

Statement of Intent

By the Council

Gawler (CT) Development Plan

Gawler East Structure Plan DPA

by the

Town of Gawler

14 December 2016

Pursuant to section 25 (1) of the *Development Act 1993* this Statement of Intent forms the agreed basis for the preparation of the proposed Development Plan Amendment.

**Mr Henry Inat
CHIEF EXECUTIVE OFFICER**

Date:

**John Rau
MINISTER FOR PLANNING**

Date:

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1. Introduction

1.1 Statement of Intent

Pursuant to section 25(1) of the Development Act 1993 (the Act) the Town of Gawler (the Council) has reached agreement with the Minister on this Statement of Intent (SOI) prepared by the Council in accordance with the Development Regulations 2008 (the Regulations).

The SOI details the scope, relevant strategic / policy considerations, nature of investigations to be carried out, the consultation process and timeframes to be followed in preparing the Gawler East Structure Plan Development Plan Amendment (DPA).

1.2 Chief Executive Statement

The Chief Executive Officer of the Council confirms the following:

- The proposed DPA will assist in implementing the Planning Strategy.
- The proposed DPA has been endorsed by Council.
- All procedures, documentation and mapping will accord with relevant statutory requirements of the Act and Regulations.
- Sufficient Council resources will be devoted to completing the DPA within the agreed timeframe. Council acknowledges that the Minister can lapse the DPA if key timeframes are not met by Council pursuant to section 25(19) of the Act.
- Council may use the outcome of investigations and other information produced by external sources which will be reviewed by a qualified, independent professional advisor (pursuant to section 25(4) of the Act).

1.2.1 Council Contact Person

The key Council contact person who will be responsible for managing the DPA process and who will receive all official documents relating to the DPA is:

- Mr Ryan Viney
Acting Manager Economic Development, Regulatory Services and Communications
Town of Gawler
89 Murray Street
PO Box 130
GAWLER SA 5118

2. Scope of the Proposed DPA

2.1 Need for the Amendment

2.1.1 Rationale

Background

The Gawler East area was rezoned via a Ministerial Development Plan Amendment in August 2010. The DPA introduced the Residential (Gawler East) Zone that incorporated a number of policies that sought the coordinated development of infrastructure (including a non-complying trigger associated with limiting allotment yields to 1,000 in the Residential (Gawler East) Zone, until a collector road (Link Road) was completed.

In addition, the DPA introduced associated Structure and Concept Plans (refer to Gawler (CT) Gawler East Structure Plan Map Ga/1 (Overlay 1) Enlargement G and Gawler (CT) Gawler East Development Constraints Concept Plan Figure CoP/5).

Since the introduction of the Ministerial DPA, Council has been exploring several opportunities relating to the location and funding of the Link Road, community infrastructure and associated facilities. Section 4.1.1 outlines completed investigations.

The Link Road is a strategically critical piece of infrastructure planned to serve the new and existing communities of Gawler East and carry traffic generated by growth in Gawler and beyond.

In May 2016 the Town of Gawler undertook a community engagement process in relation to two alignments for the Gawler East Link Road. These alignments were known as the Eastern Alignment Option and the Eckerman Avenue Alignment Option.

Following a Special Council meeting in August 2016, it was resolved to further consult with the community on the following three alignment options for the Link Road:

- Eastern Alternative Alignment;
- Revised Eckerman Alignment;
- State Government Alignment (proposed by the Department of Planning, Transport and Infrastructure).

At a Town of Gawler Special Council Meeting, the following matters were resolved:

- That Council adopts the Revised Eckerman Alignment as the preferred alignment for the Gawler East Link Road Project, consistent with the strategic objective of a future direct extension of the Gawler East Link Road south of Potts Road to the intersection of Tiver Road and Main North Road, using a general alignment east of the water pipeline on Bentley Road to Alexander Avenue then on existing sections of Bentley Road and Tiver Road.
- That Council notes that further refinement of the preferred alignment can occur to minimise the impacts on properties and residents along the alignment, minimise environmental and amenity impacts, plan for efficient traffic movement, produce cost effective outcomes and deal with other issues related to the Project; notes that a collaborative decision making process will be needed for the Project between the State Government, Council and the Springwood developers; and requests Council staff to report regularly to Council on these matters.

DPA Objectives

The purpose of the Gawler East Structure Plan DPA is to update existing Development Plan policies generally affecting the Residential (Gawler East), Residential Hills, Residential Zone (Evanston Gardens/Evanston South/Hillier Residential Policy Area 4), Rural Living and Open Space Zones in the Gawler East locality, by introducing plans and supporting policies that create a clear nexus between

the creation of new allotments and the coordinated development of road, stormwater, public lighting, pedestrian and bicycle and community infrastructure.

2.1.2 Affected Area

The Affected Area is illustrated on Figure 1 and is likely to impact on the following Zones and associated Development Plan maps.

Development Plan Zones

- Residential (Gawler East) Zone
(Mixed Use Policy Area 3)
(Local Centre Policy Area 19)
- Residential Hills Zone
- Residential Zone
(Evanston Gardens/Evanston South/Hillier Residential Policy Area 4)
(Evanston/Evanston Park Residential Policy Area 5)
(Wheatsheaf Policy Area)
(Gawler East Policy Area)
- Rural Zone
- Rural Living Zone
- Open Space Zone

Development Plan Maps, Plans and Figures

- Gawler East Structure Plan Map Ga/1 (Overlay 1) Enlargement G
- Gawler East Development Constraints Concept Plan Figure CoP/5
- Zone Map Ga/6
- Zone Map Ga/9

2.1.3 Potential Issues

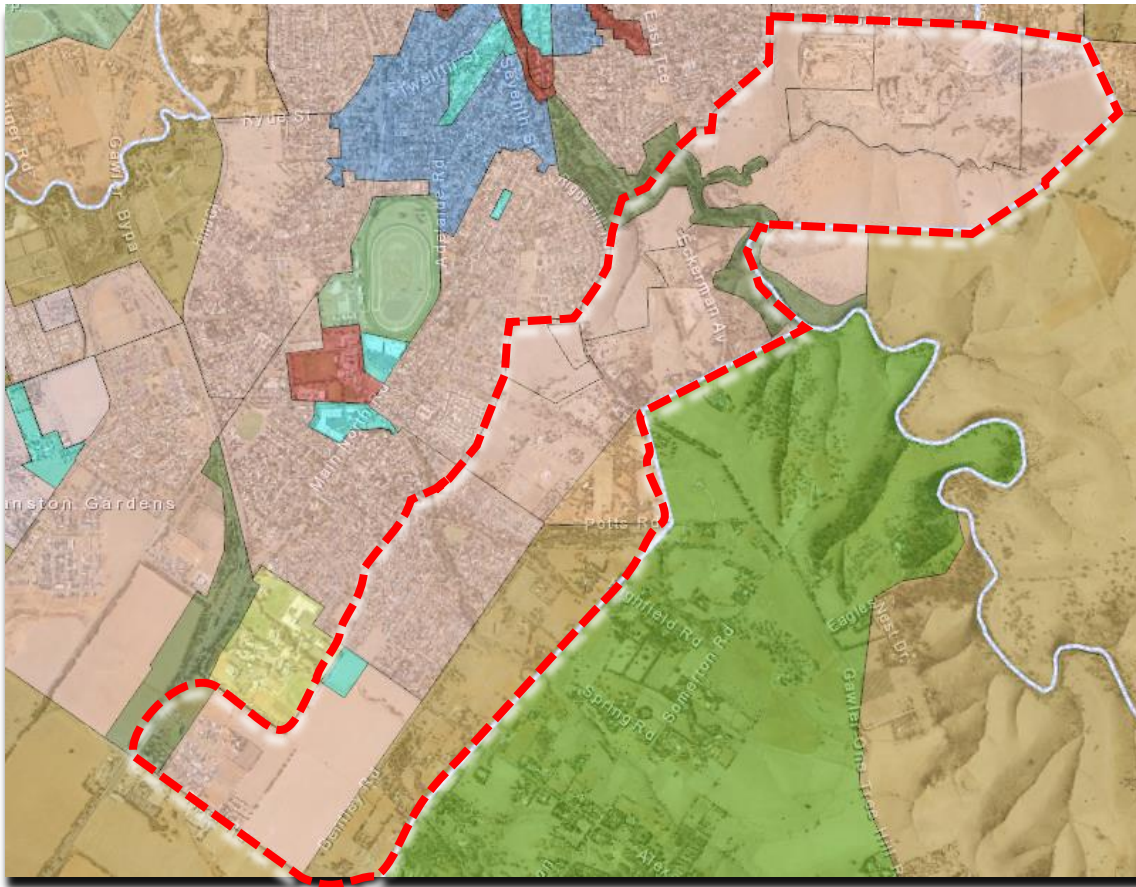
Issues associated with the DPA include:

- Implications of the proposed Link Road with respect to:
 - Road safety and travel time review
 - European Heritage
 - Noise impacts
 - Air quality impacts
 - Vegetation and fauna
 - Stormwater management
 - Community impacts
 - Land acquisition property impacts
 - Cost estimation
- Implications associated with determining the type, level and cost of required community infrastructure

Council contends that the significant level of investigations previously undertaken, including extensive community consultation (refer to section 4.1.1) tailored to this project, has resulted in a robust identification of issues and strategies to move the project forward.

**Gawler East Structure Plan
2 Scope of the Proposed DPA**

Figure 1: Affected Area



Source for Base Plan: Location SA Map Viewer

3. Strategic and Policy Considerations

3.1 The Planning Strategy (Existing & Draft Update)

3.1.1 The 30-Year Plan for Greater Adelaide Targets

The DPA will support the relevant volume of the Planning Strategy by implementing the following targets:

Target	How the target will be implemented:
THE 30-YEAR PLAN FOR GREATER ADELAIDE	
CHAPTER D: POLICIES AND TARGETS	
NEW TRANSIT CORRIDORS, GROWTH AREAS, TRANSIT-ORIENTED DEVELOPMENTS AND ACTIVITY CENTRES	
<i>Overall spatial distribution</i>	
Eighty per cent of the existing metropolitan area of Adelaide will remain largely unchanged as a result of the Plan.	The DPA does not increase the size of any zone.
By the end of the Plan's 30 years, 70 per cent of all new housing in metropolitan Adelaide will be being built in established areas.	The DPA establishes a structure plan and supporting infrastructure policies that will ensure existing residential zoned land is developed in an orderly and economic manner.
HEALTH AND WELLBEING	
Closely connect new dwellings 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.	The DPA, via an updated Structure Plan will reinforce the need for a connected community, in respect to vehicle, bicycle and pedestrian access to commercial and community services and facilities, including nearby open spaces.
THE ECONOMY AND JOBS	
Provide for 282,000 additional jobs during the next 30 years. The regional distribution of additional jobs is: 79,000 in Northern Adelaide	The proposed structure plan designed to promote the orderly and economic provision of road and community infrastructure, in addition to unlocking additional dwellings will contribute to job creation.
TRANSPORT	
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.	The proposed Link Road has been designed to incorporate both cycling and pedestrian routes.
OPEN SPACE, SPORT AND RECREATION	
<i>Greater Adelaide Open Space System</i>	

Target	How the target will be implemented:
Locate public open spaces within walking distance of new housing to ensure equitable distribution of open space in an area.	The DPA will retain the existing Open Space Zone and promote the orderly development of public open space within the existing residential zones to ensure its equitable distribution

3.3.2 The 30-Year Plan for Greater Adelaide Policies

The DPA will support the relevant volume of the Planning Strategy by implementing the following policies:

Policy	How the policy will be implemented:
THE 30-YEAR PLAN FOR GREATER ADELAIDE	
CHAPTER D: POLICIES AND TARGETS	
HOUSING MIX, AFFORDABILITY AND COMPETITIVENESS	
Ensure housing affordability is a key input to annual and long-term housing supply targets.	The DPA is not seeking to introduce new policies relating to affordable housing as existing policies are considered appropriate.
TRANSPORT	
Protect the transport functionality of road and rail corridors through planning policy in Development Plans.	A key objective of the DPA is to promote the functionality of the proposed Link Road.
Identify and protect land for planned upgrades of major transport networks in Structure Plans.	The previous investigations discussed in this SOI have identified the land required for the Link Road.
INFRASTRUCTURE	
Identify major infrastructure requirements (including communications technology, sporting hubs and embedded generation) and integrate them with Structure Plans to ensure that new infrastructure to support new residential and employment precincts is effectively coordinated.	A key objective of the DPA is to ensure the coordinated and economic provision of physical and social infrastructure. In addition, Council will be exploring other non-Development Act strategies to ensure infrastructure delivery is well integrated.
WATER	
Incorporate water-sensitive urban design (WSUD) techniques in new developments to achieve water quality and water efficiency benefits	A Stormwater Management Strategy has been prepared that will be incorporated within the DPA.
Ensure appropriate policy links and consistency between Stormwater Management Plans, Structure Plans and Development Plans to address stormwater and flood management matters.	A Stormwater Management Strategy has been prepared that will be incorporated within the DPA.

3.3.3 The Draft 30-Year Plan for Greater Adelaide (Update 2016) - Targets

The DPA will support the draft 30-Year Plan for Greater Adelaide by implementing the following targets:

Target	How the target will be implemented:
THE DRAFT 30-YEAR PLAN FOR GREATER ADELAIDE – UPDATE 2016	
T1. PROTECTING OUR RESOURCES	
85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.	The DPA's affected area is restricted to existing residential areas (with the exception of the Open Space Zone, that will essentially remain unchanged).
T3. GETTING ACTIVE	
Increase the share of work trips made by active transport modes by residents of Inner, Middle and Outer Adelaide by 25% by 2045.	The Strategic Plan aims to encourage active transport (i.e. walking, cycling and public transport) as important everyday modes of travel. The proposed structure plan and infrastructure policies will promote connected communities and incorporate planned cycle and pedestrian networks.
T4. WALKABLE NEIGHBOURHOODS	
Increase the percentage of residents living in walkable neighbourhoods in Inner and Middle Adelaide by 25% by 2045.	The Strategic Plan notes that a walkable neighbourhood is where the daily needs of most residents can be met within a short trip of where they live or work. It provides close access by foot, bike or public transport, through the provision of well-designed infrastructure, to jobs, shopping, learning, open space, recreation, and other amenities and services. The DPA and associated structure plan will promote the concepts of walkable neighbourhoods.
T5. A GREEN LIVEABLE CITY	
Tree canopy cover is increased by 20% across metropolitan Adelaide by 2045.	Existing tree canopy/landscape Development Plan policies will be reviewed and if required, they will be strengthened to promote the achievement of the target.
T6. GREATER HOUSING CHOICE	
Increase housing choice by 25% to meet changing household needs in metropolitan Adelaide by 2045.	The DPA is not seeking to introduce new policies relating to affordable housing as existing policies are considered appropriate.

3.3.4 The Draft 30-Year Plan for Greater Adelaide (Update 2016) - Policies

The DPA will support the draft 30-Year Plan for Greater Adelaide by implementing the following policies:

3. Strategic and Policy Considerations

Policy	How will the policy be implemented:
THE DRAFT 30-YEAR PLAN FOR GREATER ADELAIDE – UPDATE 2016	
TRANSIT CORRIDORS, GROWTH AREAS AND ACTIVITY CENTRES	
Deliver a more compact urban form by locating the majority of Greater Adelaide’s urban growth within existing built-up areas through increases in density at strategic locations close to public transport.	The DPA is focusing on development within the existing residential areas and the creation of a Link Road; overtime, this will increase access to public transport.
HEALTH, WELLBEING AND INCLUSION	
<p>Plan future suburbs and regenerate and renew existing ones to be healthy neighbourhoods with:</p> <ul style="list-style-type: none"> • diverse housing options that support affordability; • access to local shops, community services and facilities; • access to fresh food and a range of food services; • safe cycling and pedestrian friendly streets that are tree lined for comfort and amenity; • diverse areas of quality public open space (including local parks, community gardens and playgrounds) , sporting and recreation facilities; • walkable connections to public transport and community infrastructure. 	The structure plan and associated DPA policies will reinforce this draft policy.
THE ECONOMY AND JOBS	
Promote certainty to undertake development while at the same time providing scope for innovation.	The structure plan and associated DPA will increase the level of certainty for existing residents / landowners and future residents and businesses. The DPA will provide a public policy platform to promote the development of the required infrastructure.
TRANSPORT	
Ensure development does not adversely impact the transport function of freight and/or major traffic routes and maintains access to markets.	The DPA will significantly improve transport efficiency by the promotion of a Link Road.
Investigate potential funding options (including from the private sector) that can be utilised to fund new mass transit	The DPA is being prepared within a strategic framework of determining an equitable and appropriate funding approach, which includes funding opportunities from the private sector.

Policy	How will the policy be implemented:
services and enhance the surrounding public realm.	
INFRASTRUCTURE	
Define and protect strategic infrastructure sites and corridors from inappropriate development to ensure the continued functionality of the services they provide.	The DPA will clearly define and protect key infrastructure sites and corridors.
Ensure that new urban infill and fringe and township development is aligned with the provision of appropriate community and green infrastructure, including: <ul style="list-style-type: none"> walking and cycling paths and facilities; local stormwater and flood management provisions; public open space; sports facilities; street trees; community facilities, such as child care centres, schools, community hubs and libraries. 	The DPA and associated structure plan, where required, will incorporate policies relating to green infrastructure.
WATER	
Increase the provision of stormwater infrastructure to manage and reduce the impacts of: <ul style="list-style-type: none"> run-off from infill development; urban flooding from increased short-duration intense rainfall events associated with climate change; pollution from roads and other developed areas. 	A Stormwater Management Strategy has been prepared that will be incorporated within the DPA.

3.2 Council Policies

3.2.1 Council's Strategic Directions (Section 30) Report

Council's Strategic Directions Report 2014 – 2018 (SDR) contains the following relevant references to Gawler East that support the proposed DPA:

Under the heading of "9.1 Growth Management", the SDR notes the following:

"Matters of importance in updating plans for infrastructure related to Gawler include:

- 1. The proposed eastern connector road between Gawler East and Main North Road, including South Para bridge*
- 6. The need for additional infrastructure to provide for adequate walking, cycling, gophers and other off-road transport to reduce car use and address related health and social goals in the 30 Year Plan, particularly in existing built-up areas of the town.*

3. Strategic and Policy Considerations

8. *The potential for new road connections or new arrangements for existing roads to reduce through traffic congestion in parts of the central part of Gawler.*

13. *Stormwater management – Gawler has more than 60 stormwater outlets channelling untreated stormwater into the North Para South Para and Gawler River. Planning and implementation of stormwater detention and pollution treatment is a major task.*

19. *Structure Plan/concept plans for deferred urban zone and Gawler East.”*

The SDR went on to state:

A Structure/Infrastructure Plan is proposed to set out land-use policies to manage the change that is forecast to occur in the region. Of particular interest is the increase in population and the potential impacts (both positive and negative) this will have on demands for services and infrastructure, the natural environment, and the character and economic prosperity of the Council.

It will provide the basis for the design and development of areas in which the population is expected to grow, such as transit corridors (Evanston Gardens), new growth areas (Gawler East) and areas for revitalisation (town centre). It will also guide the planning of services and infrastructure related to transport, health, schools and community facilities and identify what land is available for future industrial, commercial and residential development (page 48)

The proposed DPA objectives have been envisaged by the Council's community based SDR.

3.2.2 Infrastructure Planning

In addition to the infrastructure objectives mentioned in Council's SDR, Council initiated a number of infrastructure studies to support the progression of this DPA. These studies are:

- URPS, *Gawler East Road: Engagement Report* (October 2016)

The objectives of the Gawler East Link Road community engagement undertaken in September 2016 were to gather feedback regarding preference for the Eastern Alternative, Revised Eckerman or State Government alignment options and reasons for the preference held.

- URPS, *Gawler East Link Road: Engagement Report* (June 2016).

The objectives of the Gawler East Link Road community engagement were to understand preferences for, and impacts associated with, the two alignments for the Gawler East Link Road (the Link Road), and gather information related to the criteria for the Multi-Criteria Assessment (MCA) process from the community that will be used as part of Council's decision making.

- Tonkin Consulting, *Gawler East Link Road: Multi-Criteria Assessment Report* (August 2016)

Tonkin Consulting were engaged by Town of Gawler to undertake a Multi-Criteria Assessment (MCA) of two alternative alignments for the provision of the Gawler East Link Road (GELR). The Multi-Criteria Assessment was proposed and undertaken to provide guidance to Council on the preferred alignment to select. The report details the development of the Multi-Criteria Assessment process and the supporting investigations undertaken to determine a preferred alignment for the Gawler East Link Road.

Various supporting investigations were undertaken by Council and its consultant team to provide the required inputs into the MCA assessment. These investigations included the following:

- Road safety and travel time review (Tonkin Consulting)

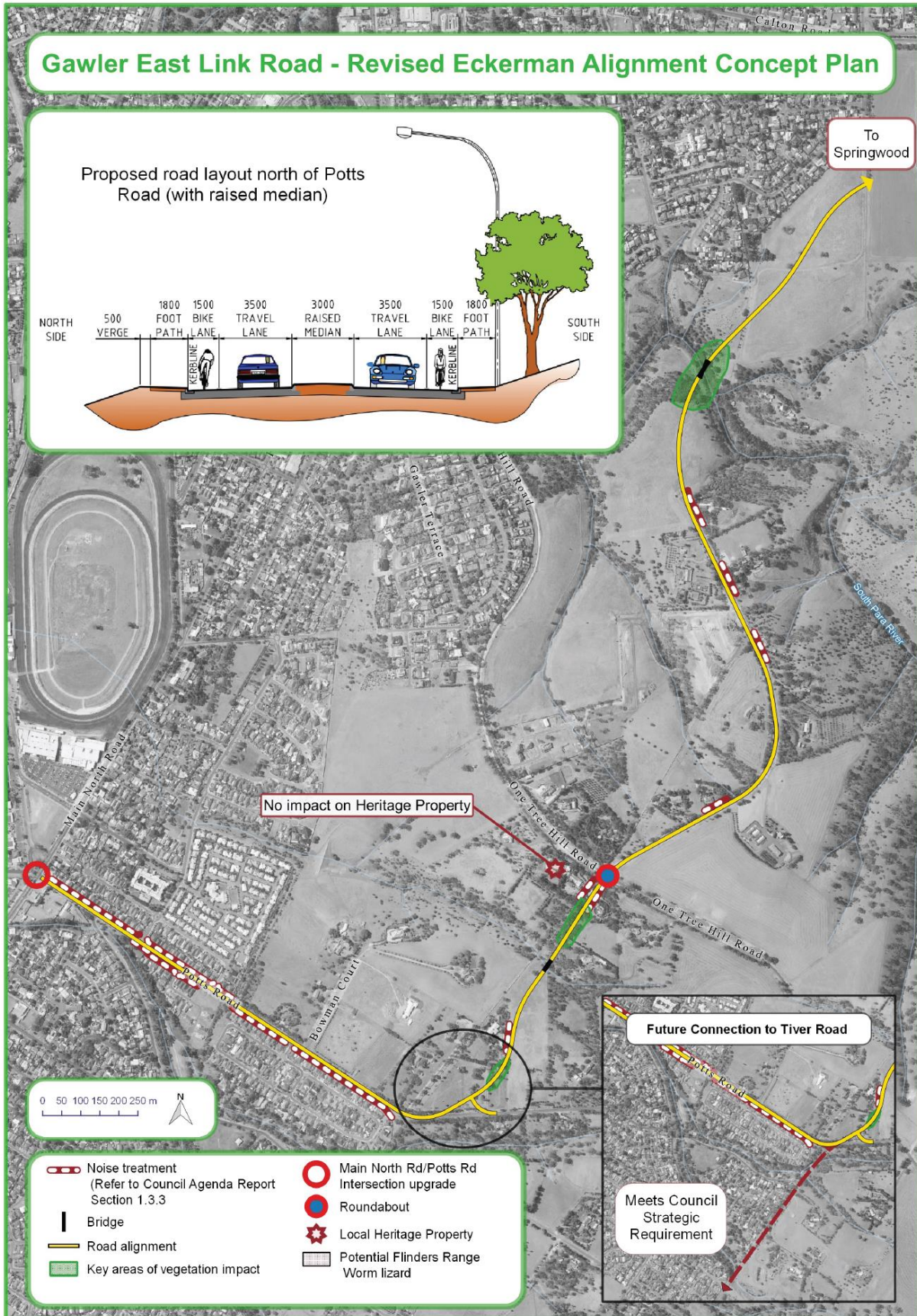
- European Heritage (Flightpath Architects)
- Noise impacts (Sonus)
- Air quality impacts (Pacific Environment)
- Vegetation and fauna (EBS Ecology)
- Land acquisition property impacts (Property and Advisory Pty Ltd)
- Cost estimation (Sempac)

Figure 2 conceptually illustrates the high-level findings of the road infrastructure reports.

- Tonkin Consulting, *Gawler East: Stormwater Infrastructure Study* (March 2016)
|
The introductory section of this study notes that “...the Town of Gawler has a number of developers proposing residential developments in the Gawler East area. These developments will all be upstream of the main Gawler Township and in some areas would have the potential to increase downstream flood risk if they are not managed appropriately. Runoff will also be along flow paths that currently take relatively minor flows and have the potential to cause erosion if not managed appropriately. The Town of Gawler has requested the Gawler East area Stormwater Management Plan (SMP) be implemented such that they can be in a position to strategically manage stormwater runoff generated by future development within the Gawler East area.”
- URPS, *Gawler East Social and Recreational Infrastructure Requirements (Draft Report)*, (2015)

This report was been prepared within the context of determining the required social and recreational infrastructure once Gawler East area is fully developed, as one component of the broader concept planning for the area. The paper provides a summary of the process for planning for social and recreational infrastructure, based upon practice elsewhere as well as existing studies commissioned by the Town of Gawler. The paper outlines the social and recreation infrastructure requirements for Gawler East based on these practices/studies. Social and recreational infrastructure have been identified for the discrete Gawler East project area, considered the primary catchment. The report concludes with a discussion of the principles to guide funding decisions and funding options.

Figure 2: Conceptual illustration of high-level findings of the infrastructure reports.



Source: Town of Gawler

3.2.3 Other Policies or Local Issues

Having regard to the Gawler (CT) Development Plan consolidated on 28 April 2016, the policies of this DPA will be consistent with the relevant policies in:

The Council-wide section of the Development Plan

- Building Set-backs from Arterial Roads
- Bushfire Protection
- Centres and Shops
- Community Facilities
- Conservation
- Contaminated Land
- Hazards
- Infrastructure
- Land Division
- Natural Resources
- Open Space and Recreation
- Public Utilities
- Residential
- Rural Living
- Sloping Land
- Transportation and Access
- Overlay – Noise and Air Emissions

Proposed DPA policies will seek to align with existing Council wide policies, or where required and with agreement of DPTI, will amend these non-South Australian Planning Policy Library policies.

Council's Current DPAs

The Town of Gawler is progressing with the following two DPAs:

- *Town of Gawler Evanston Gardens DPA.*

As the title suggests, this DPA affects limited land within the Evanston Gardens area and has no direct relevance with the proposed Gawler East Structure Plan DPA. The Evanston Gardens DPA completed its statutory public consultation stage in September 2016. Council is now in the process of finalising the DPA and associated infrastructure deeds.

- *Town of Gawler, Residential and Character DPA.*

The Residential and Character DPA affects the substantial majority of the residential areas and zones within the Town of Gawler (with the exception of the area affected by the Gawler East Structure Plan DPA). The DPA is seeking to facilitate an appropriate balance between the retention of the important character elements of Gawler and demand for infill development in established areas in a manner that respects the underlying character and heritage elements whilst maximising redevelopment potential. The DPA is yet to be released for community consultation.

Adjoining Council Development Plans

At the time of drafting this Statement of Intent, the Development Plans of adjoining areas are:

- *Light Regional Council (consolidated 10 November 2016).* The Council area is also affected by the Freeling (West) Residential DPA and the Kapunda Town Centre, Mine Historic DPA.
- *Playford Council (consolidated 21 April 2016).* The Council area is also affected by the Ministerial Greater Edinburgh Parks Employment Lands DPA and Munno Para Bowls Club Site DPA.

3. Strategic and Policy Considerations

- *The Barossa Council (consolidated on 11 August 2016)*

These Developments and associated DPAs are unlikely to be affect or have an effect on the Gawler East DPA. It is noted that the Payford and Light Regional Development Plans do contain relatively recent policies associated with infrastructure planning.

Schedule 4 of the Regulations – Complying Developments/New Dwellings

Reference to Residential Code Maps Ga/6 and Ga/9 illustrates that the affected area is not contained within a “Determined Area for the Purposes of Schedule 4 – Complying Development, Clause 2B – New Dwellings”.

The Gawler East DPA will not seek to expand the Designated Area to the DPA’s affected area.

3.3 Minister’s Policies

3.3.1 Planning Policy Library

The Gawler (CT) Development Plan has not yet been converted to the SAPPL format and content. Council will not be seeking to update its Development Plan to the latest version of the Planning Policy Library, via this particular DPA.

3.3.2 Existing Ministerial Policies (Section 25(5), 26 and Section 29)

The following Ministerial policies introduced through section 25(5), 26 or 29 of the Act may be amended by this DPA:

- Gawler East DPA (Ministerial), approved and consolidated on 26 August 2010

Any amendment to these policies will be justified in the DPA and Council confirms that the policies will only be changed in a way that ensures consistency with the Planning Strategy.

3.3.3 Ministerial DPAs

There are no existing Ministerial DPAs that affect’s the Gawler East Structure Plan DPA.

4. Investigations and Consultation

4.1 Investigations

4.1.1 Investigations Previously Undertaken

Investigations previously undertaken (prior to the preparation of this SOI) that will inform this DPA include:

- URPS, *Gawler East Link Road: Engagement Report* (October 2016)

The objectives of the Gawler East Link Road community engagement undertaken in September 2016 were to gather feedback regarding preference for the Eastern Alternative, Revised Eckerman or State Government alignment options and reasons for the preference held.

- URPS, *Gawler East Link Road: Engagement Report* (June 2016).

The objectives of the Gawler East Link Road community engagement were to understand preferences for, and impacts associated with, the two alignments for the Gawler East Link Road (the Link Road), and gather information related to the criteria for the Multi-Criteria Assessment (MCA) process from the community that will be used as part of Council's decision making.

- Tonkin Consulting, *Gawler East Link Road: Multi-Criteria Assessment Report* (August 2016)

Tonkin Consulting were engaged by Town of Gawler to undertake a Multi-Criteria Assessment (MCA) of two alternative alignments for the provision of the Gawler East Link Road (GELR). The Multi-Criteria Assessment was proposed and undertaken to provide guidance to Council on the preferred alignment to select. The report details the development of the Multi-Criteria Assessment process and the supporting investigations undertaken to determine a preferred alignment for the Gawler East Link Road.

Various supporting investigations were undertaken by Council and its consultant team to provide the required inputs into the MCA assessment. These investigations included the following:

- Road safety and travel time review (Tonkin Consulting)
- European Heritage (Flightpath Architects)
- Noise impacts (Sonus)
- Air quality impacts (Pacific Environment)
- Vegetation and fauna (EBS Ecology)
- Land acquisition property impacts (Property and Advisory Pty Ltd)
- Cost estimation (Sempac)
- Tonkin Consulting, *Gawler East: Stormwater Infrastructure Study* (March 2016)
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The introductory section of this study notes that "...the Town of Gawler has a number of developers proposing residential developments in the Gawler East area. These developments will all be upstream of the main Gawler Township and in some areas would have the potential to increase downstream flood risk if they are not managed appropriately. Runoff will also be along flow paths that currently take relatively minor flows and have the potential to cause erosion if not managed appropriately. The Town of Gawler has requested the Gawler East area Stormwater Management Plan (SMP) be implemented such that they can be in a position to strategically manage stormwater runoff generated by future development within the Gawler East area."

4. Investigations and Consultation

- URPS, *Gawler East Social and Recreational Infrastructure Requirements (Draft Report)*, (2015)

This report was prepared within the context of determining the required social and recreational infrastructure once Gawler East area is fully developed, as one component of the broader concept planning for the area. The paper provides a summary of the process for planning for social and recreational infrastructure, based upon practice elsewhere as well as existing studies commissioned by the Town of Gawler. The paper outlines the social and recreation infrastructure requirements for Gawler East based on these practices/studies. Social and recreational infrastructure have been identified for the discrete Gawler East project area, considered the primary catchment. The report concludes with a discussion of the principles to guide funding decisions and funding options.

4.1.2 Investigations Initiated to Inform this DPA

Additional investigations to inform this DPA will include the following:

- Review of the previously mentioned studies and recommendations to confirm their validity.
- Review of relevant infrastructure policies (and associated funding strategies) in the following Development Plans:
 - Light Regional Council (i.e. policies associated with the Roseworthy Township expansion);
 - Playford Council (i.e. policies associated with the Playford Growth Areas DPAs);
 - Adelaide Plains Council (ie policies associated with the Two Wells Township expansion);
 - Mt Barker Council (i.e policies associated with the growth areas expansion).
- Regular discussions with Department of Planning, Transport and Infrastructure and Council Executive Management Group to ensure proposed Development Plan policy is integrated with other potential non-statutory infrastructure strategies such as infrastructure deeds/land management agreements and separate rates.
- Residential allotment yield analysis (including mapping of existing approved and submitted land division applications).

4.2 Consultation

The following key stakeholders will be consulted during the investigations stage for input into the proposed DPA:

- Department for Communities and Social Inclusion
- Department for Education and Child Development
- Department of Environment, Water and Natural Resources
- Department for Health and Ageing
- Department of Planning, Transport and Infrastructure
- Department of Primary Industries and Regions
- Environment Protection Authority
- ElectraNet Pty Ltd
- Epic Energy
- SA Power Networks
- APA Group
- South East Australia Gas Pty Ltd
- SA Water
- Adelaide and Mount Lofty Ranges NRM Board

The following State Members of Parliament and Councils will be consulted during the consultation stage of the DPA:

- Tony Piccolo, MP, Member for Light
- Steven Griffiths, MP, Shadow Minister for Planning
- Barossa Council
- Light Regional Council
- Playford Council.

Consultation with the public will be undertaken in accordance with the requirements of the Act and Regulations. This will include:

- A notice in the Government Gazette.
- A notice in the Advertiser Newspaper.
- A notice in Gawler Bunyip Newspaper and Barossa Herald Newspaper.
- The scheduling of a Public Meeting at which any interest person may appear to make representations on the proposed amendment.
- Preparation and distribution of a community flyer that summarizes the intent of the DPA and informs interested parties how they can make submissions.
- Ensuring the DPA is available for public inspection at Council's office and library and on Council's website.

5. Proposed DPA Process

5.1 DPA Process

Council intends to **undertake the following DPA process** (check box):

Process A

Agencies will be consulted on a draft version of the DPA for a period of 6 weeks. A copy of the DPA, and copies and a summary of agency submissions, will then be sent to the Minister for approval to release the DPA for public consultation.

Process B1 (with consultation approval)

A copy of the DPA will be sent to the Minister for approval to release it for concurrent agency and public consultation (not more than 8 weeks for agency comment and not less than 8 weeks for public comment).

Process B2 (consultation approval not required)

A copy of the DPA will be released for concurrent agency and public consultation (not more than 8 weeks for agency comment and not less than 8 weeks for public comment).

Process C

A copy of the DPA will be released for concurrent agency and public consultation (not more than 4 weeks for agency comment and not less than 4 weeks for public comment). Landowners and occupiers identified in the SOI will receive direct notification of the DPA.

5.1.1 Rationale

Process B1 (with consultation approval) has been selected because of the desire for interim operation.

5.2 Interim Operation

Interim Operation is being considered for this DPA. Council is not considering the use of any non-complying triggers linked to infrastructure provision issues.

The purpose of interim development control is to ensure orderly and proper development where a change to a Development Plan is proposed. Without the use of interim authorisation, landowners / applicants via the lodgement of land division and/or built form development applications may significantly threaten the attainment of the DPAs objectives.

It is acknowledged that interim operation will be subject to separate approval by the Minister and does not constitute part of this agreement.

6. Professional Advice and Document Production

6.1 Professional Advice

The professional advice required will be provided by:

- Mr Ryan Viney
Acting Manager Economic Development, Regulatory Services and Communications
Town of Gawler
89 Murray Street
PO Box 130
GAWLER SA 5118

This person satisfies the professional advice requirements of the Act and Regulations and will provide advice to the council prior to the preparation of the DPA. This person is not considered to have a conflict of interest or perceived conflict of interest in the DPA.

6.2 Document Production

The DPA (including the structure, amendment instructions and mapping) will be prepared in accordance with the Technical Guide to Development Plan Amendments issued by the Department for Planning, Transport and Infrastructure (the Department) and any templates, except as mutually agreed.

To ensure certainty as to the correct version of the DPA, the DPA will contain a date in the footer (eg version 5 July 2007). The footer will be located on every page of the DPA, including the proposed amendments (including mapping).

The Chief Executive Officer of the council will ensure that the policies implement the Planning Strategy, all procedures have been completed within the statutory requirements, and that mapping is correct prior to issuing a certificate in accordance with the Act. If this is not the case, the council will take responsibility for the DPA until the matter has been resolved.

6.3 Mapping

Council will obtain electronic copies of all the affected maps and/or figures from the Department prior to the commencement of mapping amendments to ensure all mapping is amended based on current map bases.

Amendments to maps will be provided in the required format to the Planning Division of the Department. Mapping amendments for this DPA will be undertaken by:

- Mr Michael Lannan
Graphic Designer
URPS
Suite 12/154 Fullarton Road,
Rose Park, SA 5067

7. Proposed DPA Timetable

Process B1 (Interim Operation) Timetable

The following timetable is proposed for this DPA based on the selected process. Council will take steps to update this timetable if it appears at any stage that Council will require an extension to complete a task.

Steps	Responsibility	Agreed Timeframe from Minister's Approval
Development Plan Amendment (DPA)		
Investigations conducted; DPA prepared and sent to the Department requesting agreement to commence public and agency consultation	Council	12 weeks SOI agreement – DPA lodged with the Department for consultation approval
DPA assessed and report prepared for Minister	Department	7 weeks
Public and agency consultation approved by Minister	Minister	4 weeks
DPA prepared for public consultation	Council	8 weeks Public consultation approved - public consultation commences
Public and agency consultation concludes	Council	8 weeks
Summary of Consultation and Proposed Amendment (SCPA)		
Public Meeting held; submissions summarised; DPA amended in accordance with Council's assessment of submissions; SCPA prepared and lodged with Department	Council	8 weeks Public consultation closes – SCPA lodged with the Department
SCPA assessed and report on DPA prepared for Minister	Department	7 weeks
Minister considers report on DPA and makes decision	Minister	4 weeks
Approved amendment gazetted	Department	2 weeks

Following Ministerial approval of the proposed amendment, it is forwarded to the Environment, Resources and Development Committee of Parliament for review.

