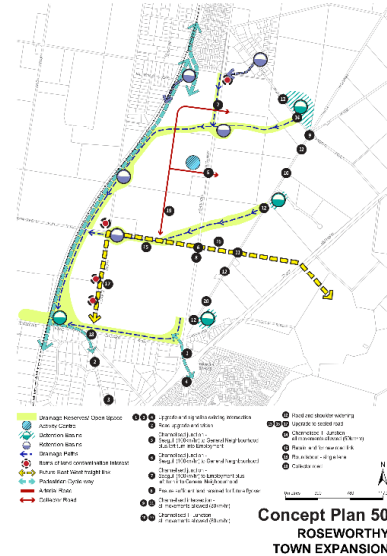




Light
Regional
Council

Roseworthy Township Expansion (RTE) Master-planned Neighbourhood Zone (MNZ) Infrastructure Statement of Requirements (SoRs) A.K.A. The RTE Style Guide

Version Ref.	Updates made	RTE Infrastructure Taskforce Endorsed	Issued to Landowners
A	N/A - New document	25 th May 2020	26 th May 2020
B	Full document review	4 th August 2022	4 th August 2022



Top Figure Reference: <https://code.plan.sa.gov.au/>

Bottom Figure Reference: On-ground RTE progress early 2022

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1 Why this Document?

The official title of this document is:

*Roseworthy Township Expansion (RTE)
Master-planned Neighbourhood Zone (MNZ):
Infrastructure Statement of Requirements (SoRs).*

Since this is quite a mouthful, this document is usually referred to as the “**RTE Style Guide**”

The intention of this document is to enable a “**One RTE ; Multiple Estates**” approach, which will see developers able to offer market differences from other RTE developers, while maintaining consistency on critical matters/items.

This document is a GUIDE – it is not meant to stifle innovation, but it does seek to clarify the minimum expectations of Light Regional Council. Developers may diverge from this guide but need to understand that such divergence will likely require further deliberations between Council’s Departments to arrive at a “one-Council” position. These deliberations will generally consider the following “balancing act” (among other things):

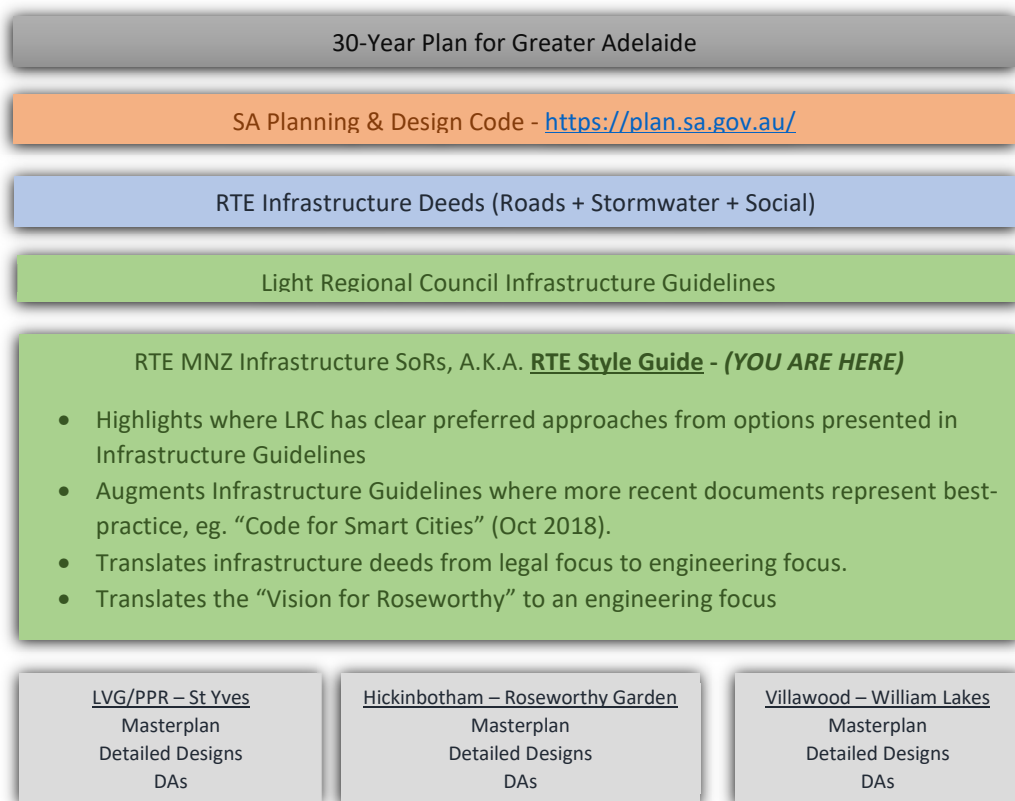
- Contemporary expectations of new residents in new suburbs
- Form and function
- Developer aspirations
- Asset life
- Long term maintenance costs
- Replacement costs at end-of-life
- Implications for expectations beyond RTE
- Health and safety for community and Council staff
- Climate change resilience (e.g. green and cool neighbourhoods)
- Walkability, Rideability & Disability inclusion
- Access for emergency services and maintenance services (eg. rubbish collection)
- Traffic movement

The need for this document was identified soon after the RTE Infrastructure Deeds were executed, as it was recognised that there would likely be a need to create a single document that progressively summarised the suite of RTE MNZ-consistent matters required at the planning approval and detailed design stages.

It was also recognised that this suite of RTE-consistent matters would expand and adapt as time went by and more Development Applications and detailed designs were considered by Council. As such, **this is a “live” document** for which there is an **open invitation for feedback** to:

- Landowners and their consultant teams, and
- Staff from different Departments across Light Regional Council.

This document DOES NOT replace or override the other documents referred to in the figure below, rather, it seeks to complement them by providing RTE-specific clarification to precisely outline matters that need to be consented across the various estates that will create the RTE MNZ over the estimated 10-15 years of development (between first development application lodgement, and release of last allotments).



The suite of documents used to assess RTE DAs and Detailed Designs

2 Key Associated Documents

The previous section included a figure referencing a suite of associated documents, these are linked/outlined below:

30-Year Plan for Greater Adelaide

<https://livingadelaide.sa.gov.au/>

SA Planning and Design Code

<https://plan.sa.gov.au/>

Light Regional Council Infrastructure Guidelines

Light Regional Council has adopted the [Infrastructure Guidelines SA](#) as a set of standards and requirements to be used when constructing assets connected to or to be incorporated into public stormwater, footpaths, roads, sewer, water, parks etc:

In addition, Council's website provides a suite of documents that seek to assist developers, planners, engineers and the general public who are involved in the planning, design or construction of development in the Light Regional Council area:

<https://www.light.sa.gov.au/develop/engineering>

Vision for Roseworthy (overall and water)

See Appendix 6.1

RTE Infrastructure Deeds (Stormwater, Road & Social)

Each landholder retains their own copy of individually executed infrastructure deeds for Stormwater, Roads and Social Infrastructure. These deeds **must** be obtained by planning and engineering consultants from their client at the earliest possible stage of their engagement, as these documents will be considered in-depth by Council when considering Development Applications and subsequent detailed designs.

3 Target Audience & How to use this Document

There are two primary audiences for this document:

- **Developers**

- Primarily the planning and engineering staff and consultant teams engaged by RTE landowners and developers.
- Early consideration of this document is strongly recommended to ensure efficient deployment of developer resources (e.g. avoiding re-work where consultants submit proposals inconsistent with the RTE Style Guide and associated documents referenced in section 2).
- Feedback on the RTE Style Guide is invited at any time from Developer's Teams.
- If you work for a developer/landholder, before commencing your planning report or detailed design, please review the parts of this RTE Style Guide relevant to your area of focus (see section 5). Also ensure you understand the requirements of the "Key Associated Documents" (see section 2) relative to your focus area.

- **Council Staff**

- All Light Regional Council staff with a role in considering developer proposals or managing/maintaining/replacing infrastructure ('hard', 'green', or 'blue' infrastructure¹) that is handed over to Council after each developer stage is complete.
- All Council staff have access to the MS Word document that is the basis for this RTE Style Guide – improvements are encouraged and can be suggested at any time via 'Track Changes'/Comments [DO NOT expect somebody else to make the changes you think are required to enhance public good outcomes].
- Council's Development Engineering Team will formulate draft responses to developer proposals based on the RTE Style Guide and associated documents referenced in the previous section 2. For other Council staff, be aware that beyond your input to the RTE Style Guide, you **MAY NOT** be offered a further opportunity to influence a response to an individual Development Application or detailed design proposal (hence the importance of ensuring you help keep the RTE Style Guide up to date!).

1

<https://www.wsaa.asn.au/sites/default/files/publication/download/WSAA%20Liveability%20booklet%20FA2%20WEB.pdf>

4 Document Control, Process & Accountabilities

Accountabilities

- Council's RTE Infrastructure Taskforce is accountable for:
 - endorsing periodic RTE Style Guide updates.
 - ensuring the RTE Style Guide remains Fit-for-Purpose.
 - ensuring the process and responsibilities outlined below are adhered to.

Responsibilities

- The Chair of Council's RTE Infrastructure Taskforce is responsible for ensuring updates of the RTE Style Guide are provided to Landowners and Developers ASAP after endorsed by the RTE Infrastructure Taskforce.
- The planning and engineering staff and consultant teams engaged by RTE landowners and developers are responsible for suggesting RTE Style Guide improvements where identified as necessary.
- Council staff from any department at any level are responsible for suggesting RTE Style Guide improvement whenever identified. All Council staff have access to the MS Word document that is the basis for this RTE Style Guide – improvements are encouraged and can be suggested at any time via 'Track Changes'/Comments [DO NOT expect somebody else to make the changes you think are required to enhance public good outcomes].
 - Within Light Regional Council, periodic RTE Style Guide Workshops shall be held to provide a facilitated opportunity to provide input to this document (e.g. 2-3 per annum). These workshops shall be arranged/facilitated by the Chair of Council's RTE Infrastructure Taskforce.
- Council's Senior Development Engineer and/or Development Services Manager shall ensure that where developer proposals are at variance to the RTE Style Guide (and associated documents referenced in the previous section 2), advice is sought from the Chair of the RTE Infrastructure Taskforce prior to responding to developers.

Process

1. As per the responsibilities outlined above, the RTE Style Guide will be maintained as an accessible and contemporary point-of-reference for assessment of new Development Applications and detailed design proposals from Developers.
2. Council's Development Engineering Team will formulate draft responses to developer proposals based on the RTE Style Guide and associated documents referenced in section 2.
3. Select Council staff may be invited to assist in refining these responses to developers, where deemed necessary by Council's Senior Development Engineer or Development Services Manager.
4. Council's Development Services Team shall respond to developers regarding Development Planning process matters. From time-to-time, in consultation with the Development Services Manager, the Chair of Council's RTE Infrastructure Taskforce (or their delegate) will respond to developers regarding a specific infrastructure matter.

5 Statement of Requirements (SoRs)

SoR Ref Number & Title	5.1 Typical Reserve and Carriageway Widths
Baseline document reference for which specific RTE guidance required	“Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 - Section 7 – Road Infrastructure: Table 2 – ‘Metro’ Road/Street Characteristics – Deemed to Comply
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	Consistent road configurations throughout the entire RTE for: <ul style="list-style-type: none"> • Laneways • Local/Access Streets • Leve 1 & Level 2 Collector Roads
Details and Drawing providing RTE Guidance	Refer appendix 6.2

SoR Ref Number & Title	5.2 Local Access Road Characteristics
Baseline document reference for which specific RTE guidance required	“Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 – Section 7 - Road Infrastructure
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	<ul style="list-style-type: none"> • Consistent Access Street configuration throughout entire RTE • Consistent asset design and handover • Developing a strong sense of personal ownership of the verge space in-front of new residents’ dwellings • The achievement of water sensitive urban design principles (e.g. passive irrigation of street trees) • Pedestrian safety
Details and Drawing providing RTE Guidance	<ul style="list-style-type: none"> • Refer appendix 6.2 • Mountable Kerb and Water Table shall be used in areas of direct residential property access. Barrier Kerb and Water Table shall be used elsewhere. • The footpath shall be located 0.1 metres off the property boundary.

SoR Ref Number & Title	5.3 Kerb Types
Baseline document reference for which specific RTE guidance required	“Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 – Section 7 – Road Infrastructure & Section 11 - Stormwater Management
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	Consistent kerb types throughout the entire RTE SNZ
Details and Drawing providing RTE Guidance	<ul style="list-style-type: none"> • Refer appendix 6.2 • Council Std Dwg SD100 Rev. D – Typical Residential Kerb Profiles • Mountable Kerb and Water Table shall be used for sections of road with direct residential property access • Median Kerb shall be used for traffic islands • Barrier Kerb Only/Outfalls for sections of “negative” cross-fall. • Barrier Kerb and Water Table in all other areas • In all cases the Hydraulic Grade Line must be within the road carriageway (contained by the kerbing) for the Major Storm Event, the 100yr. ARI (1% AEP)

SoR Ref Number & Title	5.4 Pavement & pipe design and construction for local reactive soils
Baseline document reference for which specific RTE guidance required	<ul style="list-style-type: none"> • “Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 – Section 7 – Road Infrastructure & Section 11 - Stormwater Management • Austroads Guide to Pavement Technology Part 5 – Pavement Evaluation and Treatment Design
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	Due to the highly reactive clays found within the RTE Area, pavement and pipe design shall specifically address this reality, with a view to maximising functional asset life and performance.
Details and Drawing providing RTE Guidance	<p>Measures shall be taken to prevent movement of, and damage to pavements and pipes created as part of the RTE. These may include but are not limited to:</p> <ul style="list-style-type: none"> • Pavement Stabilisation (lime, cement or foamed bitumen) • Geotextiles and Geogrids • Rubber Ring Jointed (RRJ) concrete pipes must be used in place of External Band (EB) joints.

SoR Ref Number & Title	5.5 Irrigation Systems - Open Space & Streetscapes
Baseline document reference for which specific RTE guidance required	<ul style="list-style-type: none"> • “Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 - Section 13 - Landscaping and Road Furniture • SA Water - Code of Practice – Irrigated Public Open Space (2015) • Irrigation Australia – Training and Certification programs • LRC Verge Maintenance Guide - https://www.light.sa.gov.au/data/assets/pdf_file/0017/503054/Verges-and-Footpath-Flyer-February-2022.pdf
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	<ul style="list-style-type: none"> • Pop-up irrigation strongly preferred over sub-surface irrigation by Council, for long-term maintenance access. • Consistent irrigation system installation which integrates with Councils broader irrigation infrastructure strategy. • Facilitate the implementation of ‘smart’ and automated irrigation technologies • Provide consistent irrigation asset handover processes • Provide clarity on the recommended percentage of vested public open space to be irrigated • Sufficient water meters to trace unmetered flows and leaks, thereby minimising water loss. <p>Regarding streetscape verges, design and management should balance the following functions:</p> <ul style="list-style-type: none"> • Safe place for pedestrians to move through • A buffer between traffic and ever-decreasing house setbacks • Place for bins on garbage day • Urban biodiversity refuge area • Micro-climate cooling (via trees for shade, plant evapotranspiration and minimising high albedo surfaces) • Stormwater quality improvement • Community pride through owners caring for their own verges and/or establishing their own verge gardens.
Details and Drawings providing RTE Guidance	<p>All RTE MNZ developers have either executed, or signalled their intent to execute a “RTE Water Off-On Deed” with Light Regional Council, thereby facilitating connection to a future non-potable water supply for municipal irrigation. It is critical that Developer’s teams consult this Deed prior to commencing civil and irrigation system design work.</p> <p>Key irrigation system design requirements include:</p> <ul style="list-style-type: none"> • All non-potable outlets shall be metered and installed above-ground in a locked enclosure by Council/Bunyip Water • All SA Water meters for drinking water (if any) servicing the same site shall have a backflow prevention device • Council control systems shall be ACC2 with a master valve, real time flow management and monitoring, weather/ET connected • Minimum PN12 and DN90 pipe to service internal “pocket parks”. • Minimum supply pressure and flowrate to be agreed with Council prior to system design. • Median strips shall have water meters at a minimum spacing of 50m along their length <p>Post-asset handover, Council undertakes to continue operating irrigation where installed in minor streets, at least while initial lot sales are still in progress or display homes are still operating as display homes (on that street).</p>

SoR Ref Number & Title	5.6 Minimum grades on stormwater infrastructure
Baseline document reference for which specific RTE guidance required	“Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 – Section 7 – Road Infrastructure & Section 11 - Stormwater Management
Objective sought by providing guidance <i>(in context of “One RTE; Multiple Estates”)</i>	Due to the highly reactive clays found within the RTE Area, minimum longitudinal grades for free draining stormwater infrastructure should be limited in their use as much as possible.
Details and Drawing providing RTE Guidance	<p>The minimum grades within the RTE area are as follows:</p> <ul style="list-style-type: none"> • Kerb and Water Table - 0.75% (1:133) • Stormwater Pipe - 0.75% (1:133) • Vegetated/Grassed Swale Drains - 1.0% (1:100) <p>Any proposed kerb or pipe grades between 0.5% and 0.75% must be by specific Council agreement and supported by location-specific geotechnical investigations.</p>

SoR Ref Number & Title	5.7 Demonstration of meeting Stormwater Deed
Baseline document reference for which specific RTE guidance required	Final Stormwater Infrastructure Deed – Roseworthy Township Expansion (incorporating “ <i>Roseworthy Growth Area – Alternate Stormwater Management Plan</i> ”, June 2016, Tonkin Consulting) “Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020
Objective sought by providing guidance <i>(in context of “One RTE; Multiple Estates”)</i>	Stormwater Management Plan’s for the RTE area shall explicitly demonstrate that it satisfies the RTE Final Stormwater Infrastructure Deed.
Details and Drawing providing RTE Guidance	<p>As a minimum, evidence-based commentary from the applicant is required, describing how the applicant’s stormwater modelling demonstrates satisfaction of the Deed’s requirements in terms of:</p> <ul style="list-style-type: none"> • Stormwater Volume Management; • Stormwater Peak Flow Management; • Predicted post-development event frequency (relative to deed requirements) • Stormwater Quality Management; and • Water Sensitive Urban Design (WSUD).

SoR Ref Number & Title	5.8 Landscaping Species Selection
Baseline document reference for which specific RTE guidance required	<ul style="list-style-type: none"> • “Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 - Section 13 - Landscaping and Road Furniture • Light Regional Council – Tree Management Policy (Ref: Section 8 No. 2)
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	<ul style="list-style-type: none"> • Landscape species selection is appropriate for the local climatic conditions, with particular emphasis placed on drought and frost tolerance • Chosen landscape species cause minimal infrastructure disturbance • Chosen landscape species where possible to provide year-round flowering for maintenance of pollinators and other beneficial insects
Details and Drawing providing RTE Guidance	<ul style="list-style-type: none"> • LRC Roadside Vegetation Management Plan 2016-2021 • Botanical Roadside Survey 2018 (Environmental Weed Control and Revegetation) • Areas that will accommodate landscaping must be appropriately prepared, which may include a need for soil testing to determine the suitability of a species for planting. • Landscaped areas should be appropriately mulched.

SoR Ref Number & Title	5.9 Playground Proposals
Baseline document reference for which specific RTE guidance required	<ul style="list-style-type: none"> • “Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 - Section 13 - Landscaping and Road Furniture • AS 4685.0:2017, Playground equipment and surfacing – Part 0: Development, installation, inspection, maintenance and operation
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	<ul style="list-style-type: none"> • Meeting contemporary expectations of new residents in new suburbs • Suitable asset life • Manageable long term maintenance costs • Manageable replacement costs at end-of-life • Health and safety for community and Council staff • Climate change resilience • Walkability, Rideability & Disability inclusion • Access for emergency services and maintenance services (eg. rubbish collection)
Details and Drawing providing RTE Guidance	

SoR Ref Number & Title	5.10 Public lighting & Smart Cities
Baseline document reference for which specific RTE guidance required	<ul style="list-style-type: none"> • “Infrastructure Guidelines SA” (LGA SA & IPWEA SA), Revision 1.1 April 2020 - Section 16 - Public Lighting • Light Regional Council – Public Lighting Policy (Ref: Section 4 No. 11) • SAPN – Public Lighting – Ownership & Approval Process (NICC 402) • SAPN – Public Lighting – Design and Installation (TS101) • NICC210 ‘Signage and Banners on SA Power Networks Assets • Smart Cities Council and Green Building Council of Australia, “Code for Smart Communities” (Oct 2018)
Objective sought by providing guidance (in context of “One RTE; Multiple Estates”)	<ul style="list-style-type: none"> • Consistent “look and feel” of public lighting infrastructure along RTE SNZ Collector Roads • Reliable and safe lighting • Contemporary approach to energy consumption management of public lighting. • Ensure public lighting infrastructure is well positioned to play its role in delivering the following “Smart Cities”-related points of the RTE Vision (see Appendix 6.1): <ul style="list-style-type: none"> ◦ “To facilitate the development of a variety of homes and related services linked via well-designed high quality public domain and supported by smart technology and smart transport solutions. ◦ To establish and foster a culturally diverse and engaged community with a deep and broad skills base that is capable of responding to an adaptive economy and the emergence of new technologies to capture economic growth and underpin and capitalise on a stimulated regional economy.” • The following web link provides a useful explanation of the Smart Cities potential centred on public lighting: https://www.slsc.org.au/home
Details and Drawing providing RTE Guidance	<ul style="list-style-type: none"> • The following styles of lighting shall be provided by all RTE SNZ developers: <ul style="list-style-type: none"> ◦ Must be from SAPN Technical Standard 101 ◦ Must be black in colour, for both poles and luminaires ◦ For Local Roads – Lights must be Category P from SAPN Technical Standard 101 ◦ For Collector Roads – Lights must be Category V Sylvania RoadLED MIDI (or luminaire of similar appearance, if any additional or replacement Category V lights are added to SAPN Technical Standard 101 in the future) • Lighting columns and luminaires shall be vested to Council ownership throughout RTE. As such, lighting system design shall apply the “Energy Only” public lighting tariff structure. • The RTE will incorporate ‘smart lighting’ technologies, allowing lighting management, energy use metrics, etc. • Road Name Signs and Banners on lighting columns will be managed in accordance with NICC210 ‘Signage and Banners on SA Power Networks Assets’. • Designers are encouraged to propose systems that meet the above objectives and requirements. • Light Regional Council is currently in the process of finalising our approach to each ‘layer’ of Internet-of-Things (IoT) architecture, Further information available here: https://www.slsc.org.au/home • In terms of “assumed knowledge”, designers should note that the Light Regional Council has trialled the following Smart City Application Layer technologies to-date: Philips CityTouch and Cimcon LightGale • While it is noted that Sylvania Connected Solutions weblinks are provided here to aid explanation of Council’s emerging approach, Council will seek open source technology wherever possible. • As Council finalises an approach to each IoT ‘Layer’, designers are encouraged to propose an approach to Council that would be compatible with the main Network, Platform and Application Layers currently on the market.

<i>SoR Ref Number & Title</i>	5.11 Marketing Signage
<i>Baseline document reference for which specific RTE guidance required</i>	<ul style="list-style-type: none"> Development Plan for Light Regional Council
<i>Objective sought by providing guidance (in context of "One RTE; Multiple Estates")</i>	<ul style="list-style-type: none"> Equity between RTE SNZ Estates, in terms of physical marketing exposure in the RTE precinct. Minimisation of an ad-hoc and low quality approach to physical marketing items in the RTE precinct.
<i>Details and Drawing providing RTE Guidance</i>	<p>All signs to be located on developer's land, and not located on Council-owned verge.</p> <p>Signs relating to land division shall only be temporary and for a maximum time frame of 5 years.</p> <p>All signs must be maintained to a high standard for the time they are in place.</p> <p>Example images of the following are provided in Appendix 6.3.</p> <p><u>Signage along Tourist routes, Arterial and secondary arterial roads (ie Horrocks Highway, Sturt Highway, Gomersal Road)</u></p> <p>EITHER</p> <ul style="list-style-type: none"> "V" Sign – Measuring 8 metres x 4.5 metres (including support structure and clearance from the ground) (Advertising area 8 m x 3m) High quality graphics and professionally created Only contain advertising relating to the land. No third party advertising. 2 signs permitted per road frontage where the land has a frontage of 500 metres or greater. Greater than 750 m frontage may allow support for third sign. <p>OR</p> <ul style="list-style-type: none"> Single fronted traditional style signage measuring 6 metres x 6 metres with an advertising area of 3m x 6m (3 metre clearance from the ground) High quality graphics and professionally created. Only contain advertising relating to the land. No third party advertising. 2 signs permitted per road frontage where the land has a frontage of 500 metres or greater. <p><u>Signage along local roads, where they are not designated tourist routes. (ie. Twartz Road, Kangaroo Flat Road)</u></p> <p>EITHER</p> <ul style="list-style-type: none"> Pre-painted shipping container measuring 6.9 m x 2.44 m x 2.4m (high). High quality graphics and professionally created. Only contain advertising relating to the land. No third party advertising. 2 shipping containers permitted per road frontage where the land has a frontage of 500 metres or greater. Less than 500 metre road frontage will only support 1 shipping container. <p>OR</p> <ul style="list-style-type: none"> Single fronted traditional style signage measuring 6 metres x 6 metres with an advertising area of 3m x 6m. High quality graphics and professionally created. Only contain advertising relating to the land. No third party advertising. 2 signs permitted per road frontage where the land has a frontage of 500 metres or greater.

6 Appendices

6.1 Vision for Roseworthy (overall & water)

VISION FOR ROSEWORTHY

- To provide a place where people, capital and technologies come together to activate and strengthen Adelaide's Northern and Barossa Regions.
- To actively encourage the creation of a Knowledge Hub to underpin and support industry, research and educational development in the Region.
- To support the protection of the Barossa Valley area and nurture the Region's Primary Production Food Bowl.
- To create a climate-aware, ecologically sustainable place of beauty, capitalising on opportunities presented by water re-use initiatives, clean energy efficient strategies and eco-friendly development.
- To facilitate the development of a variety of homes and related services linked via well-designed high quality public domain and supported by smart technology and smart transport solutions.
- To establish and foster a culturally diverse and engaged community with a deep and broad skills base that is capable of responding to an adaptive economy and the emergence of new technologies to capture economic growth and underpin and capitalise on a stimulated regional economy.
- To deliver a place founded on the principles of innovation and the creation of attractive, well utilised public realm that encourages active lifestyles and is established through considered and effective place-making.

WATER VISION FOR ROSEWORTHY

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

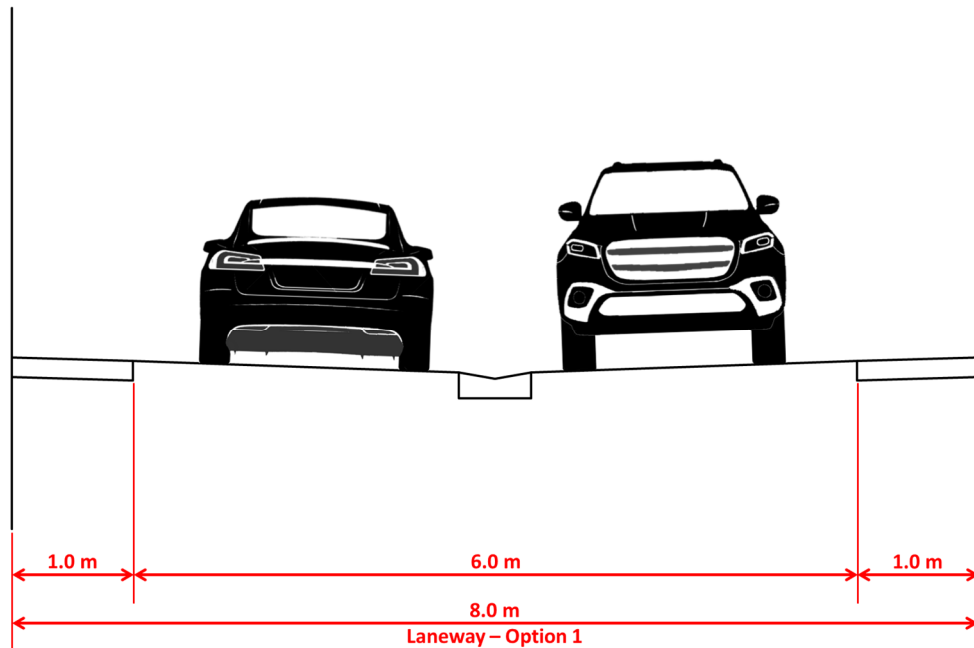
Roseworthy as climate-aware, resilient and adaptive:

- 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

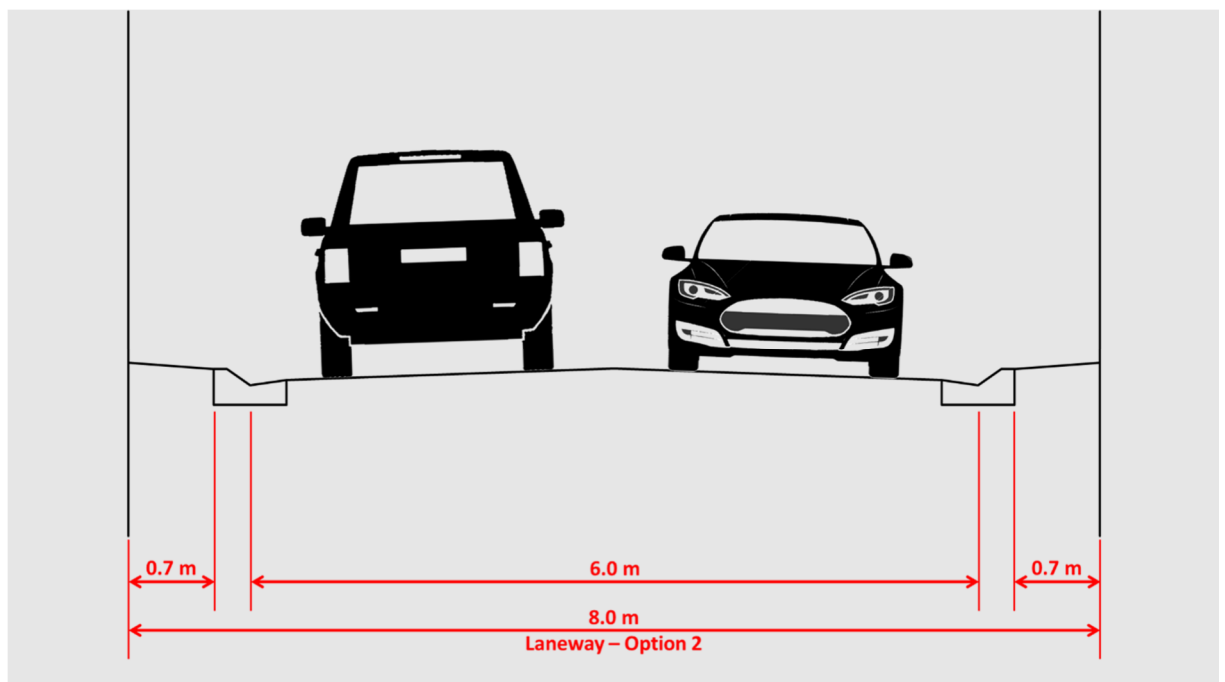
Roseworthy as a showcase for 'Smart' Water Management, Technology & Financing

6.2 Road Reserve - Typical Reserve and Carriageway Widths / Characteristics

6.2.1 Laneways

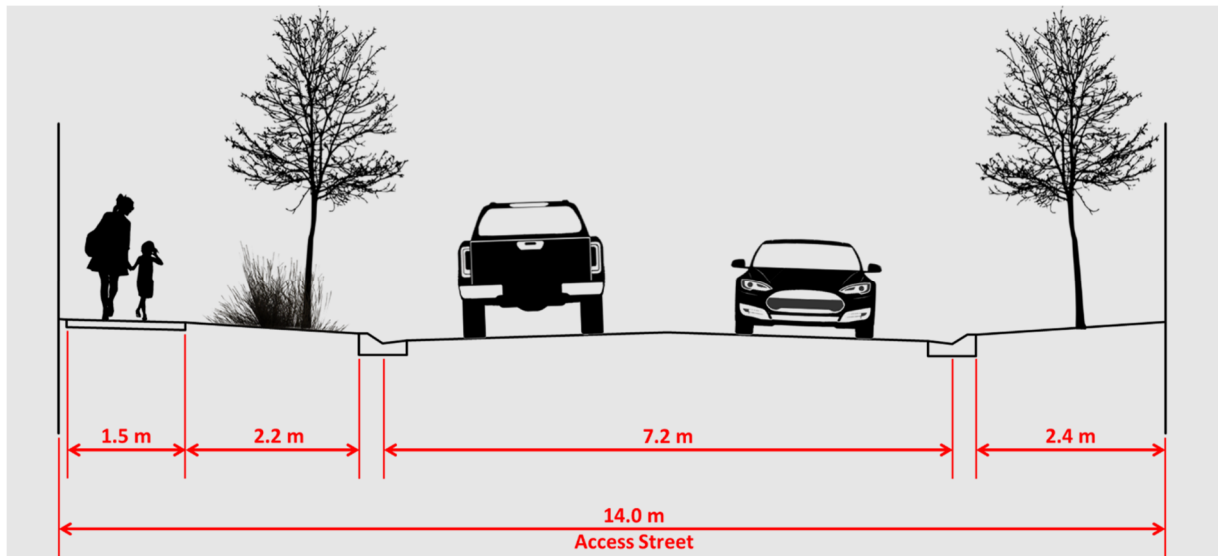


- 'Negative' Cross-fall, Concrete Verges and Central Spoon Drain



- 'Positive' Cross-fall, Mountable Kerb & Water Table in areas of direct residential access and Barrier Kerb & Water Table elsewhere.

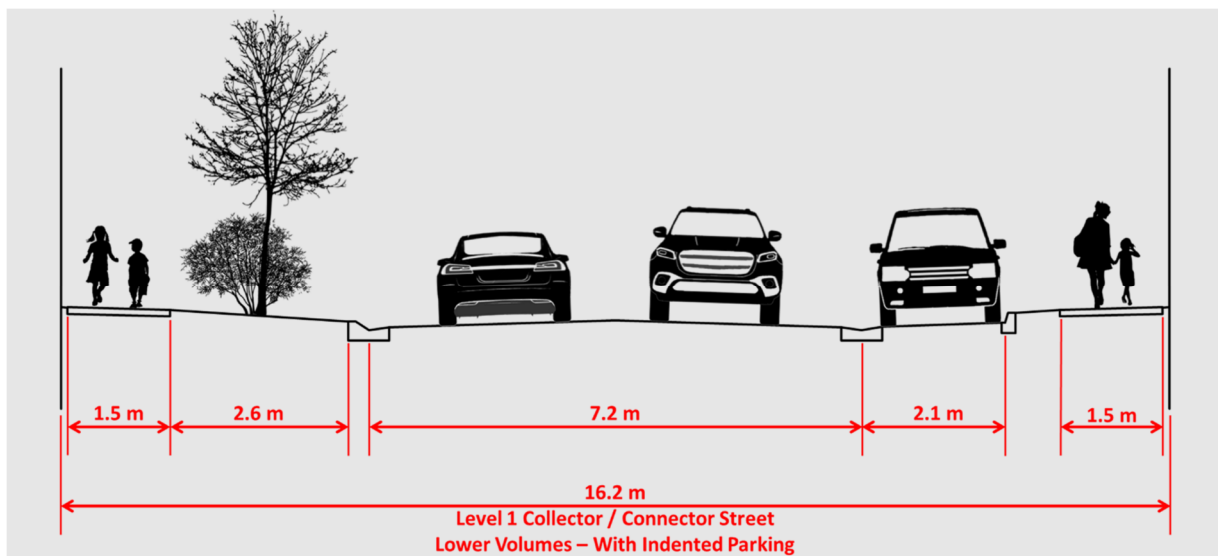
6.2.2 Local / Access Streets



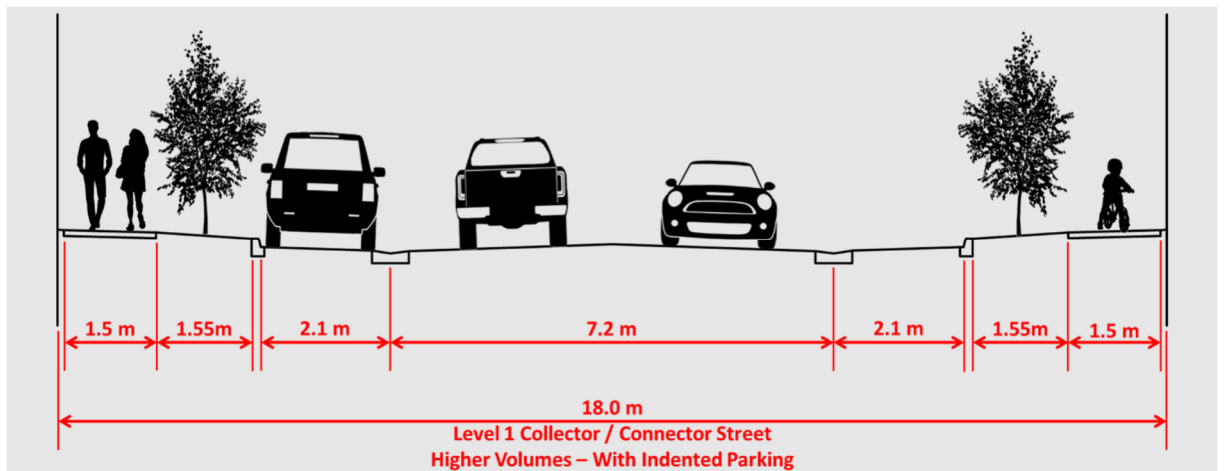
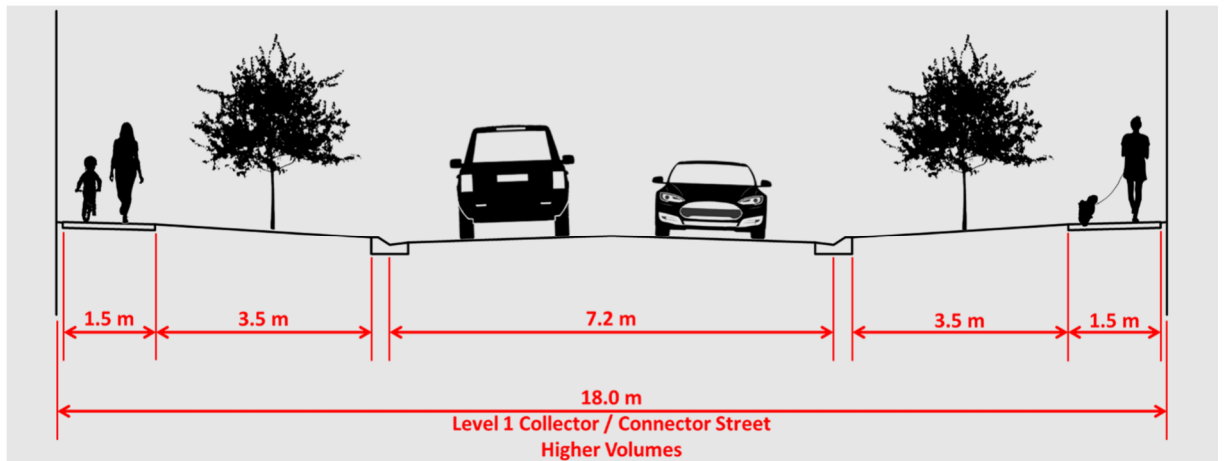
- Mountable Kerb & Water Table in areas of direct residential access and Barrier Kerb & Water Table elsewhere. Footpath located 0.1 metres off property Boundary.

6.2.3 Level 1 Collector Roads

Level 1 Collector Roads are generally envisaged to be oriented in a 'North/South' configuration, providing inter-connection between the RTE's estates.



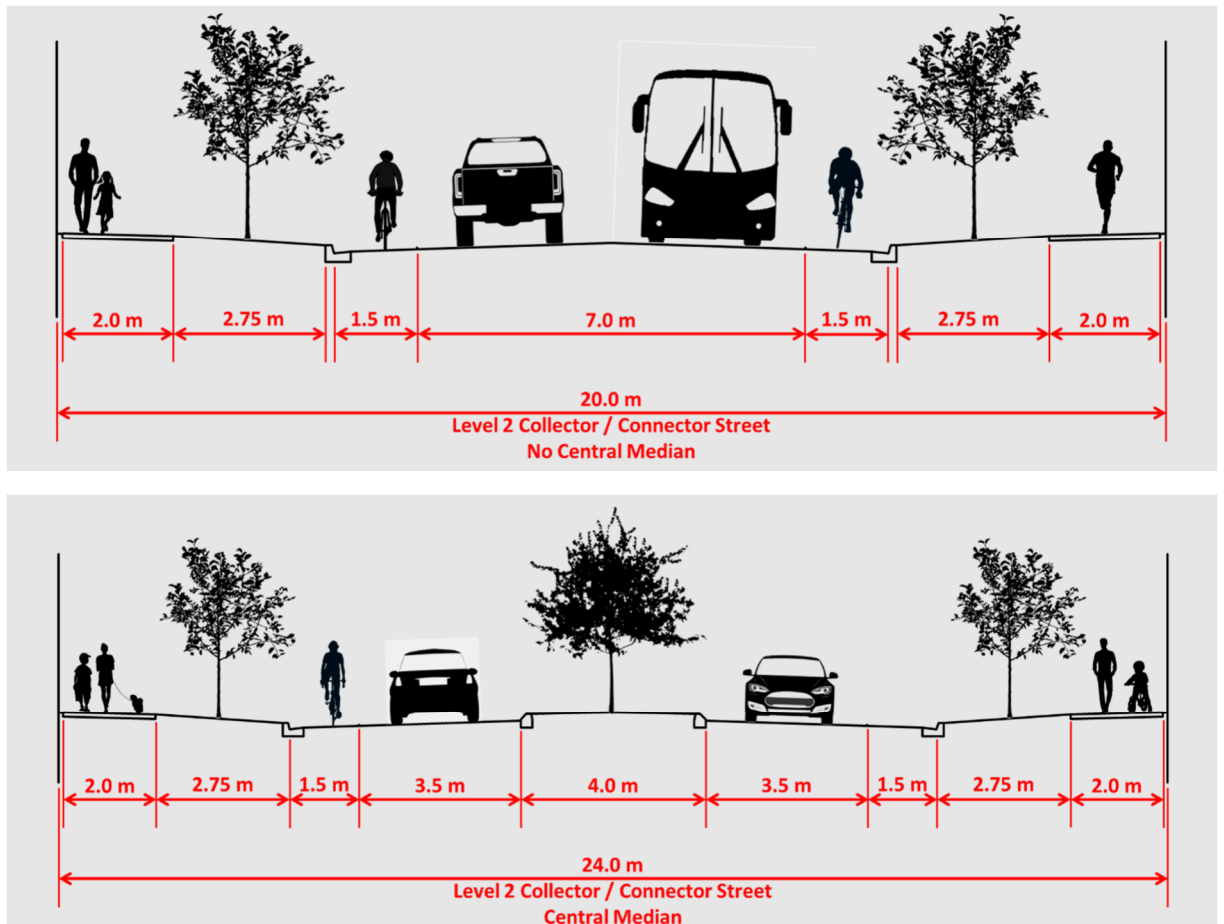
- The 16.2-metre-wide road reserve is associated with collector roads primarily providing access to residential properties.
- Mountable Kerb & Water Table in areas of direct residential access and Barrier Kerb & Water Table elsewhere. Footpath located 0.1 metres off property Boundary.



- The 18-metre-wide road reserve is associated with collector roads providing access to commercial and school services as well as residential properties.
- Mountable Kerb & Water Table in areas of direct residential access and Barrier Kerb & Water Table elsewhere. Footpath located 0.1 metres off property Boundary.

6.2.4 Level 2 Collector Roads

Level 2 Collector Roads are generally envisaged to be oriented in a 'East/West' configuration, connecting the RTE estates to Horrocks Highway and Twartz Road. Do not provide direct residential property access.



- Barrier Kerb & Water Table throughout.
- 1.5-metre-wide bicycle lanes

6.3 Examples of RTE MNZ marketing signage approved to-date

Sign 4 - 8000 w x 3000 h V Sign



