

Attn Expert Panel  
Planning Review  
GPO Box 1815  
SA 5001



Email: [REDACTED]

Dear Expert Panel members,

**Re the Planning, Development and Infrastructure Act 2016 - Review**

I am writing to you as a result of receiving a pamphlet in my mail about the public having their say on the future of the planning system.

In my opinion, many mistakes have been made and are continuing to be made in the area of urban growth and development which is based on the private motor car. You will all be aware that a huge mistake has been made with the housing development in the Mount Barker area and this has created an immense problem for traffic on the SE Freeway and within the adjacent areas surrounding Mount Barker.

A lot of housing development is occurring in Strathalbyn with no plans to have any proper public transport system.

It has always been assumed that housing development can be done almost anywhere and unlike in other states and overseas, here in SA, no consideration is given to alternatives to the motor car.

There is a very limited bus service between Strathalbyn and Mount Barker which is poorly patronised and the SA public has never been expected nor interested in using public transport.

Our roads are becoming worse and more dangerous. There is a huge backlog in road improvements and maintenance and I am sure the RAA would agree.

If we are serious about road trauma, the associated costs and stress on our hospitals, then much more must be done to get people out of their cars and into public transport especially when commuting to work.

Proper, intelligent development must consider preserving as many trees as possible, planting more to help reduce the effect of our hot summers and water runoff also has to be planned to reduce the risk of flooding.

Ongoing housing in the Adelaide Hills and Fleurieu Peninsula must be reduced or even better stopped. Building on fertile, well watered farming land and destroying native bushland must stop. Too often I hear the comment, "well people have to live somewhere", that maybe so but not in areas which cannot sustain human habitation.

I would also like to bring to your attention the relentless urban development towards Aldinga, Virginia, Two Wells and just south of Roseworthy. Land has also been allocated for a possible new 300 home development at Hamley Bridge. The road from Hamley Bridge to Templers is narrow and in a very unsafe condition.

There is a railway line still insitu (from Burra) via Tarlee, Hamley Bridge and Roseworthy to Gawler where people could transfer from a diesel railcar into an electric train. However, the mindset here in SA is that there is a preference to encourage people to use their car, improve the roads and not include rail in the mix.

While there are some areas which do not have a nearby railway line such as the new Riverlea development along the Port Wakefield Road, my observations in the southern areas of Adelaide where I live, buses are poorly patronised and people will not change their travel habits when with a bit of planning, I'm sure many commuters could make the change and gain a great cost benefit.

Even the Seaford train service in my opinion is under utilised. I often catch the train from Oaklands and I am often surprised how few people are on it.

In my opinion, fuel will need to rise to at least \$5/litre or even higher before people will reassess their transport options. Personally, I think EV's are a long way off becoming a practical method of replacing the liquid fuel type vehicles and the capital cost would have to drop way down to what they are now.

We would also have to greatly increase the production of electricity and improve the network to cope with the demand. Imagine the consumption of electricity from about 5pm onwards every day.

Also, what happens to an EV battery when it is no longer able to operate a vehicle? I saw an article on TV about the serious problems how to recycle or dispose of those batteries.

I have seen a lot of ad hoc housing development both north and south of Adelaide on land which should be left as natural bushland or rural production. The Riverlea project has necessitated a new set of traffic lights on the busy Port Wakefield Road and this has come under a lot of criticism. If this project was interstate they would build an on/off ramp like they have just north of Port Wakefield but all we can do is put in traffic lights on a busy fast moving road and there are bound to be collisions there. If a truck is involved the implications are greater.

This development will increase the traffic immensely and I cannot believe so called experts and politicians have allowed this to happen. Have plans been made to cater for the increased traffic as motorists approach the inner metro area?

Recently I have been to Elizabeth and Mawson Lakes where the traffic along Winterslow Road and Elder Smith Road has become impossible to cross over as a pedestrian on a week day and I have seen new housing in the adjacent areas yet no consideration for the huge increase in traffic.

In Europe they plan the transport infrastructure before any new development happens but here in Australia, we do the exact opposite and if anyone wants to think they are an expert in planning then they need to visit Europe where they do things much better than us.

Excuses that they have more dense populations are not a valid reason for Australian planners to ignore the obvious and merely continue with the poor planning choices that have been made up till now.

Please feel free to contact me to discuss the contents of this letter.

Yours faithfully,

  
Michael Kohler  
8/12/22