

## LIGHT REGIONAL COUNCIL MEDIA RELEASE

### **ROSEWORTHY EXPANSION GATHERS MOMENTUM**

Light Regional Council welcomes the recent lodgement of the first two land division applications for the Roseworthy Town Expansion; from the Land Vision Group for the first stage of “St Yves”, and from the Hickinbotham Group for the first stage of a land division between St Yves and existing Roseworthy Township. Council also welcomes the announcement that Trinity College plans to establish a presence in the new Activity Centre at St Yves for an expanded Roseworthy.

Council continues its successful collaboration with all 11 landowners across the designated growth area (“suburban neighbourhood zone” and “urban employment zone”), as per the attached Development Plan maps for the Roseworthy Township Expansion, and is pleased to advise that all necessary infrastructure deeds have now been executed with landowners proceeding to the land division stage at this time. These infrastructure deeds secure the arrangements for developer funding of the infrastructure required for the Roseworthy Township Expansion.

While Council has been focussed on the delivery of the Roseworthy Township Expansion project for well over 10 years, the recent State-wide media exposure and announcements by the Land Vision Group and Trinity College present an opportunity to update the community on various areas of interest relating to the development. As such, the following pages provide responses to some Frequently Asked Questions (FAQs).

## **Attributable Quotes:**

*“The local community had a grand vision for Roseworthy and must be congratulated for their patience and persistence, and against the odds, their dream is coming true.*

*Council is confident this vision will be realised with the establishment of a high quality and contemporary township that will reinforce the growth and prosperity of our region and beyond. This development is designed to attract a wide range of people of all age groups with a major focus on young families who can take advantage of the outstanding educational facilities available”*

Mayor Bill O'Brien, Light Regional Council

*“A 20-year project of this magnitude should encourage the current State Government to adopt a progressive population strategy for South Australia which will underpin prosperity for our State and region for generations to come.*

*This expansion of a country township, merging rural and town, will spring new hope, a new life, a new community for our region. Adding high quality education, health, commercial and community facilities nestled alongside one of the best tourism precincts in Australia makes this project a very attractive offering.”*

Mr Brian Carr, Chief Executive Officer, Light Regional Council

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**Development Plan Zones/ Land Use**

- Suburban Neighbourhood Zone
- Large Residential Lots
- Urban Employment
- Drainage Reserves/ Open Space
- Activity Centre
- Detention Basins
- Retention Basins
- Drainage Paths
- Items of land contamination interest
- Arterial Road
- Collector Road
- Existing Railway Line
- Cadastre
- Zone Boundary
- Development Plan Boundary
- Pedestrian Cycle way
- Collector Road
- Future East West freight link
- 20m wide Landscaped Buffer

- 1 3 4 Upgrade and signalise existing intersection
- 2 Road upgrade and widen
- 5 Channelised junction - Seagull (100km/hr) to Residential plus left turn into Employment Zone
- 6 Channelised junction - Seagull (100km/hr) to Residential
- 7 Channelised junction - Seagull (100km/hr) to Employment plus left turn into Residential
- 8 Ensure sufficient land retained for future flyover
- 9 11 Channelised intersection - all movements allowed (80km/hr)
- 10 20 Channelised T- junction - all movements allowed (80km/hr)
- 12 Road and shoulder widening
- 13 15 17 Upgrade to sealed road
- 14 Channelised T- junction - all movements allowed (50km/hr)
- 16 Retain land for new road link
- 18 Roundabout - single lane
- 19 Collector road

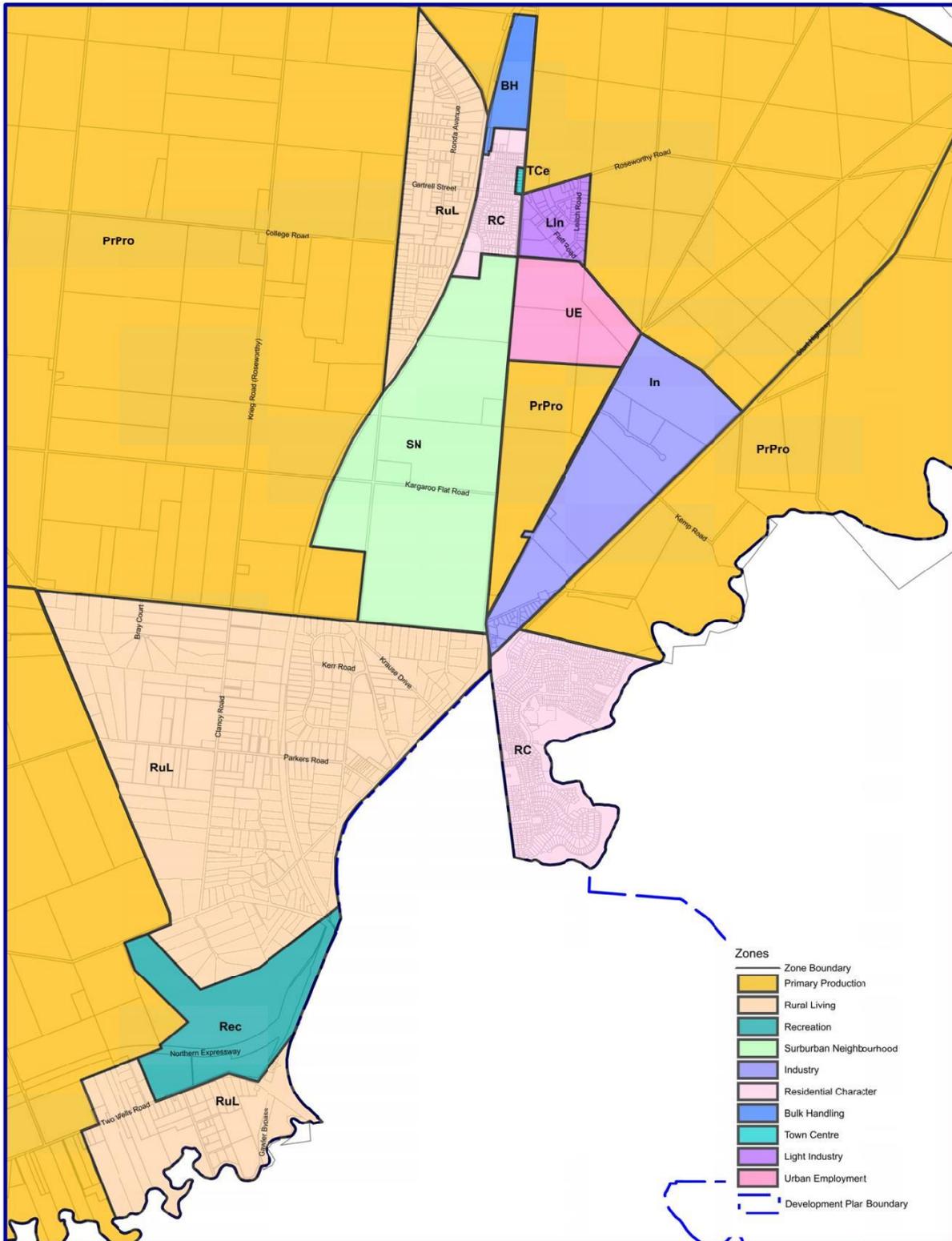


# Concept Plan Map Lig/13 ROSEWORTHY TOWN EXPANSION

LIGHT REGIONAL COUNCIL  
Consolidated - 8 December 2016

Source: [https://www.dpti.sa.gov.au/data/assets/pdf\\_file/0010/247636/Light\\_Regional\\_Council\\_Development\\_Plan.pdf](https://www.dpti.sa.gov.au/data/assets/pdf_file/0010/247636/Light_Regional_Council_Development_Plan.pdf)

# Roseworthy Concept Plan



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 Scale 1:30,000 @ A3

Note that: The location of features displayed by the Geographical Information System are for information only and should not be relied upon for absolute position or measurement purposes

Data Acknowledgements: Cadastral information from Department for Environment, Water & Natural Resources

## **Has the Roseworthy Township Expansion been approved, and if so, what was the process for this approval?**

- The rezoning of the area in question aligns with the State Government's Planning Strategy and was approved by the Minister for Planning in November 2016 via the Roseworthy Township Expansion Development Plan Amendment (RTE DPA). This process was the culmination of many years of work with both the landowner group and the wider community which resulted in the compact expansion of Roseworthy.

## **What are the future steps in the development assessment process?**

- The finalisation of rezoning of the area in late 2016 marked the final step in the process to set the zone policies for the expansion of the Roseworthy Township (see previous FAQ).
- However the lodgement of the first land division applications has been somewhat delayed while the necessary infrastructure deeds (see FAQ below) have been negotiated and settled;
- With this step complete, Council now welcomes receipt of the first land division applications.
- In assessing these (or any) applications, Council Officers operate within the confines of the relevant Acts and Regulations (*Development Act 1993, Development Regulations, 2008 and Planning, Development and Infrastructure Act, 2016*). Applicable conditions, requirements and standards will be applied in time to ensure development occurs in an orderly and efficient manner and within the confines of the relevant legislation.

## **What infrastructure will be built to accommodate the expanded population at Roseworthy, and who will pay?**

- The delivery of key regional infrastructure in the form of major road works, stormwater works and social/community infrastructure to support the new community has formed an integral part the RTE DPA process. These elements have been secured via Infrastructure Deeds with all affected landowners and will see these landowners responsible for the provision of this infrastructure in advance of need.
- As each developer may have a different timeline to progress their respective development, Council has engaged 'Rod Hook and Associates' to assist with the co-ordination and delivery of the key road infrastructure upgrades as the 'Independent Case Manager' and this role is explained further in a subsequent FAQ.
- In addition to roads and stormwater infrastructure, these deeds guide the delivery of such social infrastructure as a sports oval complex, including clubrooms, lighting, basketball/netball/tennis courts, a playground, and cricket training nets. Other social infrastructure beyond the oval includes smaller playgrounds and provision of a shared-use path (bicycle and pedestrian walkway) within the development with potential for a link to Gawler.

## **How will Council ensure that the infrastructure handed over by the RTE developers on completion is of an appropriate standard?**

- Council has established an internal “RTE Infrastructure Task Force” to ensure Council’s advice to, and collaboration with developers is coordinated across Council’s various functions.
- This Task Force will focus on critical infrastructure, such as roads, water management, social infrastructure, energy supply to the region, and Smart Cities strategies.
- The RTE Infrastructure Task Force will continue to collaborate, negotiate and resolve infrastructure issues as they arise with developers, without compromising Council’s statutory planning obligations in assessing RTE Land Division and Development Applications.
- In terms of infrastructure standards, Council assesses applications in accordance with The Institute of Public Works Engineering Australia, South Australian Division’s “[Infrastructure Guidelines SA](#)” (eg. stormwater, footpaths, roads, sewer, water, parks etc).
- Light Regional Council has also taken the opportunity to learn from others wherever possible, and as such continues to share learnings regarding urban growth with councils like the District Council of Mount Barker, and via such industry guidelines as the Local Government Association’s “[Public Realm Urban Design Guidelines](#)”, which was developed in collaboration with the City of Onkaparinga.

## **Who is the Independent Case Manager and what is their role?**

- The RTE Road Infrastructure Deeds (between Council and each RTE landholder) outline how funds and in-kind works will be provided by developers to ensure appropriate roads and intersections are provided throughout the development.
- A key sticking point in finalising these deeds related to ensuring that where one developer adopts a higher-than-minimum standard of road infrastructure, the additional cost is not borne in any way by other developers or ratepayers.
- To address this matter, a governance mechanism has been included in the Road Deeds that ensures an Independent Case Manager (ICM) is available to provide independent advice when required, to ensure funding for road infrastructure is appropriately apportioned between developers. The fees payable to the ICM will be recovered from RTE developers.
- As such, on behalf of all parties to the RTE Road Deeds, Council will be contracting Mr Rod Hook in the role of ICM. Mr Hook has been selected after extensive consultation with RTE landholders, who sought an individual with a high level of independence, political acumen, and deep experience in road infrastructure standards and funding. As a past Chief Executive of the South Australia’s Department for Planning, Transport and Infrastructure, Mr Hook was seen as an appropriate person who is willing to assist this project in this role.

- Council's RTE Task Force will be a significant support to the RTE Roads Infrastructure ICM, to enable the ICM to develop their advice for ultimate decision by Council (the ICM has no decision-making powers, per se).

### **How big will the house blocks be in the Roseworthy Township Expansion?**

- The Suburban Neighbourhood Zone forms part of the State Government's 'library' of applicable zones and supports both a mix of activities and allotment sizes.
- The desired character statement for the RTE Suburban Neighbourhood Zone states that... *"Development within the zone will be designed to provide allotments with an overall average area in the order of 700 square metres, transitioning from medium density adjacent to open space areas and the activity centre to low density (in the order of 1000 to 1500 square metres) at the western boundary along the railway line and drainage corridor"*.
- The ultimate average size of the blocks, once the RTE is complete, will be dependent on a combination of market drivers and application of the above "desired character statement" to the assessment of each land division application.

### **How will the design of this new housing development cope with our hot and dry summers?**

- Development applications will be assessed in accordance with the relevant planning and building codes, which have minimum requirements for such matters as energy efficiency.
- Council's RTE Infrastructure Taskforce (see FAQ above) is also currently working collaboratively with LVG and Hickinbotham to progress holistic water management for the RTE. As a result of these discussions, the following "water vision" has been developed for the RTE, to guide planning and assessment:
  - *"Roseworthy as a catchment: Stormwater from the Roseworthy township will be reused..."*
    - *at-source/passively for irrigation and urban cooling*
    - *at precinct-scale for public realm benefits*
    - *at a regional-scale for production of wine or food*
  - *Wastewater from the Roseworthy township will be reused in the Northern Adelaide/Barossa region for production of wine or food.*
  - *Roseworthy as climate-aware, resilient and adaptive:*
    - *At-source stormwater use for shade trees and localised cooling*
    - *Fit-for-purpose match of water source to use*
    - *Water and energy-efficient irrigation and water infrastructure*
    - *Low carbon energy sources*
  - *Roseworthy as a showcase for 'Smart' Water Management, Technology & Financing"*

## **What public transport will be available for residents of an expanded Roseworthy?**

- It is envisaged that some form of “last mile” connection will ultimately link Roseworthy to Gawler, and more specifically, one of the existing Gawler Railway Stations.
- Council will continue to discuss these matters with RTE landowners, the State Government, the Town of Gawler, and Genesee Wyoming Australia (who lease the currently-disused Gawler-Roseworthy rail reserve from the State Government).

## **Why are more houses being built on farming land?**

- The Roseworthy Township Expansion area has long been recognised as a growth area in key State Planning documents including the 2010 *30-Year Plan for Greater Adelaide* and the more recent update to this plan released in 2017. A key element of these plans was the need to strike a balance between urban infill and outer urban residential growth to provide for the varied housing needs of the South Australian community.
- In more recent times, the implementation of both the *Character Preservation (Barossa Valley) Act 2012* and the *Environment and Food Production Areas (EFPA)* has seen legislative controls placed over the balance of primary industry land to the outer metropolitan Councils, which essentially prevents the further expansion of urban development into primary production areas.

## **Will this mean that Gawler and Roseworthy eventually join up as one metropolitan area?**

- Whilst recognising that the Roseworthy Township Expansion Area will see urban and commercial/industrial growth occur between the Gawler Belt rural living area, Hewett and the existing township of Roseworthy, the rezoned land represents a consolidation of growth in accordance with the Planning Strategy that avoids creating fragmented development on the edge of the urban area.
- However, it should be noted that Sturt Highway and the Rural Living area of Gawler Belt will continue to provide a distinct demarcation between Roseworthy and Gawler/Willaston.

## **Does the University of Adelaide Roseworthy Campus have anything to do with the Roseworthy Township Expansion?**

- Currently, there is approximately 5km of high-quality unsealed road between the University of Adelaide Roseworthy Campus and the RTE.
- Light Regional Council has met with various University of Adelaide representatives over the last 12 months to explore the following possible connections between an expanded Roseworthy Township and the University campus:
  - Physical connections, eg. public transport, roads, cycle paths, collaboration spaces, student/staff accommodation, oval sharing etc.
  - Connections though knowledge development and testing.
  - Entrepreneurial / commercialisation opportunities.
- These conversations have been very positive to-date and continue, with a current focus on Smart Cities Technology.
- Future conversations with University of Adelaide will include consideration of opportunities arising from the announcement of Trinity College as the school for the RTE Activity Centre.

## **Will the RTE send the Council broke?**

- New developments provide additional rating revenue to Council, however they also come with demands for a range of services and future infrastructure replacement needs which do come at great cost. Compared to Council's existing townships, which were typically first settled in the late 1800's, the RTE is likely to have higher service level demands with modern infrastructure handed over by Developers, which can create challenges for the Council's financial sustainability.
- The Council has utilised the Local Government Finance and Economic Impact Model, developed by renowned economic experts Deloitte Access Economics, to model the RTE development from a financial sustainability perspective. This tool has enabled Council to assess the key drivers that will ensure the township expansion is sustainable in its own right, and not reliant on rating revenue from existing ratepayers. Whilst the model is currently at a high level, as more detail about individual stages and subdivisions become available, it will be refined such that Council can focus its development assessment process and rate setting strategies to achieve the financial sustainability that is important to all ratepayers.
- The financial modelling tool was instrumental in negotiating the infrastructure deeds with Developers and will also be critical in future negotiations on topics such as shared use agreements between public and private parties associated with community spaces and assets.