate a collection of around 85,000 items based on the standard of 1.7 items per capita.
- The District has no dedicated community venue that has a kitchen, bar, ticket box, permanent stage or adequate preparation areas for the exhibitions the library currently provides.
- If the library were to continue to attract the high calibre of authors and performers that the library has been able to engage there is a need for a theatre, with the facilities mentioned above, with a 1,000 person capacity.

Services

- The biggest growth areas in the library over the next 5 – 10 years will be online services, children's services, events and programs.
- The library currently has very little capacity to develop our online services due to number of staff and skill sets.
- The library has an excellent regional reputation in delivering children services and in attracting world class authors and speakers to the library and in managing these events.

Resources

- The library currently has a demand crisis with reservations for services exceeding supply. Demand of this sort also means that the shelf life of items is reduced.
- While funding for resources from the State Government will increase as population increases it is already inadequate per head of population and will continue to be inadequate into the future. To adequately meet demand, the library's budget for resources actually needs to be about 60% more than it currently is (i.e. \$6.40 per head of population rather than \$4). Into the future I would suggest that we need to head closer to \$10 per capita.

Staff

- The library currently has:
 - No administration/clerical position
 - No specialist systems/technology position
 - No marketing position
 - No specialist Collection Development people
 - No dedicated Children's Services position
 - No information (including online information) specialist position

- This is at odds with most other medium to large library services in the state. Most library staff (including the Library Manager) assumes many multiple roles in order to maintain the library's operation and facilitate growth.
- In real terms library staffing has decreased from about 12.5 FTE in 2002/2003 to 11.8 FTE in 2008/2009. Yet we have grown in terms of usage by about 60% in the same period.
- 18.6% of library staff are level 1 with most of those being casual.
- The only real specialist position remaining in the library is the Local History Officer with everyone else being super generalists at their appropriate level.
- The lack of current space for staff also reduces our current ability to accommodate additional staff.
- Our staff/customer ratio is about 40% higher than the average for the state and staff/loans ratio is about 30% higher.
- Into the future we will need to invest further into RFID self service type equipment to relieve some of the pressure being experienced by staff at the service counters as well as looking at filling the above positions at appropriate levels.

Joint Use Agreement

- Currently roughly 50% of the costs associated with operating the library are funded by the State Government through grants and the partnership with TAFESA. There is a high degree of uncertainty around what the State Government have planned for TAFE in the region over the next few years, let alone the next 30 years. TAFE and Council are already in negotiations to rewrite the funding arrangements with an anticipated significant reduction in the contribution to the library service made by TAFE.

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Appendix C

Community Views on Growth

Appendix C

Residential and Industry Strategy 2020: Towards Sustainability

In 2003 Council endorsed its strategic planning document, Residential and Industrial Strategy 2020: Towards Sustainability. This document included a review of supply and demand for industrial and residential land for a 20 year period, and also identified the need to pursue rural policy reform to protect horticultural and agricultural areas.

As recommended by this strategy, Council initiated a review of its Development Plan policy to address the supply of residential and industrial land in the District. This resulted in a District Wide Residential Development Plan Amendment (DPA) and a District Wide Industry DPA. A review of Rural Policy is currently being finalised in preparation for a Rural Development Plan Amendment in 2010.

The public consultation phase for the Residential and Industry PARs was held in 2005. There was a robust response from the community. The Residential and Industry PARs were finalised in 2007.

2007 District Wide Residential Development Plan Amendment

There were four main themes in the issues raised by the public consultation in response to the Residential DPA.

1. The value of rural land to local community residents. This was the most common issue raised. Concern was expressed about the loss of valuable primary production lands to urban development, the loss of the rural character of the towns and their hinterland, the interface of rural and residential land uses and associated buffers, and the related loss of open space.
2. Urban design issues. The community raised issues regarding appropriate urban design for the Adelaide Hills including responding to site constraints such as topography, vegetation and watercourses; preferences for larger allotment sizes; concern that medium density would ruin the character of towns; calls for environmentally sustainable development and “eco-housing”; and design of infill development. Retention of the “Hills character” was raised in terms of both the rural setting, and the design and character of townships.
3. Infrastructure issues. This theme addressed infrastructure not keeping up with the rate of development, including problems with traffic, footpaths, STEDS scheme management, stormwater and the view that infrastructure requirements of developers are too onerous.
4. Environmental issues. This theme addressed clearing of native vegetation and degrading of remnant bush from proximity to urban development, and the impact on flora, fauna and water quality of residential growth.

2007 District Wide Industry Development Plan Amendment

During 2004-2005 Council investigated and proposed the rezoning of an additional 99 hectares of land for industrial use.

The *District Wide Industry DPA* received 2005 public submissions, 99% of which were opposed to the industry zones proposed in the DPA. The key issues raised were:

1. Loss of farm land to industry uses,
2. Interface with residential areas,
3. Impact on character of rural towns,
4. Water and other waste management risks,
5. Traffic - impact from trucks and additional car movements,
6. Industrial pollution - impacts on health and wellbeing ,
7. Impact on neighbouring land uses such as residential areas, schools, and
8. A view that there was no real driver for industrial land expansion in the District.

The outcome of community consultation on the Industry DPA was a substantial change in focus of the final report from rezoning land for new industrial sites, to improved policies for existing industrial and commercial zones. These policy changes came into effect in 2009.

Through the District Wide Industry DPA process Council learnt a valuable lesson about the premium the community places on the 'clean, green' image and landscape values of the District.

There is some level of appreciation by the public of the issues associated with being a 'dormitory suburb' for Adelaide, such as the time and costs associated with commuting, the impact on families of long work days, the lack of vibrant, local economies and self-sufficient towns. At this time, however, the importance of increasing local employment opportunities does not outweigh the value placed on the amenity of small towns in picturesque rural settings.

Future planning for local employment generation will need to be carefully managed to fit with the values that the local community wishes to retain.

Strategic Plan 2009-2019 (draft)

During 2008 Council consulted widely on its draft Strategic Plan. This process identified the following ten community priorities, in order of importance:

1. Preservation of rural atmosphere
2. Healthy and resilient community
3. Environmentally sustainable development
4. Improve transportation services with a safe transport network
5. Water resources
6. Biodiversity
7. Appropriate and viable business and commercial industries

8. A District responding to the challenges of climate changes
9. A sense of community in our towns
10. Sustainable energy

Media reports, Letters to the Editor and public meetings

Individual community members and local resident's groups have actively expressed their views on the draft 30 Year Plan through these and other channels.

Council's understands the public is concerned about the following issues:

- Urban encroachment on viable and productive agricultural lands – urban growth vs food security
- Loss of rural township character and rural landscape values
- Management of water resources
- Inadequate public transport services
- Traffic congestion
- Social cohesion
- Infrastructure provision not keeping up with growth
- Level of developer/land owner influence in the proposals for urban growth in the District
- Lack of public participation in decision making process
- The underlying assumptions about population and economic growth are unsustainable and undesirable
- Loss of trees, impact on biodiversity
- Bushfire risks associated with urban growth

These concerns have been consistently raised in community consultation processes Council has held during the last 5 years.

Appendix D

Key Research

Appendix D

Key Research

1. LGA of SA

The LGA is making its own submission on the draft Plan.

A copy of relevant issues raised by the LGA to date (Outer Councils Forum of 13 August 2009) is contained in **Appendix D1** – these issues are consistent with the findings of this Paper.

2. SA Water

SA Water has raised the following preliminary issues:-

- Existing service at Mount Barker has already reached the upper limit
- Upgrading augmentation is an issue due to contours of the land and elevation requiring pumping mains
- Need for an upgrade of the water filtration plant
- Need for further investigations and costings
- Water will be secured via the SA Government's *Water For Good initiatives*

There is an opportunity for:-

- Reuse of water for the various development areas and catchments, or
- A combined waste water treatment plant for the entire growth area, or
- A new plant beyond the township boundary capable of catering for the whole population of the Mount Barker, Littlehampton and Nairne conglomeration

3. Electricity

Council is awaiting a response from ETSA. However the State Infrastructure Plan has already outlined the need for expanded electricity infrastructure and sub-stations to cater for population growth.

Electranet has raised concern regarding the 100m power lines corridor which bisects the Mount Barker growth area – it has raised issue with the appropriateness of this area for housing. Over time it might need to expand to a 200m easement.

The development potential area within this 100m easement is 33.7 hectares at 12 dwelling per hectare equates to 404 allotments.

If the area is to be identified as an urban growth area the State Government and Council should work with Electranet to relocate the power line corridor away from urban areas.

4. Waste water and storm water

Waste water

In 2002/2003 Council commissioned a report to assess the effluent disposal network that served Mount Barker, Littlehampton, Nairne and Brukunga and develop a long term strategy.

The *Strategy for future collection and reuse for STEDS effluent 2020* recommended some immediate upgrades to the STEDS system and outlined a strategy for developing the system further should growth continue to occur. The Strategy identifies that should the population of Mount Barker, Littlehampton, Nairne and Brukunga exceed 23,000 then a new strategy and significant upgrades to the system would be required or alternate approaches such as satellite treatment sites would be required.

As a result of these findings Council has allocated \$2.1 million in its current budget to upgrade the Mount Barker waste water plant to keep abreast of current growth to 2010. This budgeted upgrade to the plant will give capacity for 25,000 – 30,000 people.

As the population growth proposed by the State Government is far greater than anticipated by the above study and current budget allocations, significant additional investment in effluent disposal infrastructure will be required.

Council's Infrastructure Department advises as follows:-

- Potential cost of up to \$40 million to be invested for new treatment plant, based on cost estimates for other regional centres, to facilitate population growth.
- Council should not be a 'waste water authority' for a major regional centre – this should be managed by SA Water.
- Location of facility at the current site is becoming (over time) the geographic centre of Mount Barker, surrounded by urban development. This will not meet EPA buffer distances of 350 metres.
- Cost and who pays for the new infrastructure?
- Timeframe for expansion and whole of life financial issues.
- Current Council rating does not cater for a major upgrade of Plant.
- Council is developing a CWMS Strategic Business Plan
- Disposal of waste water can present problems with EPA and DWLBC due to the sensitive nature of the catchment. There is a need to identify reuse within urban areas and for primary production.

Storm water

The growth areas pose high risks for flooding, erosion management, environmental issues and flood mitigation.

There will be a major impact on existing stormwater networks with major creek lines, with run-off from large scale urban development being directed straight towards the town centre of Mount Barker and Littlehampton.

Who will pay for the upgrade of the existing systems that will be placed under significant strain from new large scale urban development? For example the new *Bluestone* estate adds a 3% flow to the Railway Creek alone.

Council is about to commission Flood Plain mapping and a Stormwater Management Plan that addresses growth.

It would be prudent for the State Government to openly share any investigations which informed the directions of the draft 30 Year Plan, as Council would be reluctant to support any rezonings or implementation of the draft 30 Year Plan until such issues as stormwater have been adequately addressed.

The major creek lines that flow into the townships from the identified growth areas will also pose significant load capacity issues on the Councils existing urban storm water management systems and on the capacity of flood mitigation works completed in recent years.

These issues also need to be addressed to the satisfaction of the SA Murray Darling Natural Resource Management Board.

5. Regional Health

The predicted growth will place higher order needs on hospital, consulting and all other allied health services.

Maria Hoorenman, Executive Officer and Director of Nursing and Midwifery of the Mount Barker and Districts Soldiers Memorial Hospital, advises that the hospital will require upgrading and expansion of services to meet the needs of the growing population.

The Hospital management and Health Advisory Council have identified the following priorities:-

- Establishing an Integrated Health Centre, including GP consulting, specialist consulting, GP practice training (the 'GP Plus' model)
- Expanding the *Better Care in the Community* model of out-of-hospital health services
- Expanding the Emergency Department, including a new service model to include visiting clinicians
- Improving access to medial specialty and other specialty services
- Continue to support the growth in Maternity Services to cater for at least 600 births per year, and develop a step down nursery with paediatric staff. Demand for obstetrics already exceeds capacity.
- Develop a Youth Clinic, in recognition that children and youth represent over 20% of the existing population and youth experience access barriers if services are only available in the Adelaide Metro area
- Develop a Level 4 Palliative Care service including a purpose built 6 bed hospice with additional satellite beds in other hospitals in the Hills cluster

The Soldiers Memorial Hospital also has potential to develop new strategic directions in response to population growth in the peri-urban area, including:-

- Centre of Excellence for family health care, including focus on men's health
- Day Specialty Centre to include day surgery, a diagnostic centre in partnership with private diagnostic services, and short stay accommodation
- Relocation of Country Health offices from the metro area to Mount Barker

Dr. Michael Taylor, Director Adelaide Hills General Practice Network, advised:-

- That the Adelaide Hills General Practice Network has developed a Paper for the need for an Integrated Health Centre and upgrade of the Mount Barker Hospital. The Plan however has been developed for the *current population*. It will need to address what a doubling of the population will mean for the future of medical services in the district.

- That the Adelaide Hills General Practice Network sees the future growth as an *opportunity* to improve and upgrade health services and an upgraded role for the Mount Barker hospital.

Questions will arise as to where new health facilities will be located, how transport will be integrated and how/when/will the Government budget for them?

Dr Peter Rischbieth, President of Rural Doctors Association of Australia, advises that Murray Bridge is already providing a key 'over-flow' or de-facto 'after-hours' service to Mount Barker as Mount Barker hospital does not offer a full after hours emergency service. These issues will need to be addressed to assist health services at both Murray Bridge and Mount Barker.

6. Regional Education

Education Department of SA

Council sought comments but none were able to be provided within the timeframe needed to respond to the draft 30 Year Plan.

TAFE SA

Council sought comments but none were able to be provided within the timeframe needed to respond to the draft 30 Year Plan.

Cornerstone College

John Proeve, Principal, advised:-

- Cornerstone has a Vision for 2020 – centred around what student education will be needed in the future and what will society look like – education can then be tailored accordingly
- The private and public education providers must all examine the 'whole of education' needs for the district, including opportunities for expansion of existing schools, new schools – remembering that the Greater Adelaide Plan proposes '*another Mount Barker*' on top of the 'existing Mount Barker'.

Regional Library services

The Mount Barker library has extremely high usage rates per head of population and it is important to recognise that there is little capacity within the existing facility to cater for growth.

Should growth in the order of 20,000 people occur over the next 15 years the district will require a library at least twice the size of the current building which is around 1,000 square metres plus a 1,000 seat theatre with kitchen, bar, box office, stage, sound and lighting, etc to accommodate current and future needs over the next 20 years. Adding features such as meeting rooms, seminar rooms, training facilities, etc then this becomes a floor area of 2500 square metres.

Redevelopment of the library to meet growth is estimated to cost approximately \$5 million.

General observations

Mount Barker, as a Regional Centre, will demand:-

- The need for forward planning in SA Government budgets for regional educational services and major investment into education
- The need to plan and allocate suitable land for future educational establishments
- Opportunity for a regional University and/or ongoing growth of TAFE SA as a key service provider.

7. Community and Social Services

The draft 30 Year Plan target will place significant demands on community and social services for all levels of government and the private sector, including:-

- Health services and hospital facilities
- Emergency services
- Community care and Aged care services
- Education and library services
- Child care, children and youth services
- Recreation and leisure facilities

This Paper recommends the need for a detailed Social and Community Plan to be undertaken. This is a proactive recommendation, as the community will need access to a full range of improved and expanded facilities. Land will need to be set aside for these services and an implementation and staged plan enacted to ensure that the community receives the services in a managed way that matches relevant population growth milestones.

It is essential to recognise that social infrastructure has not kept pace with existing population growth and there is serious deficiency of appropriate facilities and services.

8. Emergency Services

SA Police, SA Ambulance, SES, CFS and MFS will all require substantial expansion, personnel, resources and funds to provide the full range of services needed.

9. Adelaide Hills Regional Development Board

Bob Goering, CEO of the Adelaide Hills Regional Development Board will be making a submission on the draft 30 Year Plan.

Key issues that will be raised include:-

- Accountability and integrity – the SA Government should be allocating a proportional amount of the \$11 billion infrastructure spend (over 4 years) on Adelaide Hills infrastructure – the Adelaide Hills region will cater for 5% of the Greater Adelaide population target, so therefore it should receive a \$570 million funding allocation for transport, schools, hospitals, etcetera
- Regional communities and supply of infrastructure – that the SA Government develops a new fiscal model that supports the Greater Adelaide Plan in relation to funding capacity and responsibility as a result of policy decisions of the State – in the absence of a new fiscal policy the

State provide additional funding support to Councils to support the artificial market failure created by the policy decision not to allow the market to drive land use to its highest and best value.

- Beneficiary pays principle – need to recognise that the protection of food bowl and farming areas can limit Council’s ability to grow and raise rates – to be recognised in the new fiscal policy.
- Regional Areas – to appoint a ‘regional watch-dog’ to ensure growth actually occurs in the identified regional areas with allocated infrastructure funding.
- Growth to be matched by jobs – State will need to deliver ‘employment land’
- Interregional planning solutions - The Board notes the joint approach of the Rural City of Murray Bridge, the District Council of Mount Barker, the Alexandrina Council and the three Development Boards in those areas, to promote commercial development, transport and airport opportunities at Monarto South, via the Regional Common Purpose Group and the recent study undertaken by Jensen and Associates, 2008. Other opportunities should also be explored with assistance of the State.
- Carbon footprint – needs to be reduced.
- Need for a performance framework and opportunities for water industry.

10. Natural Resources Management Board

The SA Murray-Darling Basin Natural Resource Plan establishes various environmental and sustainable development strategies. The Plan reinforces the various environmental findings outlined by other agencies, in-particular the study ‘Future Growth Corridors for District Council of Mount Barker, heading into 2050, University of Adelaide, 2009’ (refer **Appendix F**) and the Rural Lands Investigations, District Council of Mount Barker and Rural Solutions SA, July 2009 (refer **Appendix E**)

Bruce Munday, Chairman of the Ranges to River Natural Resources Management Board Group, reinforces the need for proper and sustainable planning and the general concerns over the Greater Adelaide Plan – namely the potential impact on the environment; the River Murray; water and environmental sustainability; and the loss of viable and environmentally important farm land and flora and fauna.

11. Southern and Hills LGA

The Southern and Hills LGA will make submission on the Greater Adelaide Plan, via the LGA, based on a supporting approach on Council submissions – Refer **Appendix D2**

The S&HLGA Transport Plan reflects the significant transport planning that the District Council of Mount Barker has already completed – see **Appendix E**

The Southern and Hills LGA recommends that Council addresses the need for ongoing developer contributions and high level policies of who finances infrastructure and a fully serviced public transport system.

12. Business Mount Barker Group

The Business Mount Barker Group is considering options and opportunities, for consideration by Council, for the growth of the Regional Centre of Mount Barker and the business and retail needs of the district generally.

As part of this research the Group has determined (via Deppend Services, a Victorian based retail specialist) that the growth of 20,000 people into the Mount Barker district will realise a direct 'value add return' on household goods spend of \$440 million per year and the demand for an additional 40,000 square metres of retail floor space.

This needs to be planned for as part of any properly managed and staged growth of the district.

Appendix D1

LGA Outer Council Forum, 13 August 2009

Appendix D1

Outer Councils Forum Plan for Greater Adelaide

13 August 2009

Major areas of concern

- Targets identified in the Plan - concern that these may not be achievable in practice.
- Governance – Ministerial DPAs (e.g. land release in Mount Barker) – concern that private investors/developers are driving the Ministerial DPA process.
- There is no true ‘partnership’ with Local Government – community not really able to be involved (issues raised by Mark Parnell) – centralisation of process by State Government – even the LG Regional Partnership Forums are only anticipated to meet once a year – not sufficient to enable LG to meaningfully contribute to policy.
- Community Infrastructure – this is critical, especially in new outer Councils where little or no infrastructure currently exists.
- Direction of Council infrastructure – concern that Councils are going to be dictated to by State Government e.g. the proposed new interchange at Mount Barker – who is going to pay / who will be responsible in the future for maintenance etc.?
- Peri urban areas – higher rates will often apply due to nature of Councils.
- Lack of transparency in the system – query the role of developers and the fact that decisions are being made by Cabinet – no opportunity for Councils to have valid input and no real community engagement.
- State Significant Development (SSD) – need more information about what areas/activities this will involve and how process intended to operate – appears that bias is in favour of land for housing and that employment land is excluded from SSD - this is of concern because what will happen is people in new housing areas will have to leave their community to go to their jobs elsewhere – this is not smart from an economic perspective.
- Centralisation of system – no check and balances – Councils effectively being excluded from contributing to policy in the true sense.
- 70/30 issue, impact on consolidation – staging of Greenfield land release – need to do some modelling of land release numbers.
- Developer contributions – do we need to raise this again in the context of how infrastructure is going to be funded? Where else is funding for LG infrastructure going to come from e.g. Land Management Corporation (LMC)? Need to determine a resource base – DPLG – role of public sector?
- What is the current role of LMC? It is no longer in the ‘buying’ market but rather appears to just be selling land. Do we need another public authority dedicated to manage the land release process and consequent implementation issues / delivery process?
- Future of Adelaide growth in hands of developers and State Agencies – developers are driving the land release agenda and appear to have an ‘unholy alliance’ with State Agencies, to the exclusion of Councils. The ‘big players’ (e.g. Hickinbotham; Delfin) have the growth land.
- Lack of employment lands in certain Council areas e.g. Mount Barker / Onkaparinga – where do you connect the economic drivers with the expansion of houses? Employment oriented development is not even considered by the Plan.
- Lack of integration between land use and transport e.g. NEXY/DTEI.
- Schedule for TODs and transport corridors – concern that whilst a TOD on the Clipsal site may well happen, there has been no schedule regarding other sites that have been included in the Plan, and many of these sites are fragmented, with multiple owners. Who is going to drive all this development? What will the governance model be to deliver the development?

- Outer Councils – higher impact of governance issues due to nature of Councils.
- Sustainability objectives – how will these be achieved?
- The Plan is very physical and does not sufficiently address the social and community aspects. Need social infrastructure to make the whole process work, together with clear funding mechanisms for the infrastructure.
- Need to check interstate experience – e.g. in Queensland developers responsible for developing policies for re-zoning so houses end up being built on floodplains for example – appears to be about the ‘dollar’ rather than good planning outcomes – transfer of power to developers.
- Revisit the Angela Hazelbroek work undertaken for the MLGG.
- Involve the National Growth Areas Alliance.
- Transitional arrangements – DPAs/Structure Planning is already happening within DPLG – yet only minimal consultation with Councils so far via a recent meeting with Andrew Gear (and no consultation with LGA thus far).
- Other outer Councils who are not part of the ‘Outer Councils Forum’ – need to get in contact with them to get feedback as they would have similar issues.
- MLGG submission:
 - Agree fundamental principles of the Plan are correct but the key issue is how all this is going to be delivered.
 - Outer Council Forum can provide leadership to the MLGG submission but need to know what the ‘tone’ of the submission is going to be, and therefore reserve the right to add more specific Outer Council issues.
- Invite Kristine Peters to meet with Outer Council Forum - ask her to draft a chapter on governance first – get this draft back for consideration/further input. Invite the other outer Councils to this meeting as well.
- LGA to check status of ‘technical papers’ – what has been released by State Government and what has remained ‘confidential’.

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Appendix D2

Southern and Hills LGA submission

Appendix D2

Policies	Issue	Comment
	Governance	<ul style="list-style-type: none"> ○ Role of Local Government Spatial and Structure Planning ○ Transparency of Developer submissions ○ Murray Bridge and eastern corridor is outside of Plan area
D4	Population	Difficult to accept <ul style="list-style-type: none"> ○ Required growth 1.27% annually ○ Adelaide Statistical Division has grown 0.74% / year (2001 - 2006)
D10	Transport	Endorse the Transit Oriented Development Strategy (TODS) <ul style="list-style-type: none"> ○ No transport strategy identified for Mount Barker that is identified for urban expansion ○ Strategy should be developed for Public Transport feeder services (Victor Harbor, Yankalilla, Mount Compass Willunga, McLaren Vale) to link with southern line at Seaford. ○ Seaford should be designated as Transport interchange and planned Park and Ride Station ○ Park and Ride Stations should be planned for Victor Harbor, Yankalilla, Mount Compass Willunga, McLaren Vale. ○ Public Transport feeder service should be extended to Strathalbyn and Goolwa with Park and Ride Stations planned for these centres. ○ The Freight Principal Route Plans of the Southern & Hills 2020 Transport Plan should inform the Map D116 and policy 2. Identified priorities; <ul style="list-style-type: none"> ○ Bald Hills Freeway Interchange ○ Murray Bridge Over dimensional bypass ○ Range Road (KI forest product?) ○ Yankalilla Normanville Bypass
D11	Infrastructure	Insert an additional policy on page 120. A system of Developer Contributions will be formalised for 'green-field development' that links development with infrastructure provision based on the Mount Barker model (or similar).

Appendix E

Key Document Review

Appendix E

Key Document Review

1. Planning Strategy

South Australia's Strategic Plan

The SA Government's Strategic Plan seeks to achieve strong economic growth without compromising the environment or quality of life of South Australians.

The updated (January 2007) Strategic Plan was released by the Premier and contains 98 targets and objectives, the majority of which seek implementation by 2014, across the following six interrelated objectives:

- Growing Prosperity
- Improving Wellbeing
- Attaining Sustainability
- Fostering Creativity
- Building Communities
- Expanding Opportunity

A key element of the plan was to increase South Australia's population to 2 million by 2050, with an interim target of 1.64 million by 2014

Planning Strategy

The Planning Strategy is required under Section 22 of the *Development Act (1993)* and represents the South Australian Government's policy directions for the physical development of the State.

The Planning Strategy provides direction for councils in undertaking strategic and planning processes, including Strategic Management Plans under the *Local Government Act 1999* and Development Plan reviews and amendments under the *Development Act 1993*.

While the current Planning Strategy contains 146 detailed policies addressing such issues as water resources, biodiversity, energy efficiency, land use and transport integration, culture, heritage and the arts, activity centres, residential neighbourhood and housing, urban design, employment and business and commercial uses; the draft 30 Year Plan will replace it as the next version of the Planning Strategy, once it is approved.

2. State Infrastructure Plan

Strategic priorities for the next five and ten years are identified for 14 infrastructure sectors. The plan also presents opportunities for the improved management and use of the state's existing infrastructure assets as well as options for managing demand better so as to defer costly capital expenditure.

There are a number of Strategic Priorities that may influence state-made decisions for the region and district relating to public transport networks, urban planning and transport systems, fair share of Australian Government funding, and to minimise the impact of freight vehicle movement on the community and environment.

The Regional Overview also includes goals to "undertake an analysis for the development of a new access to the South Eastern Freeway near Mount Barker" and major electricity upgrading and augmentation.

3. District Council of Mount Barker, Strategic Management Plan

Council has adopted a detailed Strategic Management Plan which highlights the need to cater for future growth and to promote economic development within financial and priority constraints.

The Strategic Management Plan, and the long term financial plan that accompanies it, does not (at present) take account of the financial, infrastructure and community service demands of the draft 30 Year Plan.

It does however place strong emphasis on key issues affecting sound planning, such as environmental sustainability, infrastructure planning, heritage and conservation management, economic and jobs growth and the need for improved transport and community services.

4. District Council of Mount Barker's Asset and Infrastructure Management Plan

Highlights the vast array of major asset and infrastructure issues the Council is facing – this is highly relevant in terms of the additional growth that will place additional demands on Council.

5. The Development Plan and Section 30 Review

Council's Development Plan will be one of the tools used to implement the draft 30 Year Plan, when it is approved as the new Planning Strategy.

Under Section 30 of the Development Act (1993) Councils are required to review their Development Plans for consistency with a new version of the Planning Strategy.

The Minister has already announced he is investigating the possibility of a Ministerial DPA to implement the draft 30 Year Plan.

Recent Council Development Plan Amendments include:-

- District Wide Residential DPA, 2007¹
- Littlehampton Concept Plan DPA
- Mount Barker Regional Town centre Car Parking and Urban Design DPA
- Significant Trees DPA, 2007
- Industry Policy DPA, 2009

In 2003 Council released a *Residential and Industry Strategy* which formed the ground work for Council's *District Wide Residential DPA* and *District Wide Industry DPA*. It also acted as a quasi Section 30 Review and recommended a District Wide Rural DPA.

The growth pressures on the District exacerbated by the State Government's actions, results in competition and demand for Council resources which can not be met.

¹ Accompanied by Developer Contribution provisions in the Development Plan and Land Management Agreements for the rezoning of land to the south of Mount Barker

6. Infrastructure Agreements

As part of the 2007 District Wide Residential DPA, Council provided a mechanism for private sector funding of both indirect and direct infrastructure requirements resulting from the rezoning of new residential areas.

The areas that were rezoned were to cater for in-excess of 2,000 allotments (4,590 people). About 15% of this land has been developed to date.

Council's Corporate Services department advises that Council, at present day values, will receive developer contributions to fund physical infrastructure at Mount Barker, of:-

- Direct infrastructure securities, as identified in the Development Plan and Legal Agreements of \$15,155,800.
- Indirect infrastructure contributions \$3,763 per allotment.

7. Budget

Currently the Council generates revenue of \$6,172,121 for the Mount Barker Residential area 2009/2010 and for the total district of \$16,717,110. The total expenditure for the 2009/2010 year is expected to be \$24.5 million - highlighting Council's dependency on other sources of income and its inability to operate on rate income alone.

Predicted additional rate revenue, at today's value is:-

- 9,000 properties by \$1558.67 (assessment 217208, 300,000 CV) = \$14,028,030

This will not keep pace with the exponential growth in demand for services and capital and recurrent cost of infrastructure.

Council's Corporate Services Division has considered the impact of rating on the total provision of service demands and infrastructure, and advises that its draft Long Term Financial Plan has included growth for expenditure at the same rate as rates growth, but does not make allowance for *infrastructure provision* for new and emerging services outside of the current service level.

8. Rural Lands Discussion Paper, District Council of Mount Barker and Rural Solutions SA, July 2009

This report was prepared for the District Council of Mount Barker to identify land use issues within the rural areas of the Council district and to provide strategies to address these issues.

The report covers land use and land capability; patterns in finance of primary production; value adding; patterns in employment as well as legislation that affects the rural sector and Federal and State government initiatives.

Due to rapid urban expansion and growth there is increasing pressure on primary production land to be rezoned. Urban expansion and growth is taking up productive agricultural land and raising land values.

Land capability maps for various crops and grazing have been prepared. Class I-III for perennial and seasonal horticulture receiving more than 650 mm rainfall and Class I-III for cropping and grazing should be retained for primary production and incorporated into the planning process through the

Mount Barker (DC) Development Plan. The most significant agricultural land in the district is to the west and east of Mount Barker.

This report concludes that there should be no more rural living, residential or urban zones that will take good quality land out of production.

There are limited supplies of good quality groundwater and surface water. Areas of groundwater less than 1,500 ppm TDS should be conserved for high valued horticultural and viticultural crops rather than rural living or urban areas. These areas occur north-east and north-west of Mount Barker, north of Nairne, areas around Hahndorf, west and south of Echunga and south and east of Meadows. Apart from existing water supplies, investigations are being carried out to determine if there is any additional surface or groundwater for irrigation. There is the possibility of water trading but the intended use of the land must be suitable for primary production.

There are opportunities to use treated waste water and storm water for primary production.

Land use conflict is a real and potential issue between primary production land and neighbouring urban/rural living areas. The report recommends that a buffer policy should be developed to prevent potential conflicts from neighbouring primary production land such as chemical spray drift, noise or dust.

The report also recommends that there should be no further fragmentation of rural properties and that smaller properties be consolidated into productive holdings. Larger holdings will be more viable, control risks such as water supply, minimise interface land management issues with neighbouring properties and help to restrict land values through subdivision for rural living.

9. Primary Production Viability

Further to the Rural Lands Discussion Paper, the draft 30 Year Plan growth areas are situated in prime agricultural locations which raises serious issues regarding the long term viability of primary production within the District Council of Mount Barker.

The draft 30 Year Plan needs to place a much stronger emphasis on higher density opportunities in existing built form within corridor zones – as it does with the Metropolitan area. The Plan at present does not appear to recognise opportunities for urban infill within the region's townships, nor place enough emphasis on the economic and social importance of primary production.

Continued urban expansion will result in ongoing pressure for primary production land to be rezoned. This contradicts the draft 30 Year Plan policy to protect Adelaide's food bowl.

There needs to be clear acknowledgement in the Plan that urban growth is controlled in order to aid long term business planning for primary producers. While the current Planning Strategy contains an urban growth boundary for Mount Barker, Littlehampton and Nairne the draft 30 Year Plan does not. These boundaries need to be reinstated within the draft 30 Year Plan to provide certainty to Primary Producers and a clear acknowledgement that 'greenfield' growth beyond the 15 year time horizon is not expected for Mount Barker.

A number of the issues will be able to be addressed by a Rural DPA as part of Council's 2009/2010 work programme.

These issues require serious consideration and are fundamental to good town planning and urban/environmental design outcomes.



Figure 1 - Photo of Mount Barker east looking towards the 'summit' over prime agricultural land

10. Transport Master Plan

Council is in the process of developing a *Transport Master Plan* for the District. The Plan will aim to develop a safe and efficient transport network for current and future needs.

The draft Plan has five Goal Areas being:-

- Future Growth – A robust transport network to cater for regional growth, improve traffic flow and reduce congestion within townships.
- Public Transport – Improved public transport accessibility within, through and from the Council area.
- Walking and Cycling – Increased levels of walking and cycling in the Council area.
- Safety – Improved safety of the road network, including the management of freight conflicts.
- Travel Demand Management – Implementation of travel demand management to reduce car use, environmental and social impacts.

Transport issues in the District will be heavily affected by the State Government's *30 Year Plan for Greater Adelaide*. It is imperative that a strategic approach is undertaken so that the outcomes of the *Transport Master Plan* are integrated with the directions of the *30 Year Plan* and the review of the Regional Centre.

The Transport Master Plan proposes a southern and eastern Mount Barker arterial interconnection route and the requirement for an additional Freeway interchange.

Mount Barker, Littlehampton and Nairne will be placed under enormous pressure from a traffic and transport planning perspective.

Figure 2 is an extract from the draft report.



Figure 2 - Extract from Transport Plan

The draft 30 Year Plan must be accompanied by a detailed traffic and transport analysis. To simply state that the townships will be supported by a ring route and new freeway interchange is far too broad. The townships will need a refined planning analysis in terms of movements throughout the entire urban areas, access to community and social services, expanded Metropolitan Bus Service and internal local bus networks linking facilities and centres to residential areas.

11. Infrastructure and transport

Transport

The District Council of Mount Barker's Transport Master Plan has addressed the interim findings of the 30 Year Plan and considers that the Plan will have significant impact on traffic and transport.

It recommends the following:-

- New East West connector road (from Flaxley Road to Wellington Road);
- New local collector road (from Wellington Road to Sims Road/Paech Road junction);
- New North South by pass/connector road (from Sims Road/Paech Road junction to Springs Road/Bald Hills road intersection);
- Sims Road – external infrastructure arising from the proposed residential developments each side of the Mount Barker Waldorf School;
- For Dutton Road in the vicinity of St Francis De Sales College and adjacent Council land the implementation of a pedestrian crossing as well as improvements to lane and turning configurations.

Through the Transport Master Plan process the Council has stated to the State Government that any agreement with the directions of the draft 30 Year Plan be subject to:-

- Future population growth is conditional on the achievement of a sustainable urban form and community with ready access to living, working and social opportunities
- Commitment of SA Government funding and support in advocating for Federal funding for the construction of the additional freeway interchange at Bald Hills Road, Mount Barker
- The staging of any population growth occur with provisions for infrastructure including road and trail networks

- The pre-condition of further growth requiring significant funding of infrastructure by the State, Local Government and the private sector.
- Future growth of the urban areas must be accompanied by a review of the Regional Town Centre
- A comprehensive improvement of public transport services is required to be aligned with future growth options
- Designing urban environments supportive for pedestrians and cyclists movements including identification and funding of a system of trails
- Provision of opportunities for localised employment and services must be considered and the structure, size, design and location of services in the Mount Barker CBD will need to be reviewed together with the feasibility of establishing satellite commercial centres
- Protection of iconic vistas and rural character is imperative

Other land use or transport planning projects currently or soon to be undertaken by Council that may also be impacted upon by the pending 30 Year Plan are:-

- Stephenson Land – Concept Planning
- Mann Street Precinct Study (council owned sites) including CBD car parking considerations
- St Francis De Sales College Master Plan and adjacent Council Land – Concept Planning
- Bald Hills Road Upgrade, and Additional freeway Interchange at Bald Hills Road - Concept Design
- Transport implications of potential future and current residential development sites.

In the absence of a “Department for Transport, Energy and Infrastructure” traffic model to predict the impact of the draft 30 Year Plan, the Transport Master Plan has also developed a proxy transport analysis tool based on growth and traffic movements between a number of zones.

Figure 3 (extract from the Transport Master Plan) illustrates the implications that the 30 Year Growth Plan will have on the current traffic and transport infrastructure on a trip per day analysis.



Figure 3 – Impact of Future Growth on traffic

12. Southern Hills LGA Regional Transport Plan 2010 Addendum

The S&HLGA 2010 Transport Plan sets a strategic direction for the development of a transport network across the Southern Adelaide and Hills region, as well as outlining achievable outcomes for the short to medium term. Mount Barker Council (along with seven rural, regional and district councils) was involved in the formation of the S&HLGA Transport Plan.

The S&HLGA Transport Plan's four strategic regional goals are:

- "Economic Development" – A transport system that supports the economic, industry and trade development of the S&HLGA.
- "Access" – An equitable and accessible transport network that allows for consistent and reliable travel
- "Road Safety" – A safe transport network where the severity and risk of accidents are minimised
- "Environment" – A Transport network that minimises the impacts on the environment and communities.

13. Business and Retail Centres Strategy

To ensure the Regional Town Centre can cope with future demand. Council has initiated a review of the Mount Barker Regional Town Centre's scope; function and ability cope with that demand.

The Review will establish a clear vision and plan for the structure, function and design of the Mount Barker Town Centre, which will address the following issues:

- The functionality of the Regional Town Centre with regards land use activity;
- A structure that best provides accessibility and a means to create an active and vibrant Centre;
- Use of Council land and assets located within (and immediately adjacent to) the Regional Town Centre that supports the future development and function of the Centre; and
- Council providing leadership and direction to both the business and local community in creating acceptable urban design and pedestrian friendly Centre.

To date the Regional Town Centre Review is proceeding on the basis that the Centre should:

- Retain its Regional Centre classification.
- Further enhance its position as a transit oriented regional centre for the Adelaide Hills;
- Build on the important elements of historic and township character as part of its continued growth and renewal
- Augmentation of the existing regional level services and infrastructure;
- Provide a diverse range of services and activities for residents and visitors alike;
- Provide a range of employment opportunities;
- Seek to enhance the existing sense of place and character through improve urban design;
- Serve the needs of the regional and local population
- Operate as an activity centre with a blend of public and private spaces that encourages social interaction with a strong sense of place well served by walking and bicycles trails and a robust vehicle network
- Review the requirements of the Carpark Fund established under the Development Act

It is expected that the outcome of the review will be a Mount Barker Town Centre Strategy and Structure Plan that will:

- Highlight key development areas
- Outline broad precincts and the activities they should provide
- Provide connectivity between precincts, including creating linkages between areas separated by major roads, watercourses or topographical issues
- Outline any proposed expansion or reduction to the Regional Town Centre Zone in conjunction with supporting Policy Areas

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Appendix F

Future Growth Corridors for District Council of Mount Barker, heading into 2050,
University of Adelaide, 2009

Appendix F

Future Growth Corridors for District Council of Mount Barker, heading into 2050, University of Adelaide, 2009

Firstly, it should be acknowledged that this student study is one of the highest quality and most outstanding examples of planning research that has been undertaken in recent times.

The report highlights that Mount Barker has been targeted for growth and offers a deep analytical insight in a detailed report.

1. Ecological Risks

Findings include:-

- Extreme high risk of bushfire risk due to topography, dense vegetation, high winter rainfall and long dry summers. Direct land division away from these areas.
- Flood risks due to predominance of streams, creeks and flood plains high rainfall events. Any new development to allow for flood mitigation. Flood plains to be protected against pollution and erosion.

2. Visual Quality and Landscape Character

Findings include:-

- Mount Barker has extensive areas of high visual quality – it is important to protect and conserve these areas. Strict guidelines and planning must be adhered to in order to preserve such areas.
- Mount Barker forms part of the Murray Darling catchment and any urban development must be sympathetic to such.
- Protection of Mount Barker summit and ridgeline to the east , Totness Range to the west, and other key vistas.
- Protection of key landscape views from local roads and scenic arterial roads.
- High quality vegetation for scenic enjoyment must be recognised and conserved.
- Protection of Laratinga Wetlands cones of vision.

3. Wildlife Systems

Findings include:-

- Further thorough investigations into Mount Barker's wildlife and habitat be undertaken and be monitored and reviewed every 5 years.
- To protect wildlife corridors.
- Protect existing road side vegetations with any road upgrading via cleared paddocks.
- Report raises serious concerns about wildlife population.

4. Vegetation systems

Highlights a mix of 'possible development areas', 'recreation buffer reserves', 'significant agriculture', 're-vegetation', 'high remnant' and medium remnant' area to the south, east and west of Mount Barker.

Other findings include:-

- Protection of vegetations areas.
- Established wider development buffers to intact bushland areas.
- Protection of roadside vegetation areas.
- Rehabilitation of natural vegetation along Mount Barker creek and other riparian zones.
- Protect individual trees of high character.
- Promote increased housing densities in areas of low endemic and scenic quality.
- Protect high agricultural significant areas and buffer between Nairne, Littlehampton and Mount Barker.

5. Water Systems

Findings include:-

- A 50m buffer zone and protection area be established in the Development Plan for all streams and watercourses regardless of stream order.
- No development to occur within land affected by a 1:100 flood event.
- Treatment of all off-site storm water before it is discharged into a creek or drainage area.
- Development Planning to be integrated with regional NRM plans.
- To incorporate principles of Water Sensitive Urban Design.
- High density development is recommended in order to minimise unsustainable water demands and reduce impermeable surface areas.
- Water Allocation Planning to protect water security.
- Preserve springs and Laratinga wetlands from future development.
- Consolidation of all new infrastructure.

6. Soils and Geology

Figure 4 from the University of Adelaide report identifies:-

- Zones of very high inherent fertility
- Zones of high to moderate inherent fertility
- Zones of highest risk flooding
- Zones of very high water erosion potential
- Zones of high rockiness
- Remnant vegetation

The map identifies areas that are unsuitable for residential development due to high risk factors. This is solely based on geology and soils, and does not mean that the 'left over' areas are suitable for development.

Areas of high inherent fertility should be preserved.

Development should not occur in areas susceptible to flooding.

Areas of high risk for water erosion should be revegetated and areas of high rockiness should be preserved and mainly relate to areas of high elevation.

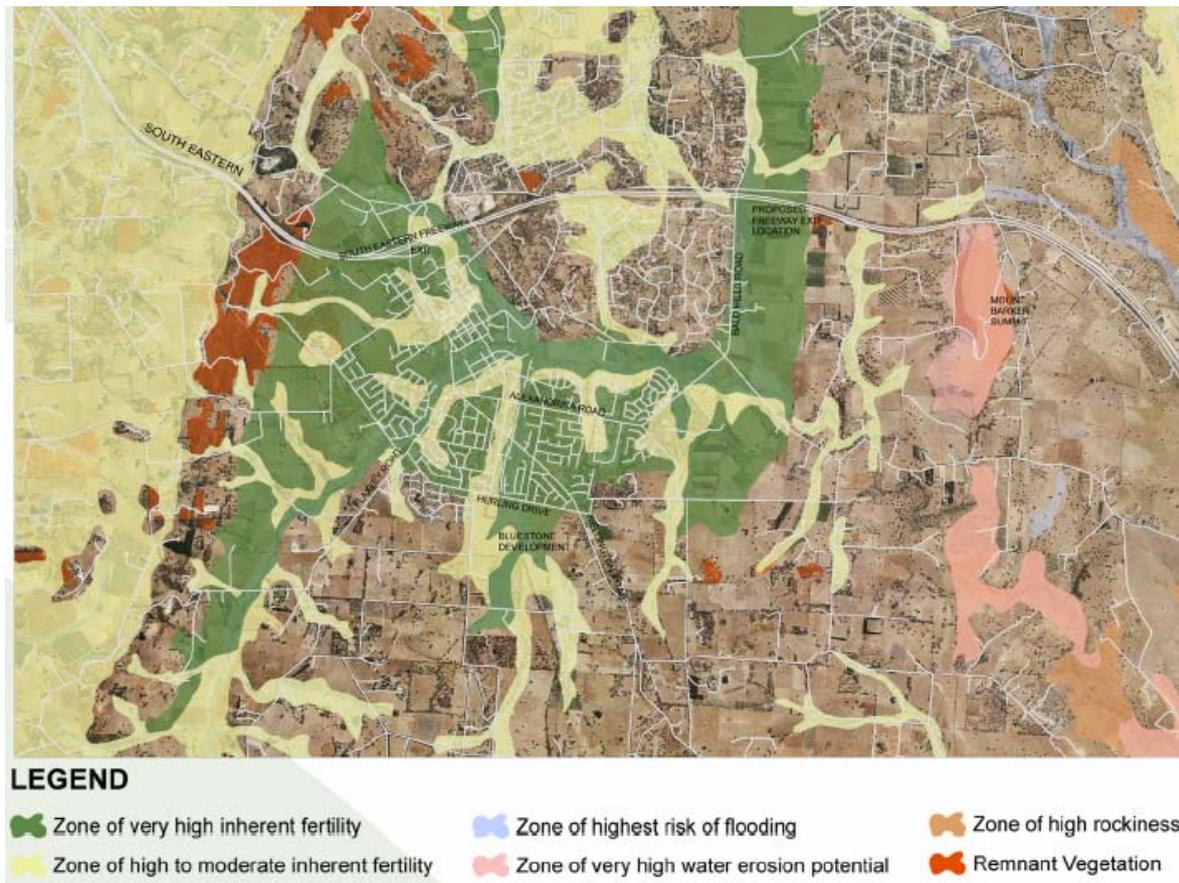


Figure 4 – Soils and geology

7. Cultural Heritage

Findings include:-

- Six areas of important heritage value in urban township.
- Mount Barker summit and Mount Barker Springs are also to be protected.
- Well drained soils and sandy areas have potential for Peramangk significance, as these soil conditions tend to be suited to camp and burial sites – as are water courses, water holes or pools.
- Culturally significant features such as scarred trees, rock caves or rock art usually occur near rock outcrops or Red Gum forest or water.
- Large landscape features such as mountains, rock outcrops, vegetation corridors are often attributed to cultural heritage – no development to occur in these areas without a survey.
- The south and western fringes of Mount Barker are more suitable for development.

8. Physical Infrastructure

Findings include:-

- To promote cycling and walking networks.
- Need for future planning of CBD and other retail nodes as Town Centre is now fully developed.
- Traffic management and Urban Centre re-vitalisation needed – refer Transport Master Plan.

9. Social infrastructure

Findings include:-

- Enhanced structured sport at Anembo Park.
- Provide a range of informal recreation activities.
- Utilise Dunn and Bickle Park as a low impact recreation area.
- Promote higher density housing near recreation and community nodes.
- Create a greater number of community spaces and develop specific centres that attract specific groups.
- Encourage multi-use recreation facilities.
- Improve and develop existing and additional cultural hubs, create interaction and activity.
- Focus on urban design initiatives to create vibrant and attractive and interesting communities.
- Focus on movement and accessibility initiatives.

These findings are illustrated on **Figure 5**

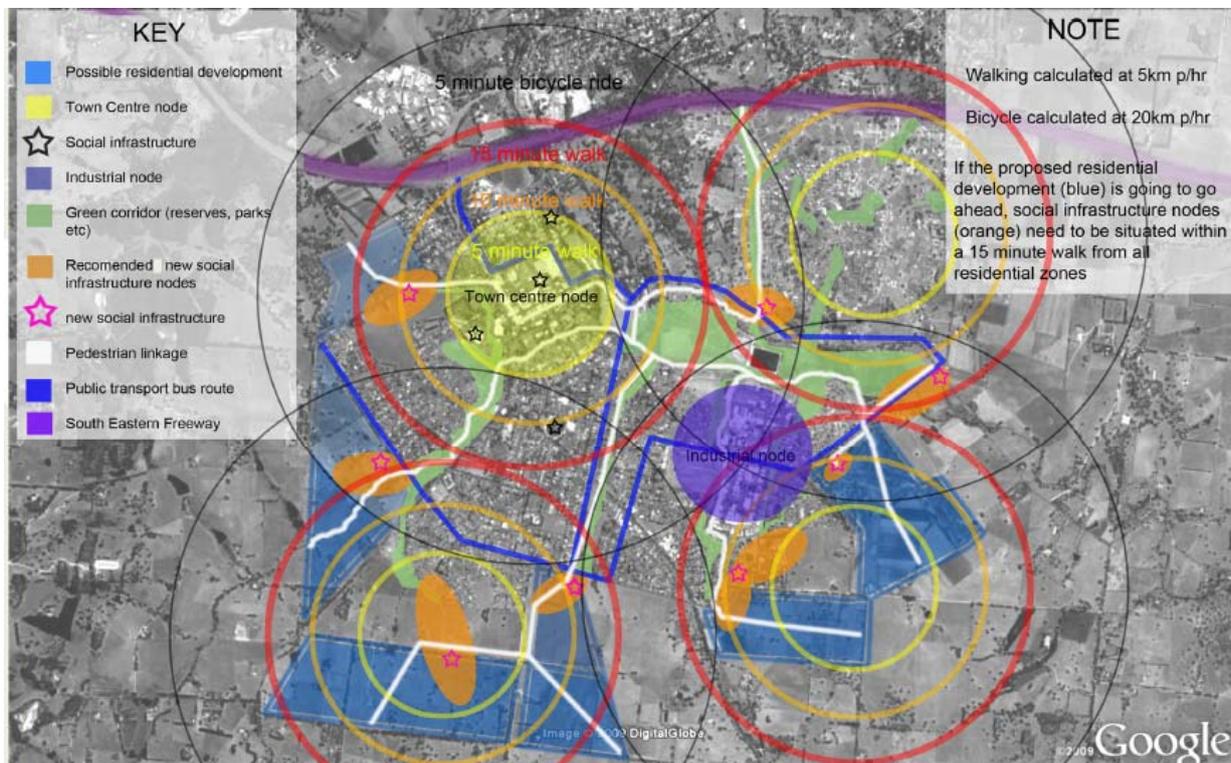


Figure 5 - recommended social infrastructure locations

10. Summary

The research reinforces the need for the State Government to more thoroughly investigate a number of serious issues to an adequate resolution prior to pursuing the implementation of the draft 30 Year Plan via a Ministerial DPA.

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Appendix G

Economy and Employment Analysis

Appendix G

Economy and employment analysis

This Section of the Paper sets the demographic and economic context of the District Council of Mount Barker relevant to the growth scenarios of the Greater Adelaide Plan.

It reinforces the need for employment lands to be established for the creation of local job opportunities – leading to a more vibrant and active community, rather than a commuter town scenario.

1. Workforce analysis for Mount Barker Council district

Information sourced from the Australian Bureau of Statistics 2006 Census.

This analysis covers:-

- The employment of local residents and the workforce for Mount Barker,
- Workforce profile, and
- Employment by industry.

2. Employment of Local Residents and local workforce

There is a clear distinction between those residents within Mount Barker who are employed, and those who participate in the Mount Barker workforce.

Table 1 highlights this distinction by indicating that while there are over 13,000 employed residents within the District, the workforce for the District is under 8,000 persons.

Key Points include:-

- The District's workforce (7,985) is approximately 30% of the total population.
- The number of employed residents (13,014) within the District is approximately 50% of the total population.
- The majority (51%) of the Council's employed residents work outside the District.
- The 39% of the Council's employed residents who work within the District also constitute 64% of the District's workforce.
- 36% of the workforce travel into the District.

Table 1 - Employment Location of Residents and Residential Location of Workers for the District Council of Mount Barker

Category	Number	Employed Residents	District Workforce
Live and Work within the District	5112	39.3%	64%
Live outside, but work within the District	2873		36%
Live within but work outside the District	6665	51.2%	
Live within the District, but work location unknown	1237	9.5%	
<i>Total</i>		<i>13014</i>	<i>7985</i>

Table 2 highlights where the employed residents of Mount Barker are employed.

Key Points:-

- 39% are employed in Mount Barker
- 13.7% are employed in an adjoining Council
- 11% are employed within the City of Adelaide
- 7.1% are employed within inner southern metropolitan Adelaide Councils.

Table 2 - Top Ten Council Where Employed Residents Work

Local Government Area	Number	Percent (%)
Mount Barker (DC)	5,112	39.3
Adelaide (C)	1,472	11.3
Adelaide Hills (DC)	1,003	7.7
West Torrens (C)	477	3.7
Murray Bridge (RC)	440	3.4
Port Adelaide Enfield (C)	384	3
Mitcham (C)	353	2.7
Alexandrina (DC)	335	2.6
Unley (C)	297	2.3
Burnside (C)	270	2.1
Other areas	2,871	22.1
<i>Total employed residents in Mount Barker District</i>	<i>13,014</i>	<i>100</i>

Table 3 highlights where the workforce for Mount Barker resides.

Key Points include:-

- 64% reside in Mount Barker
- 26.2% reside within adjoining Council
- 4.4% reside within inner southern metropolitan Adelaide Councils.

Table 3 - Top Nine Councils Where the Mount Barker Workforce Reside

Local Government Area	Number	Percent (%)
Mount Barker (DC)	5,112	64
Adelaide Hills (DC)	1,151	14.4
Alexandrina (DC)	504	6.3
Onkaparinga (C)	256	3.2
Murray Bridge (RC)	180	2.3
Mitcham (C)	147	1.8
Unley (C)	74	0.9
Burnside (C)	69	0.9
Marion (C)	66	0.8
Other areas	426	5.3
<i>Total workers in Mount Barker District</i>	<i>7,985</i>	<i>100</i>

3. Workforce Profile

Table 4 highlights the gender and age structure of the workforce of the District Council of Mount Barker.

Key Points include:-

- 53% female and 46% male
- Under 25 year olds constitute 20% of the workforce
- 25 to 49 year olds constitute 51.7% of the workforce
- Over 50 year olds constitute 28.3% of the workforce

Table 4 - Workforce Summary

Gender	Number	Percent (%)
Males	3,710	46.4
Females	4,281	53.6
<i>Total working population</i>	<i>7,991</i>	<i>100</i>

Age Structure (years)	Number	Percent (%)
15 to 19	780	9.8
20 to 24	817	10.2
25 to 29	539	6.7
30 to 34	687	8.6
35 to 39	887	11.1
40 to 44	989	12.4
45 to 49	1,030	12.9
50 to 54	902	11.3
55 to 59	741	9.3
60 to 64	377	4.7
65 and over	242	3
<i>Total working population</i>	<i>7,991</i>	<i>100</i>

Table 5 highlights the employment status of the Council's population

Key Points include:-

- 57% are employed full time and 36% part time
- Since 2001 there has been slight shift to part time employment.
- Unemployment has decreased from 5.5% in 2001 to 4%
- 51% of the population is included within the labour force

Table 5 - Employment Status (persons aged 15 and over)

Full time/Part time employment	number	%	number	%	Change 2001 to 2006
Employed full time	7,561	57.2	6,509	58	1,052
Employed part time	4,841	36.6	3,811	34	1,030
Employed not stated	287	2.2	279	2.5	8

Employed/Unemployed	number	%	number	%	Change 2001 to 2006
Total employed	12,689	96	10,599	94.5	2,090
Total unemployed	533	4	616	5.5	-83
Total labour force	13,222	100	11,215	100	2,007

Labour force	number	%	number	%	Change 2001 to 2006
Total in labour force	13,222	51.0	11,215	49.1	2,007
Total not in labour force	5,902	22.8	5,556	24.3	346
Not stated	769	3.0	457	2.0	312
Those aged under 15 Years	6,031	23.3	5,635	24.6	396
<i>Total Population</i>	<i>25,924</i>	<i>100</i>	<i>22,863</i>	<i>100</i>	<i>3,061</i>

4. Employment by Industry

Table 6 highlights the employment by industry for the Mount Barker workforce.

Key Points include:-

- Retail Trade employs 18% of the workforce
- Health Care and Social Assistance almost 12%
- The top 6 industries employ almost 64% of the workforce
- Agriculture constitutes 6.6% of the workforce, greater than the Construction industry at 6%.

Table 6 - Employment by Industry for the Mount Barker Workforce

Industry	Number	%
Retail Trade	1,437	18.0
Health Care and Social Assistance	945	11.8
Manufacturing	867	10.9
Education and Training	744	9.3
Accommodation and Food Services	560	7.0
Agriculture, Forestry and Fishing	526	6.6
Construction	477	6.0
Other Services	357	4.5
Professional, Scientific and Technical Services	343	4.3
Public Administration and Safety	310	3.9
Wholesale Trade	268	3.4
Administrative and Support Services	258	3.2
Transport, Postal and Warehousing	187	2.3
Information Media and Telecommunications	159	2.0
Financial and Insurance Services	133	1.7
Rental, Hiring and Real Estate Services	136	1.7
Not Stated/Inadequately Described	97	1.2
Electricity, Gas, Water and Waste Services	68	0.9
Arts and Recreation Services	72	0.9
Mining	42	0.5
<i>Total</i>	<i>7,986</i>	<i>100</i>

5. Analysis

51% (6,665) of the District's employed population travel outside of the District for work. It is important to note is that this District markets its liveability and a range of residents choose to live in the District for lifestyle reasons rather than employment opportunities, and consequently make a conscious choice to commute to adjoining Councils or metropolitan Adelaide.

The District's workforce (7,986) represents approximately 30% of the population. Applying this proportion to the State Government growth target of approximately 20,000 people, means there should be employment opportunities for 6,000 people.

Table 7 highlights applying the employment opportunities for 6,000 people to the dominant industries within the District.

Table 7 - Employment Opportunities Required for the State Government Growth Targets

Industry	Employment Opportunities
Retail Trade	1080
Healthcare and Social Assistance	708
Manufacturing	654
Education and Training	558
Accommodation and Food Services, and	420
Agriculture	396
Construction	360
All Others	1824
Total	6000

6. Conclusions

With regard to regional industry and employment opportunities, it is important to build on the existing strengths. Ensuring an appropriate critical massing of activity maintains their viability. Council needs to identify the key industries it wishes to continue in the region and provide a policy framework which supports them.

To improve the robustness of regional economies it is necessary to create synergies between industries. This ensures they become dependant and supportive of one another. Council needs to aid industries in creating links and diversifying their activities through an appropriate policy framework.

To build new generators of employment and services for the community it will be necessary to diversify the economic base and attract industry that build on what already exists and can utilise the region's characteristics and market advantages. These will come through critical mass and supportive policy frameworks.

It is disadvantageous, resource intensive, economically unsustainable and potentially detrimental to existing industries to attempt to attract industries which do not connect to the region's characteristics and market advantages.

These issues need to be addressed in the context of the draft 30 Year Plan, so as to plan and create healthy and vibrant communities with a broad array of sustainable employment opportunities.

Council recommends that economic planning and analysis is required before the implementation of the draft 30 Year Plan targets for this region.

As outlined by feedback on the draft 30 Year Plan and also from the Adelaide Hills Regional Development Board, there will be the need to designate areas for employment generation. The Plan focuses on housing in the Adelaide Hills region.

The Plan should also focus employment needs on areas where it has a market advantage including value adding to primary production, retail, service industries, educational and support services for residential uses. There is a need to focus on employment generators rather than 'industry'.

The Council is also party to the Regional Common Purpose Group (Mount Barker Council, Murray Bridge Council, Alexandrina Council, Murraylands Regional Development Board, Adelaide Hills Regional Development Board and the Fleurieu Regional Development Board), which is investigating major employment and economic development initiatives at Monarto, centred on a transport intermodal and possible regional airport.

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Appendix H

Adjoining Council Feedback

Adjoining Councils

Adelaide Hills Council

The Adelaide Hills Council will be developing its own submission.

The Council's interim view is that it considers there is a lack of detail in the Plan (especially at the regional level) in terms of infrastructure planning, costs of infrastructure (and who pays), social and community service needs, demands on retail centres (and scope for expansion), water and sewerage.

The Plan recognises the primary production and environmental significance of the region and again re-emphasises the need to maintain urban growth within the current township boundaries for watershed protection and bushfire risk reasons.

The Alexandrina Council

The Alexandrina Council will make its own submission in relation to growth at Goolwa and Strathalbyn.

The Council has raised issues in relation to the rapid growth of Mount Barker and Strathalbyn and the impact this will have on traffic management and the need for improvements to the Wellington Road/Strathalbyn Road, and Paech Road to the new Bald Hills Road freeway interchange.

The Rural City of Murray Bridge

The Rural City of Murray Bridge will be making its own submission in relation to growth scenarios at Murray Bridge and its adopted Urban Growth Plan 2006.

The Murray Bridge Urban Growth Plan promotes growth of around 15,000 people, whereas the Greater Adelaide Plan only sets a target of 9,000 additional people. Interim feedback from the Council states that it is prepared to work with the SA Government and the District Council of Mount Barker with regard to joint Master Planning and to assist Mount Barker Council with resolving any 'employment land' and 'growth area' options in order to remove pressure to rezone valuable agricultural land within the Adelaide Hills *food bowl* to residential.

The District Council of Mount Barker is also party to the major employment and economic development opportunities at the Monarto Commercial Zone, via its membership of the Regional Common Purpose Group and proposed Monarto Transport Intermodal and future regional airport opportunities.