



## Regional Roadmap 2016 – 2019 Volume 1

*growing a healthy, resilient,  
well-connected and prosperous region*

May 2016



An Australian Government Initiative



**Government of  
South Australia**



## Message from the Chair

This latest edition of our Regional Roadmap is centred on the region. It complements leadership initiatives by all levels of government and allows us to focus on areas that bind us together. This is particularly important in a growing region in a state that is facing economic challenges. This does not diminish the importance of local communities, precincts or regional clusters, but it does enable us to concentrate our resources on economic activities that can have the greatest impact.



We form the largest non-metropolitan part of Greater Adelaide. We are in the final stages of discussions with authorities recommending that the McLaren Vale Character Preservation District will become part of our RDA. This will encompass all of the Peri-Urban areas to the south and east of Adelaide. While Kangaroo Island continues to face many challenges linked to its remoteness we are delighted to support the state government's initiatives to bolster local economic activity.

The vision of our region as a prosperous and growing regional economy that adds value to both communities and the environment has not changed. We continue to base our views on the federal government's principals of sustainable communities and matching them with both federal and state and local government policy priorities.

The Roadmap contains a comprehensive Regional Infrastructure Plan. We endorse a statement from a former chair of Infrastructure Australia that efficient infrastructure is essential to driving sustainable economic development and growth. We recognise that we need to attract investors to our region. This critical need is behind our efforts to engage with and attract investment. We also recognise the need to work with other regions to capitalise on the great opportunities throughout all of regional South Australia.

To support these regional infrastructure needs we recommend a governance structure that develops a process for prioritisation across the region whilst not undermining or diminishing the role and responsibilities of local authorities. This process will provide the opportunity to determine those projects that have impact beyond the local region as well as using a range of economic models to value these projects.

We do face challenges particularly in areas of youth unemployment. This is added to by the lack of public transport. There is no doubt that growing communities will from time to time suffer growing pains. In our case we now have more than 7% of the population but less than 5% of the jobs. We are looking to increase local jobs as well as working with neighbouring RDAs to develop new employment lands.

You will have noted two volumes to our Roadmap. The Socio-Economic Profile is a wonderful tool that will be of great use to planners, demographers, prospective investors and all those who have a genuine interest in our wonderful region.

*Mayor Ann Ferguson*



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### Volume 2

APPENDIX 1: Socio-Economic Profile of the Adelaide Hills Fleurieu Kangaroo  
Island Regional Development Australia: EconSearch May 2016

**Acknowledgement:** The Regional Roadmap is an initiative of the Commonwealth Government through the Department of Regional Australia. Each of the 55 Regional Development Australia Boards nationally is required to develop a Roadmap.

**Disclaimer:** This Report was produced by the Regional Development Australia Board Adelaide Hills Fleurieu and Kangaroo Island and does not necessarily represent the views of the Australian Government, its officers, employees or agents. Its contents reflect information gained from consultations with stakeholders nominated by RDA Adelaide Hills Fleurieu and Kangaroo Island, supplemented with a strategic review of additional material, issues and representations provided by the officers and committee members of RDA Adelaide Hills Fleurieu and Kangaroo Island. While due care has been taken in the presentation and interpretation of this information, no warranty of completeness, accuracy or reliability is given in relation to the statements or material presented in this document, or to the representations made by staff, contributing parties or personnel involved or consulted as part of the Plan development process. Other than the responsibility owned to RDA Adelaide Hills Fleurieu and Kangaroo Island, neither any member, employee or officer undertakes responsibility arising in any way from the reliance placed on this document by a third party. Any such reliance is that third party's sole responsibility.

## Structure of the Regional Roadmap

The Regional Roadmap is made up of three parts:

1. Regional Strategic Plan
2. Regional Governance Arrangements
3. Regional Infrastructure Plan

### Part 1: Regional Strategic Plan

1. Geographical coverage of the region- the scope of the region
2. A list of characteristics of the region- the regional profile
3. Evidence to support the regional profile
4. Blueprint for sustainable regional development:
  - a. policy priorities
  - b. themes
  - c. agents of change
5. Regional Strategic Plan - Directions
  - a. aims and objectives
6. Regional Strategic Plan – Implementation Framework
  - a. details and links to regional infrastructure
  - b. on-going, real time responses to policy change and emerging program opportunities

### Part 2: Regional Governance Arrangements

1. Suggested step by step process to establish and manage a regional governance model
2. Rationale for a leadership role for local government
3. Starting list of possible stakeholders
4. Example of a methodology for prioritising infrastructure projects

### Part 3: Regional Infrastructure Plan

1. A map of recent infrastructure developments in the region to:
  - a. illustrate the current direction and
  - b. provide an opportunity to identify policy alignment and opportunities for further leveraged investment
2. A map of proposed infrastructure developments that
  - a. forms a basis for prioritisation through the regional governance model and
  - b. provides a means by which relevant stakeholders can be identified and their support enlisted

## **PART 1**

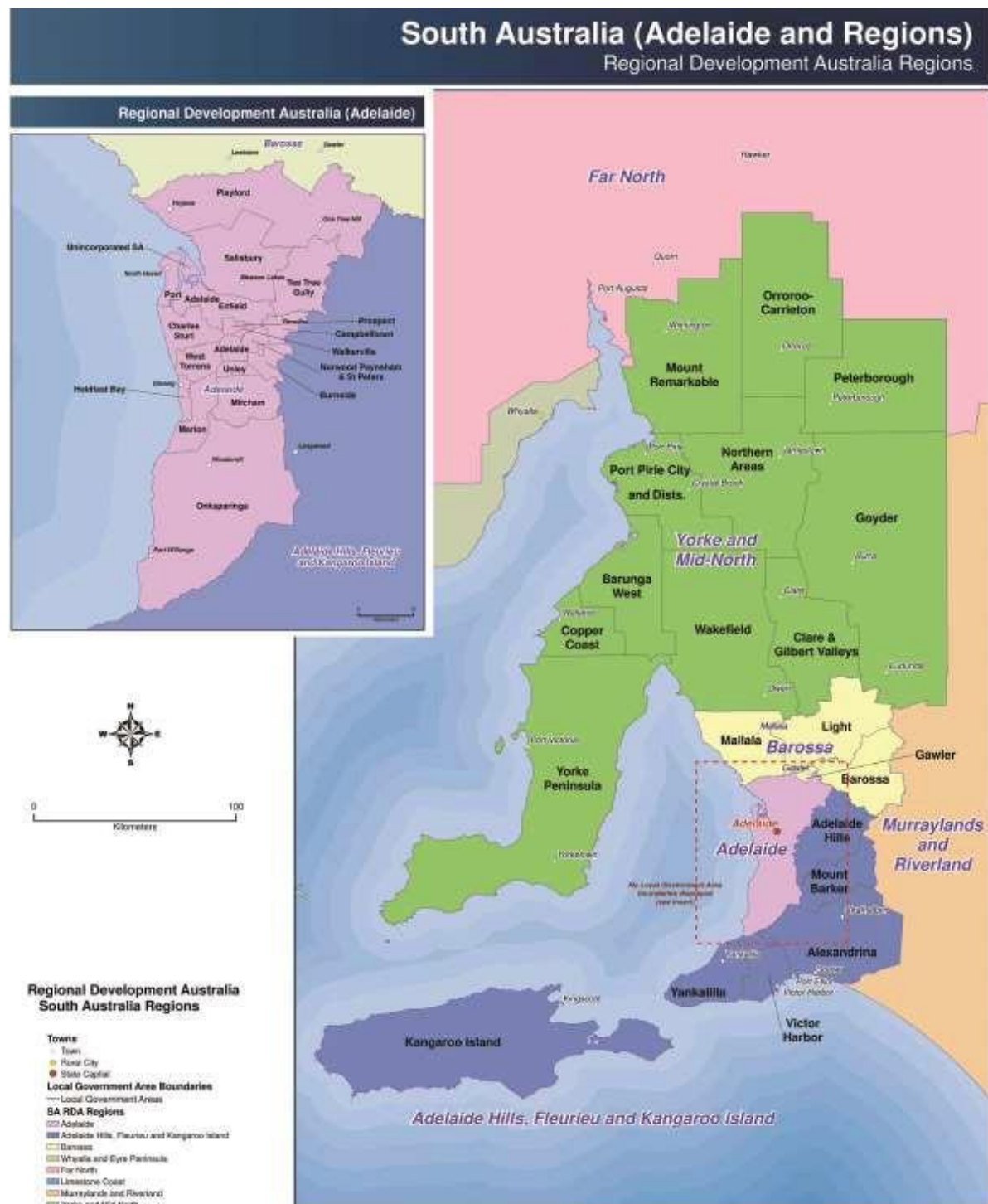
### **REGIONAL STRATEGIC PLAN**

The Regional Strategic Plan is the responsibility of the Regional Development Australia (RDA) Adelaide Hills Fleurieu and Kangaroo Island (AH F and KI).

The 2016 – 2019 RDA AH F and KI Regional Roadmap updates the 2013 – 2016 Regional Roadmap and meets a requirement of the Commonwealth Government for the RDA to have a current Regional Strategic Plan.



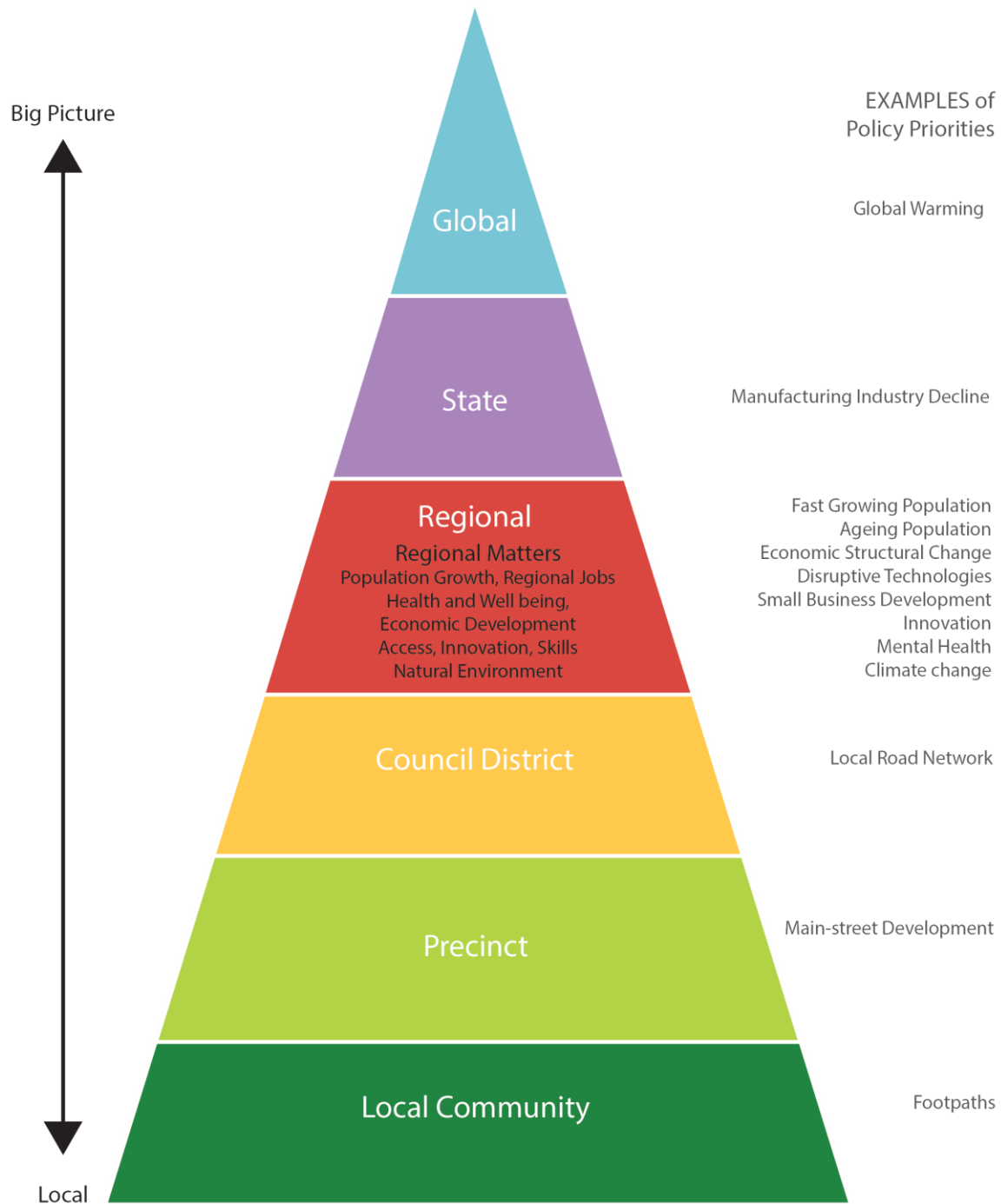
## The geographical scope of the region



Prepared August 2009 by the Department of Infrastructure, Transport, Regional Development and Local Government using 2009 Local Government Area boundaries as supplied by the Australian Bureau of Statistics.  
Second Revision: March 2010

## What it means to be regional

The Regional Roadmap is focused on the region and regional matters. It complements other leadership initiatives at each level of the hierarchy of communities that range from local communities to global communities.



## **Alignment with current major government policy priorities**

Government policy priorities emerging over the past three years that are relevant for consideration in the Regional Roadmap include:

### **Local Government**

1. place a greater emphasis on regional collaboration between local Councils supported by appropriate governance arrangements
2. strengthen the distinction between townships with fast growing urban populations and those communities with other economic drivers
3. specify place-based approaches to township development and recognise activity centre typology from the 30-year Plan for Greater Adelaide

### **State Government**

4. emphasise the state government priorities of unlocking the full potential of the region's strengths in premium food and wine, tourism and resources, energy and renewable assets
5. leverage off the State coordinated effort in export growth particularly into 'ASEAN plus 3' countries
6. recognise a different approach to an ageing population by considering opportunities like extracting prosperity through longevity (demographic dividend) rather than focusing on the challenges of servicing this cohort
7. focus on small business development as a key to responding to structural change in the economy
8. emphasise the promotion of mental health and addressing domestic violence in regional South Australia

### **Commonwealth Government**

9. promote the role of innovation in restructuring the economy facilitated by the adoption of new technologies such as the NBN
10. consider disruptive technologies and their impacts like changing employment patterns and the need for new skills in workforce development
11. recognise changing consumer preferences in the business community
12. respond to the fast increasing cost of health care

Alignment with current policy priorities is an advantage when looking to develop 'effective cross-sectoral and intergovernmental partnerships (including through place-based approaches) and integrated regional planning'<sup>1</sup>

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<sup>1</sup> COAG Regional Australia Standing Council (RASC) Framework for Regional Economic Development

## Regional characteristics- snapshot

### 1. Population growth

- large and fast growing regional population in the mainland part of the region, driven by the 30-year Plan for Greater Adelaide
- population growth mainly fed by inbound migration particularly from the Adelaide Metropolitan Area
- population with a high and growing proportion of older people
- high proportion of absent ratepayers in the southern coastal townships and Kangaroo Island
- easy access to Adelaide Metropolitan Area particularly from the Adelaide Hills which has high levels of commuting to work and a water catchment policy that leads to a lack of development opportunity in this area of the region

### 2. Health and well being

- reasonably healthy and affluent regional population particularly in more accessible (well-connected) areas of the region

### 3. Access

- reasonably well connected
  - between larger population centres within the region
  - between the region and the Adelaide Metropolitan Area
  - between the region and the east including the Murraylands and the eastern states
- poorly connected population on Kangaroo Island which is isolated from the mainland parts of the region by the 'water gap'

### 4. Skills

- relatively highly qualified workforce
- significant concentration of higher qualified population in Adelaide Hills

### 5. Regional Jobs

- relatively large labour force but a relatively small regional jobs base as a proportion of the labour force
- steeply rising unemployment rate against the state average, masked by very low unemployment rate in the Adelaide Hills

### 6. Economic development

- relatively diverse economy with the exception of Kangaroo Island
- key wealth generating industries are agriculture, forestry and fishing, tourism, mineral resources and manufacturing; particularly in food and wine
- key service industries linked to population growth are health and community services, retail, building and construction and education and training
- business opportunities are mainly in self-employed (micro) to small businesses
- business growth is stabilising particularly for self-employed and small business, but medium to large business numbers continue to decline

### 7. Innovation

- sound base of innovative businesses particularly in the Adelaide Hills
- strong link between levels of business innovation and proximity to the Adelaide Metropolitan Area

### 8. Natural environment

- significant, valuable and unique natural environment assets supported by land management frameworks like
  - National Parks, Conservation Parks and other conservation classifications
  - water catchment policy
  - World Heritage (application pending)
- particularly high proportion of protected land area under conservation on Kangaroo Island

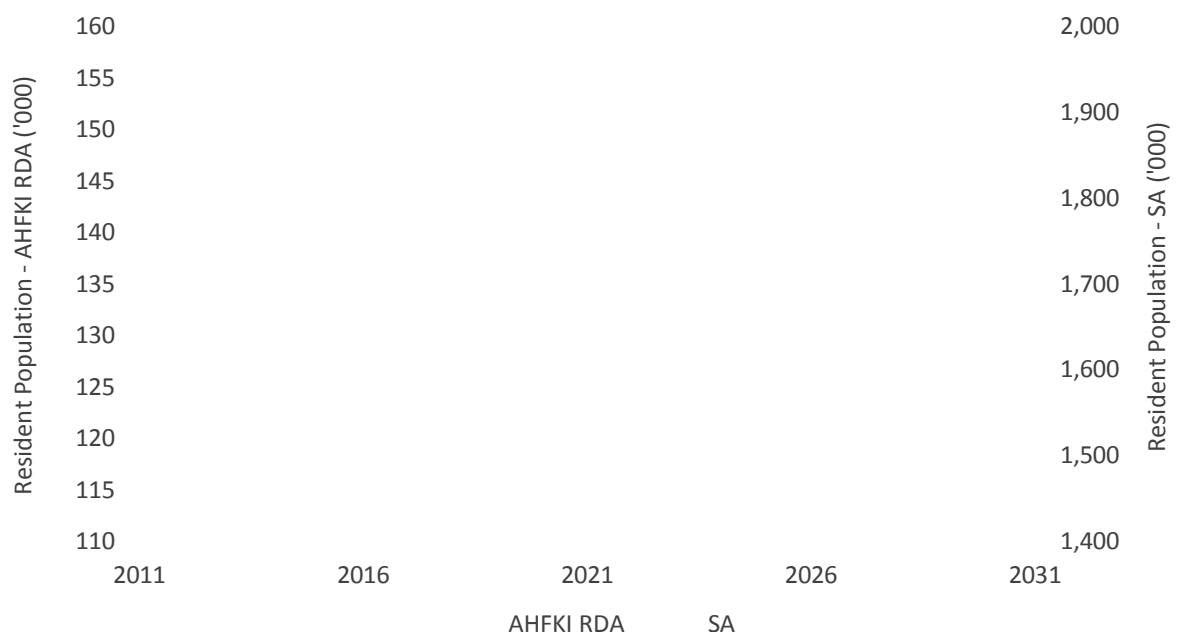
## Regional characteristics- evidence and trends

This section contains a selection of evidence for regional characteristics with an emphasis on trend data. For more details on the following charts can be found in *Volume 2, Socio-Economic Profile*.

### 1. Population growth

- large and fast growing regional population in the mainland part of the region, driven by the 30-year Plan for Greater Adelaide
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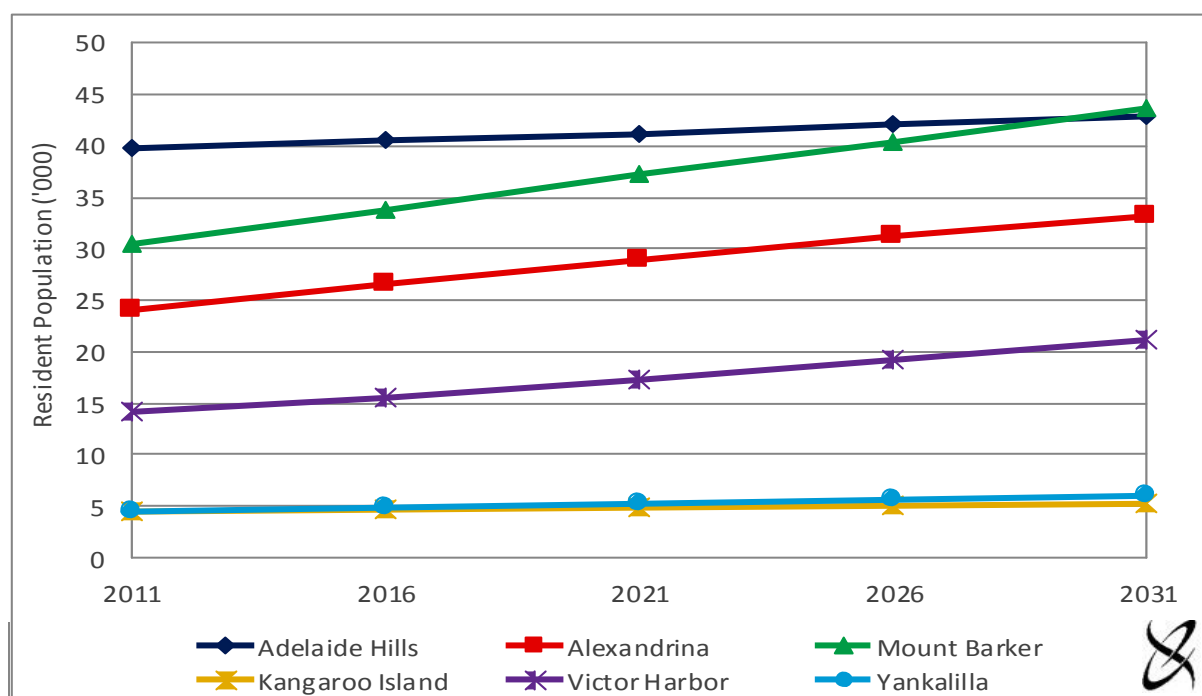
Projected population change for the AHFKI RDA region and SA, 2006 to 2026<sup>2</sup>



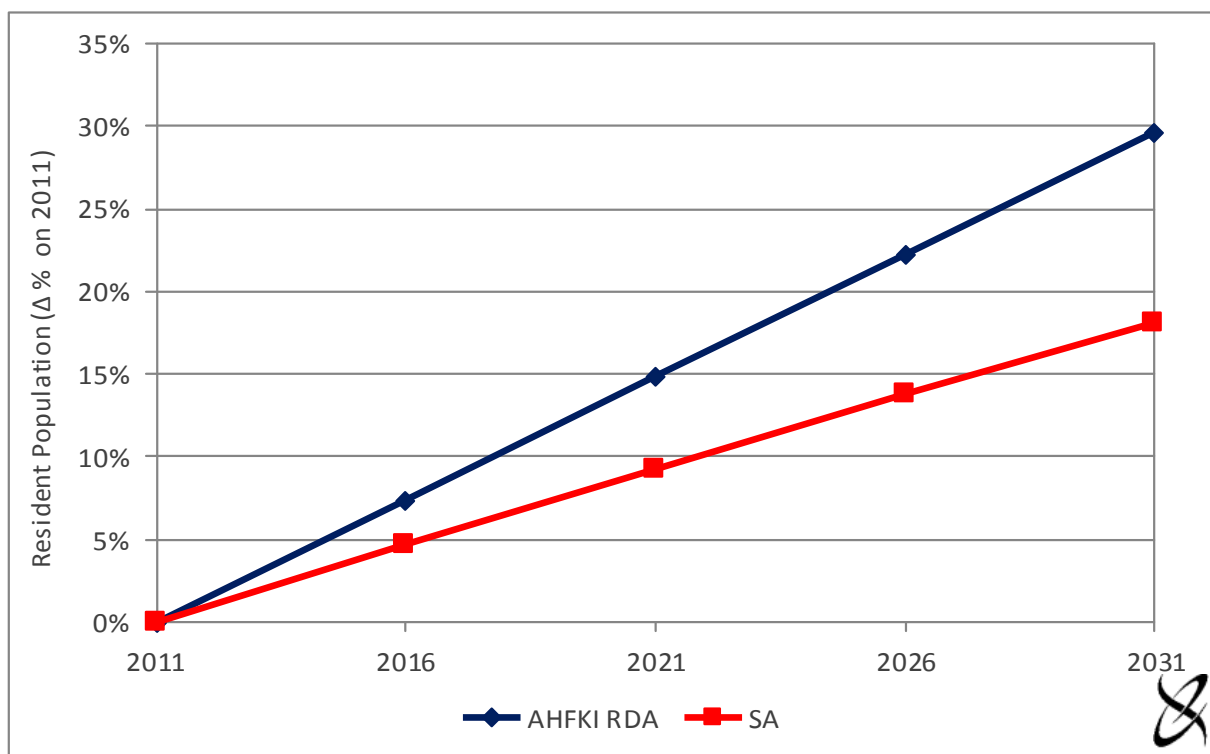
<sup>2</sup> source: Population Projections for South Australian Local Government Areas, 2011-31, February 2016 release  
Department of Planning, Transport and Infrastructure, Government of South Australia, 2016

## RDA AH F and KI 2016 – 2019 Regional Roadmap

Projected population change for the AH F KI LGAs, 2006 to 2026<sup>2</sup>

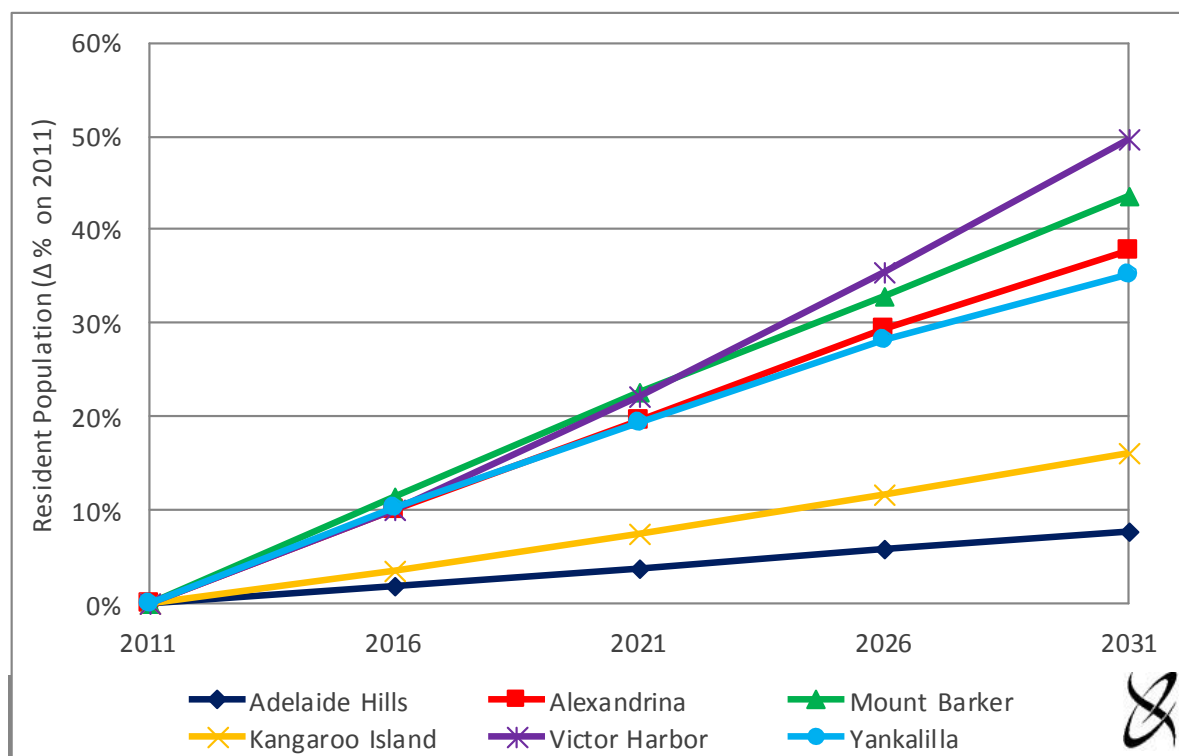


Projected population change for the AH F KI RDA region and SA, 2006 to 2026, % change<sup>2</sup>

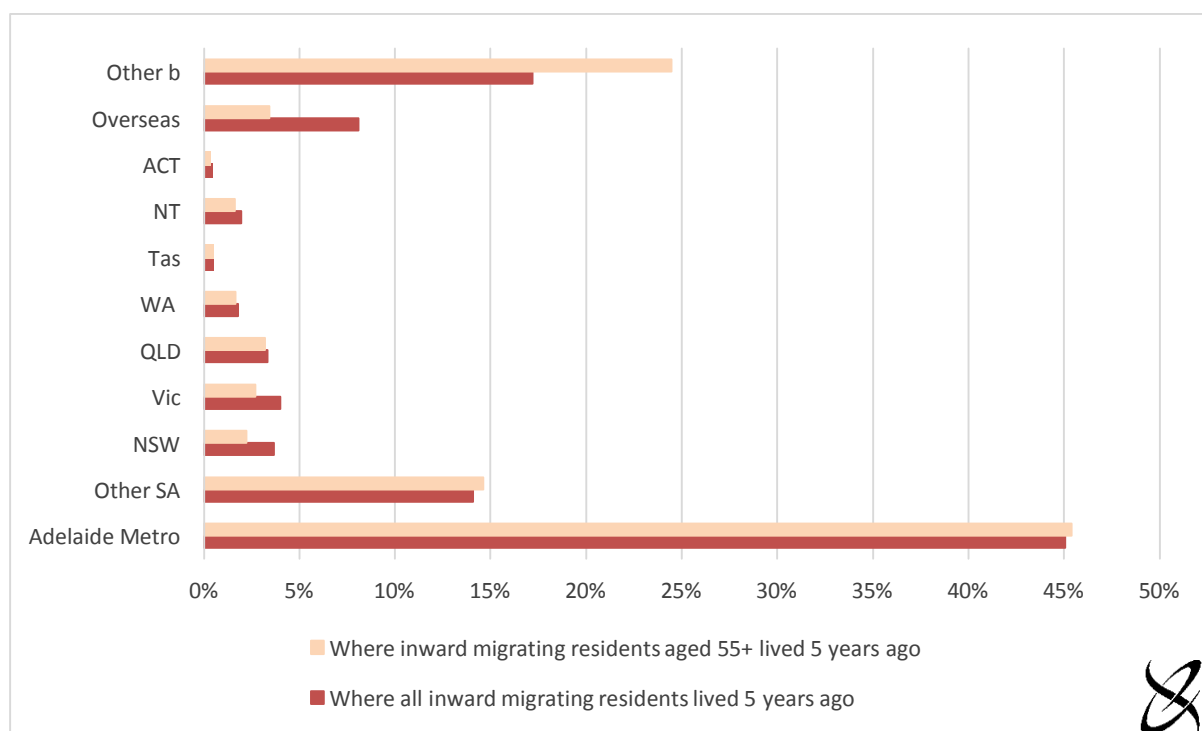


## RDA AH F and KI 2016 – 2019 Regional Roadmap

Projected population change for the AH F KI LGAs, 2006 to 2026, % change<sup>2</sup>



AH F KI region inward migration allocation<sup>3</sup>



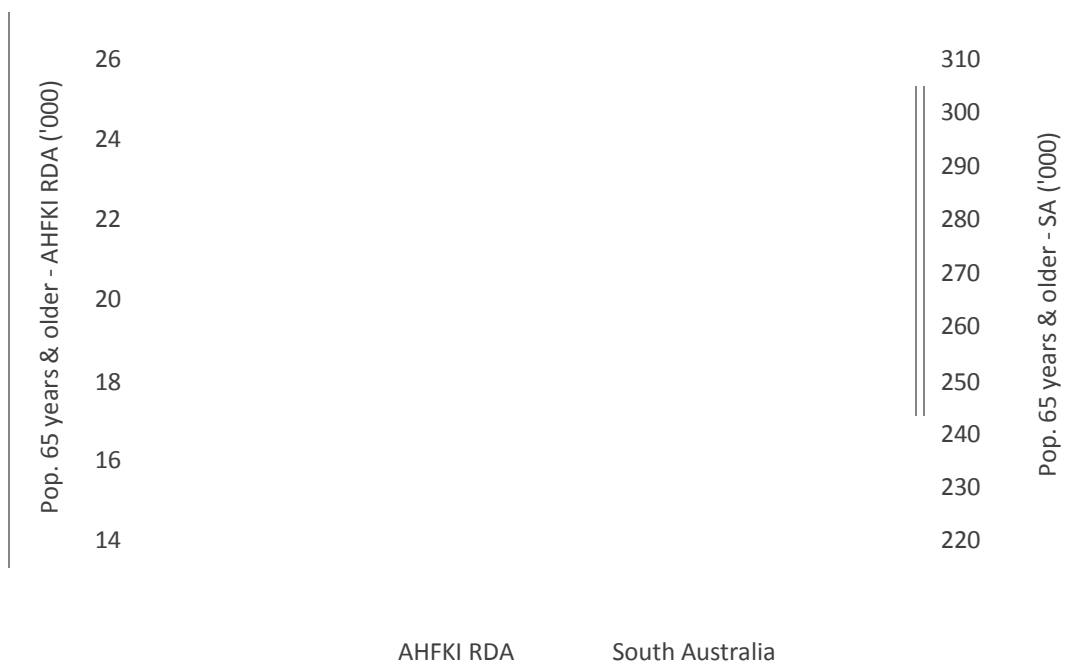
<sup>3</sup> source: ABS Census of Population and Housing 2011

## RDA AH F and KI 2016 – 2019 Regional Roadmap

Estimated population change based on 2011 numbers<sup>2</sup>

Age	2011	2016	2021	2026	2031
	Population	Population	Change from 2011	Change from 2011	Change from 2011
	no.	no.	%	%	%
AHFKI region					
0-14	21,563	22,591	4.8%	23,672	9.8%
15-64	74,454	76,429	2.7%	79,215	6.4%
65+	21,309	27,007	26.7%	31,873	49.6%
Total	117,326	126,027	7.4%	134,760	14.9%
SA					
0-14	290,659	304,557	4.8%	318,849	9.7%
15-64	1,087,362	1,107,895	1.9%	1,129,698	3.9%
65+	261,593	302,847	15.8%	343,220	31.2%
Total	1,639,614	1,715,299	4.6%	1,791,767	9.3%

Estimated resident population in the AH F KI RDA region and SA, individuals 65+ years, 2003/04-2013/14<sup>4</sup>

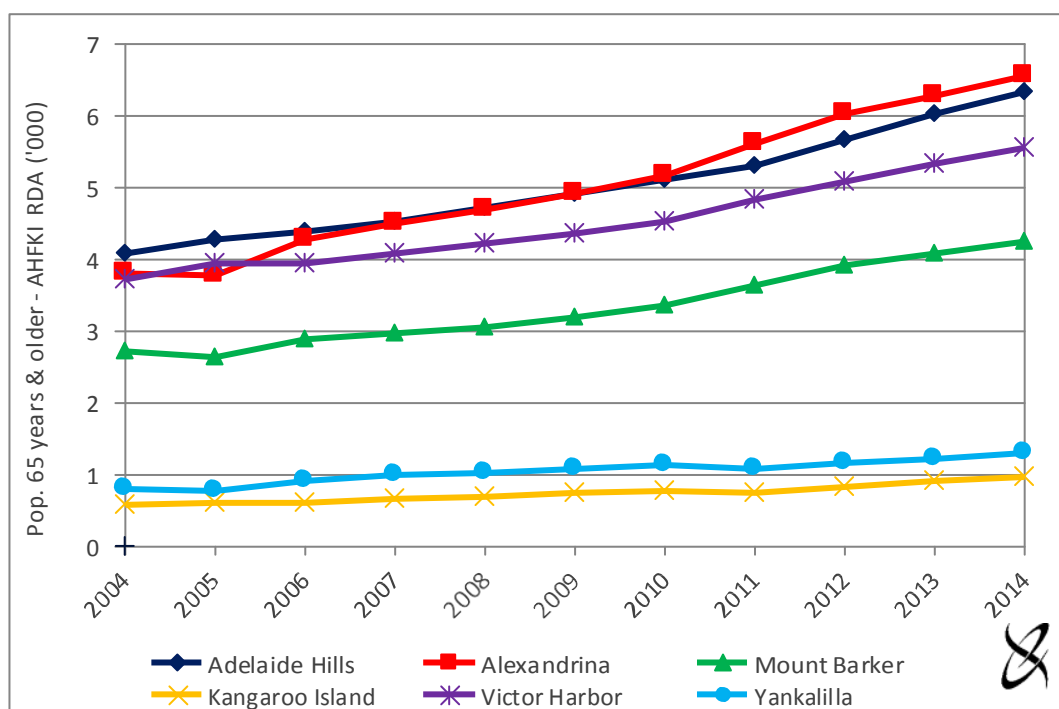


<sup>4</sup> source: ABS Cat No. 3218.0 Regional Population Growth, Australia, March 2015

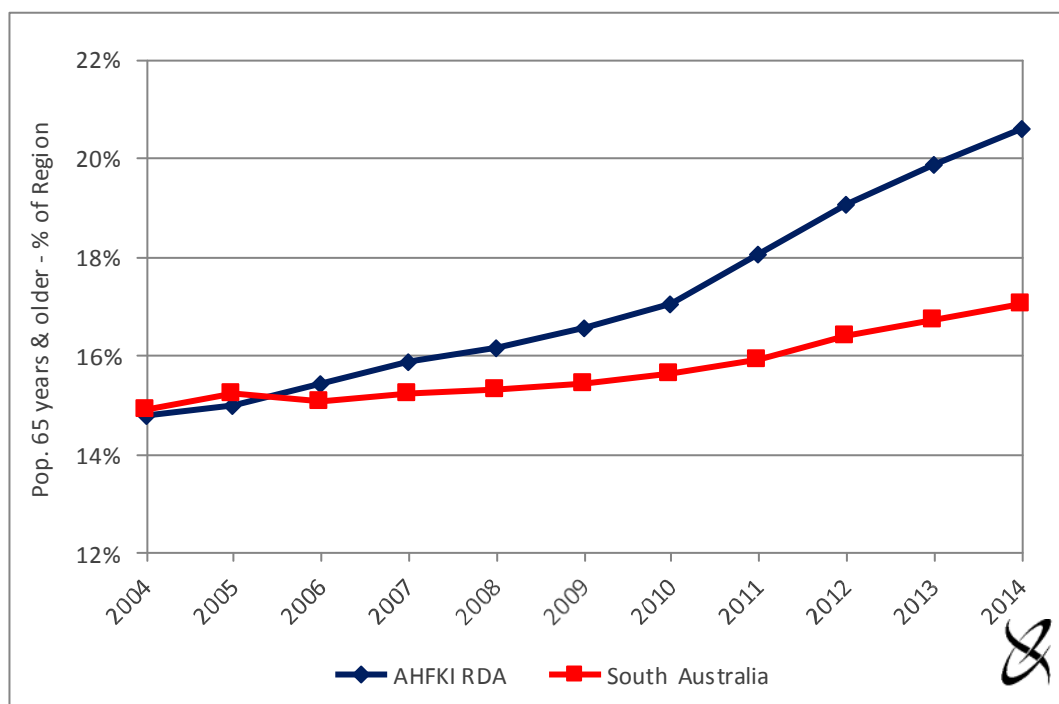


## RDA AH F and KI 2016 – 2019 Regional Roadmap

Estimated resident population in the AH F KI LGAs, individuals 65+ years, 2003/04-2013/14<sup>4</sup>



Portion of resident population in the AH F KI RDA region and SA, individuals 65+ years, 2003/04-2013/14<sup>4</sup>



RDA AH F and KI 2016 – 2019 Regional Roadmap

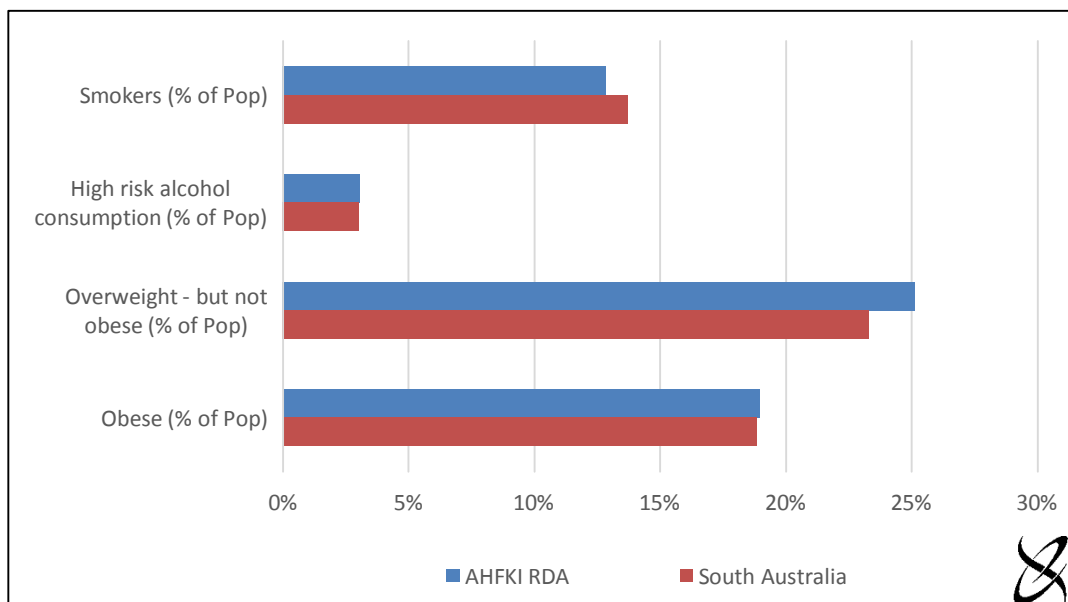
Portion of resident population in the AH F KI LGAs, individuals 65+ years, 2003/04-2013/14<sup>4</sup>



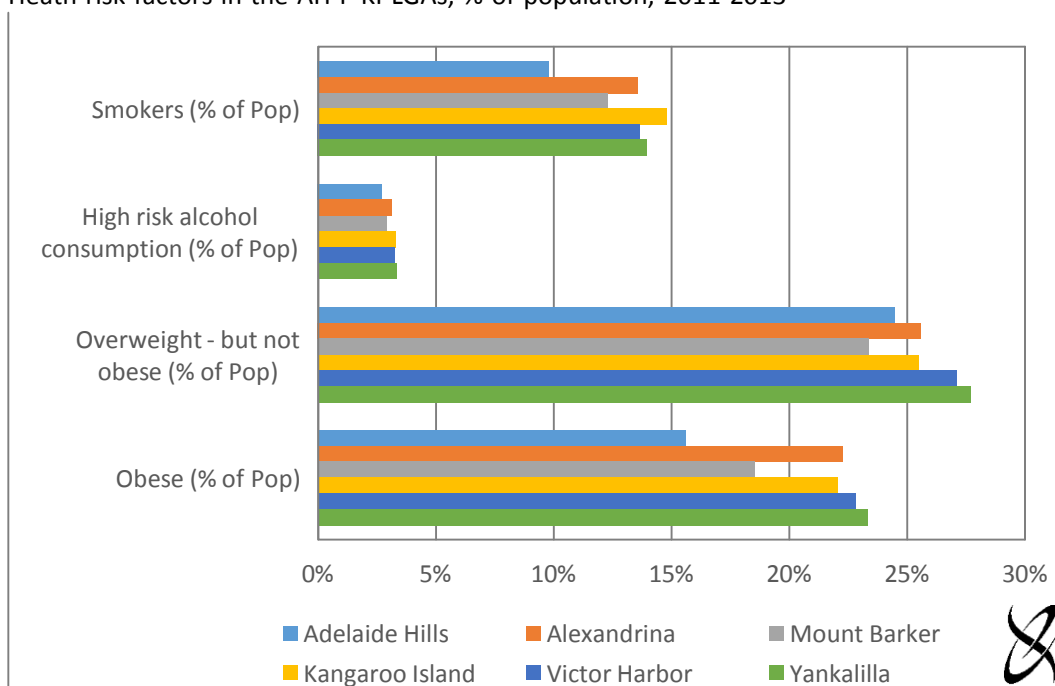
## 2. Health and well being

- reasonably healthy and affluent regional population, particularly in more accessible (well-connected) areas of the region

Health risk factors in the AH F KI RDA region and SA, % of population, 2011-2013<sup>5</sup>

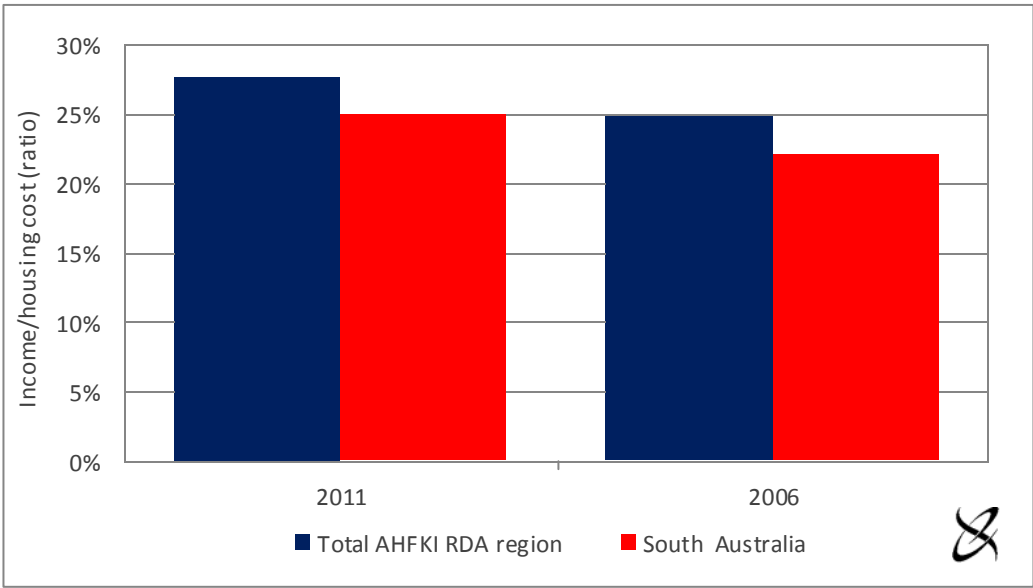


Health risk factors in the AH F KI LGAs, % of population, 2011-2013<sup>5</sup>

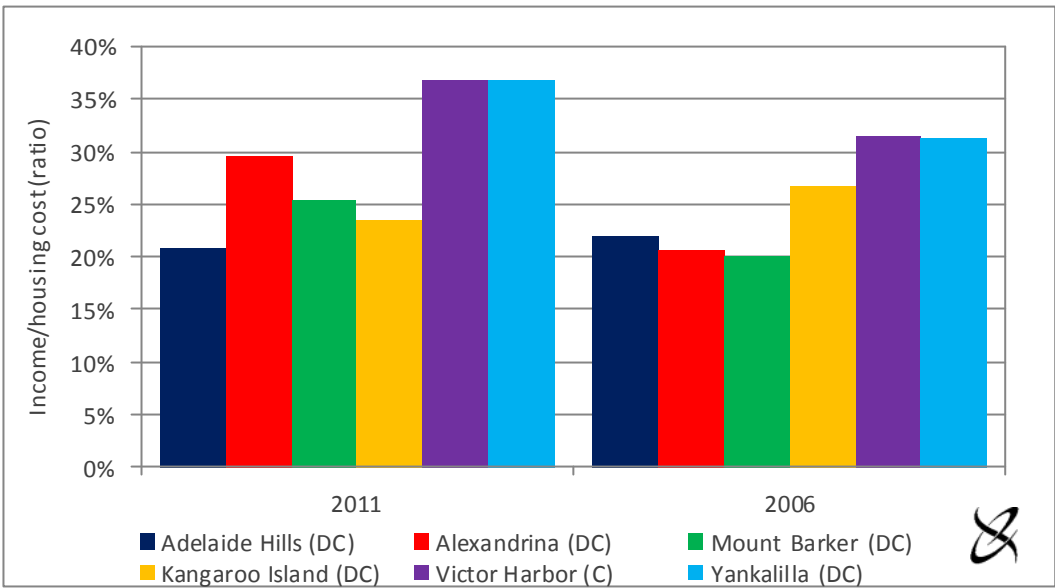


<sup>5</sup> source: The Social Health Atlas of Australian Local Government Areas, 2015

Income to housing cost in the AH F KI RDA region and SA, comparison 2011 and 2006<sup>6</sup>

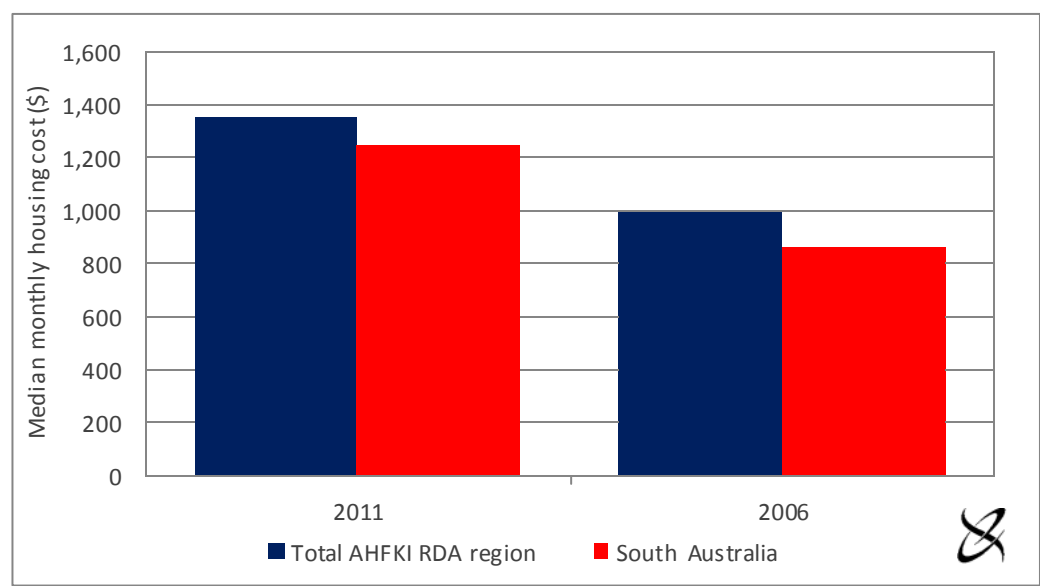


Income to housing cost in the AH F KI LGAs, comparison 2011 and 2006<sup>6</sup>

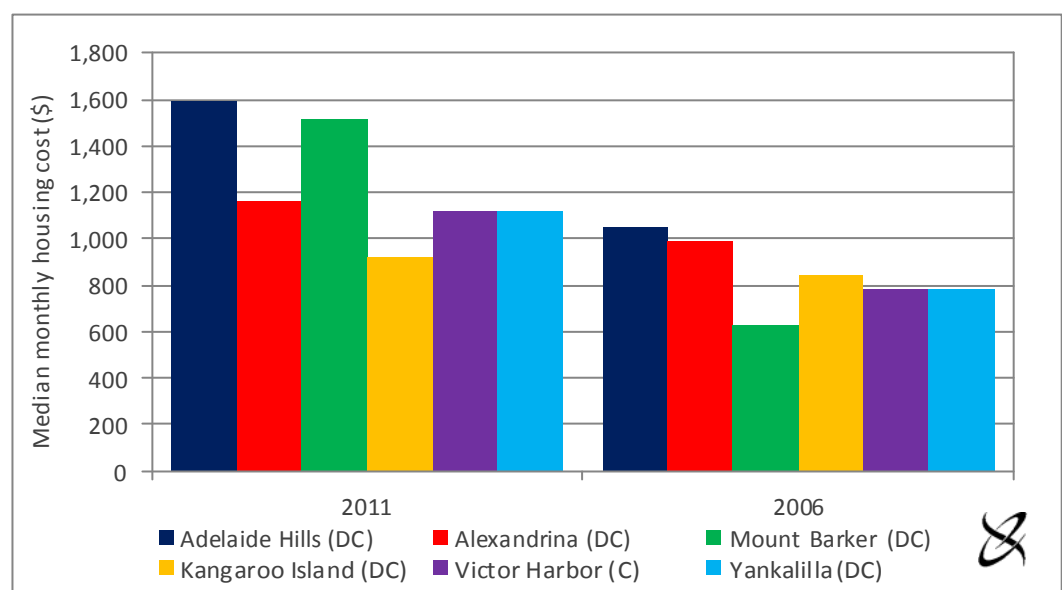


<sup>6</sup> source: ABS Census of Population and Housing 2011

Median monthly housing cost in the AH F KI RDA region and SA, 2011 and 2006 comparison<sup>7</sup>

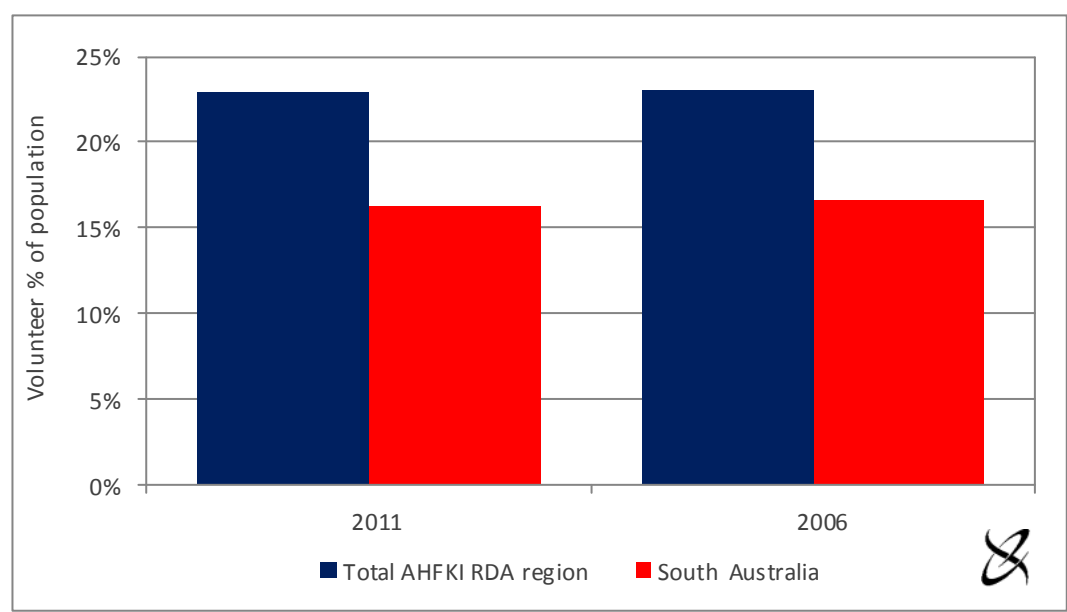


Median monthly housing cost in the AH F KI LGAs, 2011 and 2006 comparison<sup>7</sup>

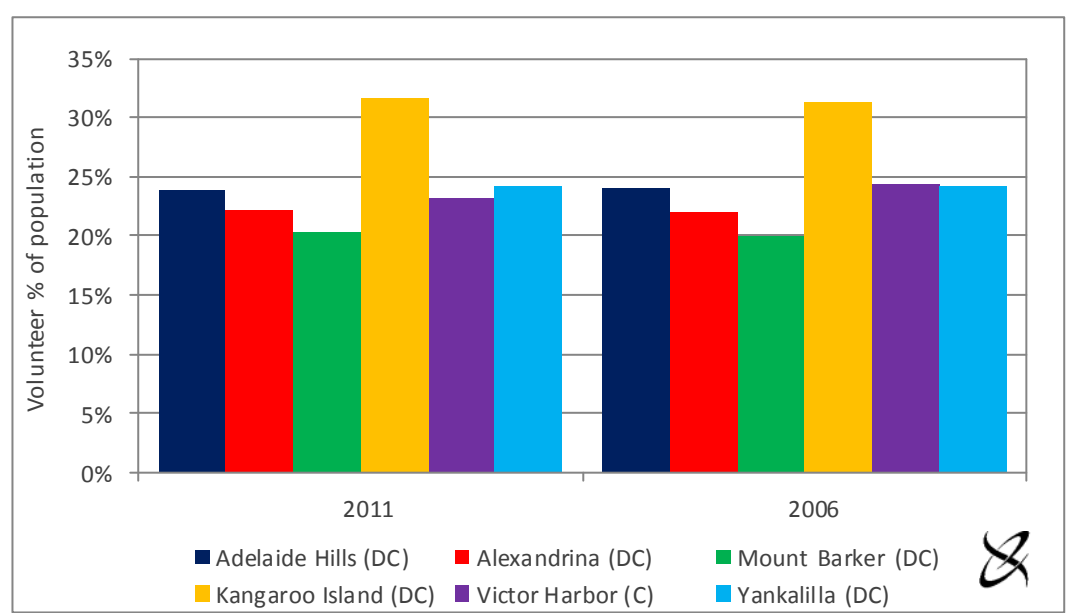


<sup>7</sup> source: ABS Census of Population and Housing 2011

Volunteers per capita, AH F KI RDA region and South Australia, 2011 and 2006 comparison<sup>8</sup>



Volunteers per capita, AH F KI RDA region by LGA, 2011 and 2006 comparison<sup>8</sup>

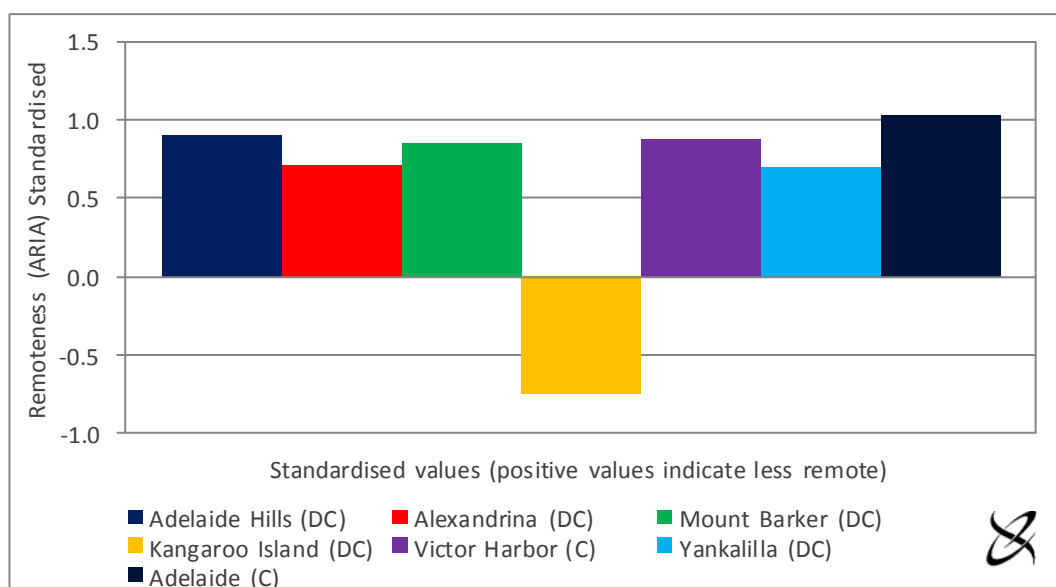


<sup>8</sup> source: ABS Census of Population and Housing 2011

### 3. Access

- reasonably well connected
  - between larger population centres within the region
  - between the region and the Adelaide Metropolitan Area
  - between the region and the east including the Murraylands and the eastern states
- poorly connected population on Kangaroo Island which is isolated from the mainland parts of the region by the 'water gap'

Remoteness index values (standardised) for AH F KI LGAs, 2011<sup>9</sup>



#### Estimated travel times between AH F KI LGAs and Adelaide Metro<sup>10</sup>

Estimated travel time -  
Minutes

	Adelaide Hills (DC)	Alexandrina (DC)	Kangaroo Island (DC)	Mount Barker (DC)	Victor Harbor (C)	Yankalilla (DC)	Adelaide (C)
Adelaide Hills (DC)	0	60	210	17	70	66	21
Alexandrina (DC)	58	0	178	48	22	46	74
Kangaroo Island (DC)	210	178	0	206	160	145	212
Mount Barker (DC)	15	49	203	0	62	59	33
Victor Harbor (C)	68	23	159	65	0	27	75
Yankalilla (DC)	65	45	145	62	27	0	68
Adelaide (C)	21	75	212	35	76	68	0

<sup>9</sup> source: Accessibility/Remoteness Index of Australia (ARIA) + 2011

<sup>10</sup> source: Google maps: 22/03/2016

## RDA AH F and KI 2016 – 2019 Regional Roadmap

### 4. Skills<sup>11</sup>

- relatively highly qualified workforce
- significant concentration of higher qualified population in Adelaide Hills

Qualification	AH F KI Region							
	1996		2001		2006		2011	
Postgraduate Degree	936	3%	1,285	4%	1,949	4%	2,803	5%
Graduate Diploma & Graduate Certificate	1,099	4%	1,248	4%	1,529	3%	1,887	4%
Bachelor Degree	5,248	18%	7,221	21%	9,079	20%	11,374	22%
Advanced Diploma & Diploma	5,162	17%	5,210	15%	6,822	15%	8,516	16%
Certificate:								
Certificate Level, nfd(b)	n.a.	-	350	1%	1,745	4%	1,840	4%
Certificate III & IV	7,792	26%	10,745	31%	12,953	29%	16,017	31%
Certificate I & II	2,424	8%	1,803	5%	1,017	2%	1,319	3%
Level of education not described	650	2%	1,189	3%	1,359	3%	1,106	2%
Level of education not stated	6,472	22%	5,831	17%	8,419	19%	7,088	14%
Total	29,783	100%	34,882	100%	44,872	100%	51,950	100%
Qualification	South Australia							
	1996		2001		2006		2011	
Postgraduate Degree	11,790	3%	15,203	3%	22,897	4%	35,999	5%
Graduate Diploma & Graduate Certificate	12,680	3%	14,361	3%	16,098	3%	20,277	3%
Bachelor Degree	73,761	17%	95,812	20%	120,979	20%	152,185	22%
Advanced Diploma & Diploma	64,328	15%	63,469	13%	79,698	13%	95,689	14%
Certificate:								
Certificate Level, nfd(b)	n.a.	-	5,775	1%	21,172	4%	21,518	3%
Certificate III & IV	120,797	27%	155,056	32%	176,066	30%	205,850	30%
Certificate I & II	35,905	8%	24,298	5%	15,343	3%	18,387	3%
Level of education not described	8,447	2%	14,999	3%	15,940	3%	13,792	2%
Level of education not stated	112,132	25%	100,201	20%	127,186	21%	116,517	17%
Total	439,840	100%	489,174	100%	595,379	100%	680,214	100%
Qualification	Adelaide Hills							
	1996		2001		2006		2011	
Postgraduate Degree	694	5%	896	6%	1,255	7%	1,705	9%
Graduate Diploma & Graduate Certificate	675	5%	729	5%	815	5%	889	5%
Bachelor Degree	3,255	23%	4,117	27%	4,780	27%	5,526	29%
Advanced Diploma & Diploma	2,639	19%	2,481	16%	2,908	16%	3,150	16%
Certificate:								
Certificate Level, nfd(b)	n.a.	-	126	1%	649	4%	567	3%
Certificate III & IV	3,032	21%	3,876	25%	4,219	24%	4,638	24%
Certificate I & II	1,082	8%	736	5%	324	2%	333	2%
Level of education not described	285	2%	490	3%	508	3%	365	2%
Level of education not stated	2,495	18%	1,844	12%	2,333	13%	1,944	10%
Total	14,157	100%	15,295	100%	17,791	100%	19,117	100%

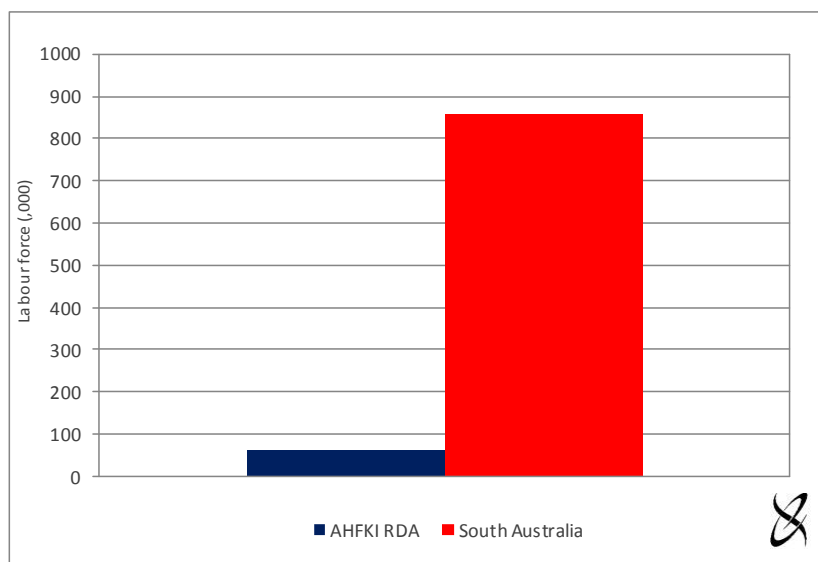
<sup>11</sup> source: EconSearch 2015 from ABS Census data



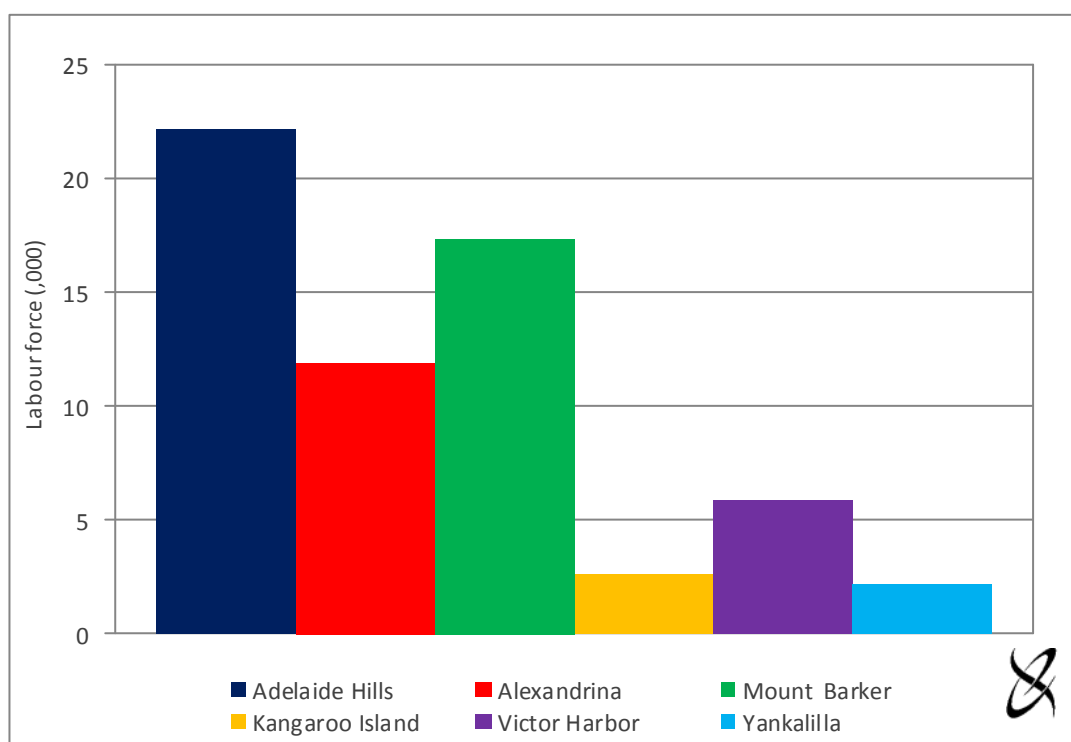
## 5. Regional jobs

- relatively large labour force but a relatively small regional jobs base as a proportion of the labour force
- steeply rising unemployment against the state average, masked by very low unemployment rate in the Adelaide Hills

Labour force in the AH F KI RDA region and SA, 2013/14<sup>12</sup>



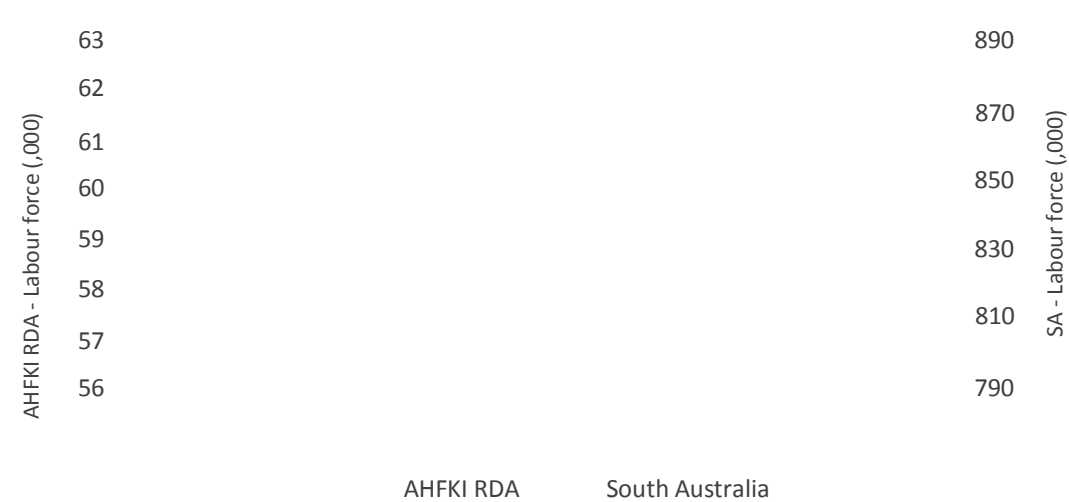
Labour force in the AH F KI RDA region by LGA, 2013/14<sup>12</sup>



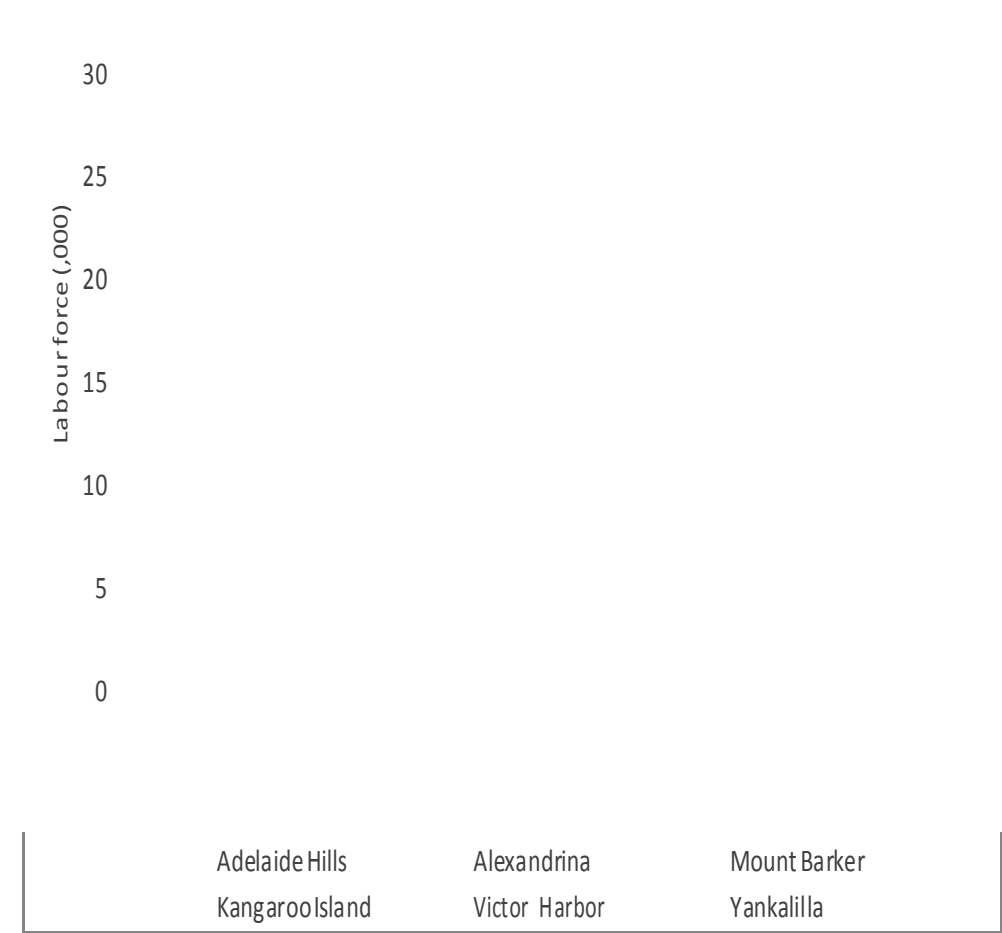
<sup>12</sup> Source: Department of Employment - Small Area Labour Markets and 3235.0 Population by Age and Sex, Regions of Australia, 2014

RDA AH F and KI 2016 – 2019 Regional Roadmap

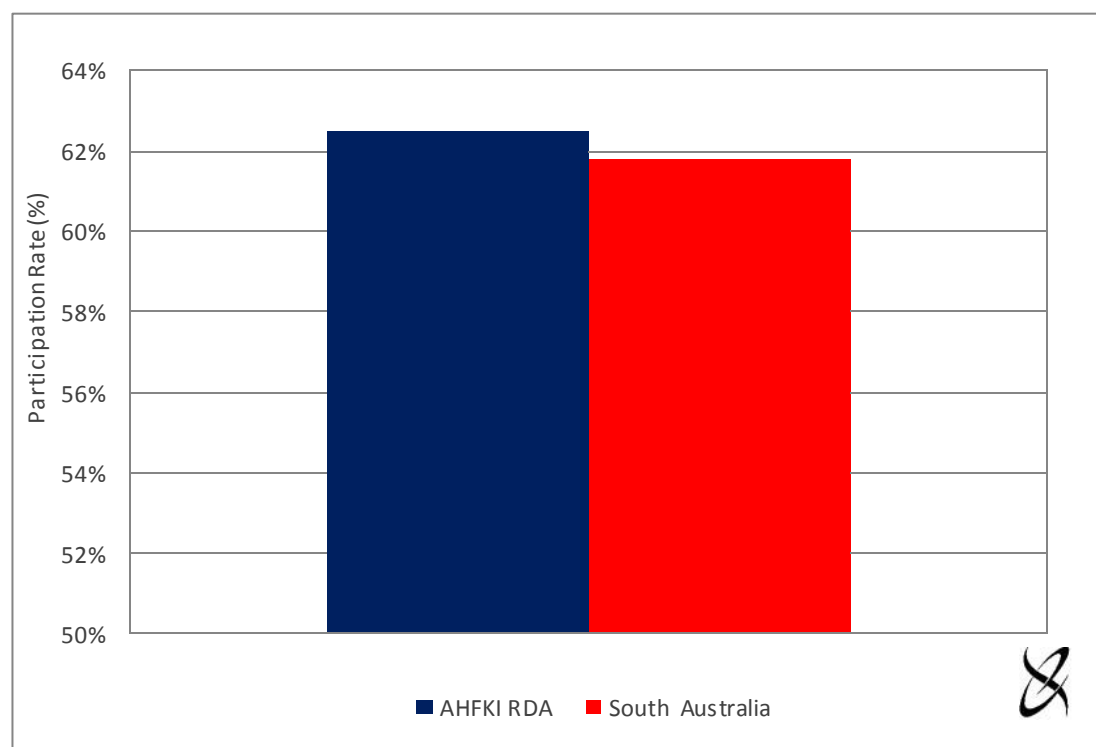
Labour force in the AH F KI RDA region and SA, 2007/08-2013/14<sup>12</sup>



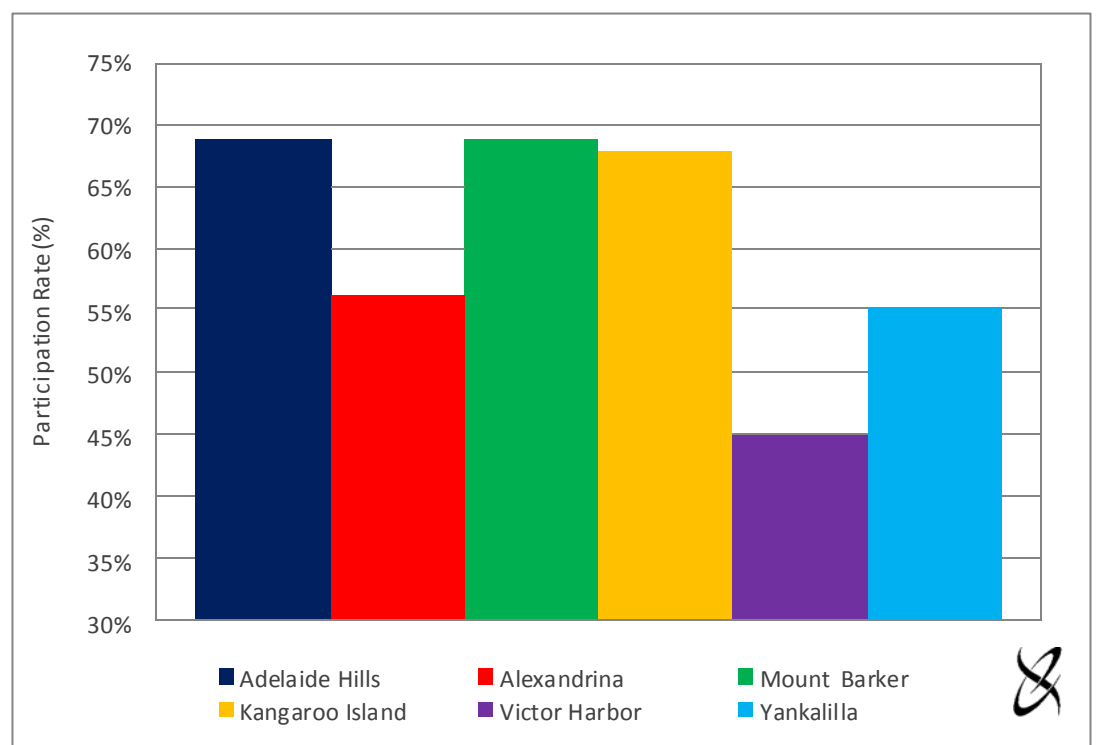
Labour force in the AH F KI region by LGA, 2007/08-2013/14<sup>12</sup>



Participation rate in the AH F KI RDA region and SA, 2013/14<sup>12</sup>

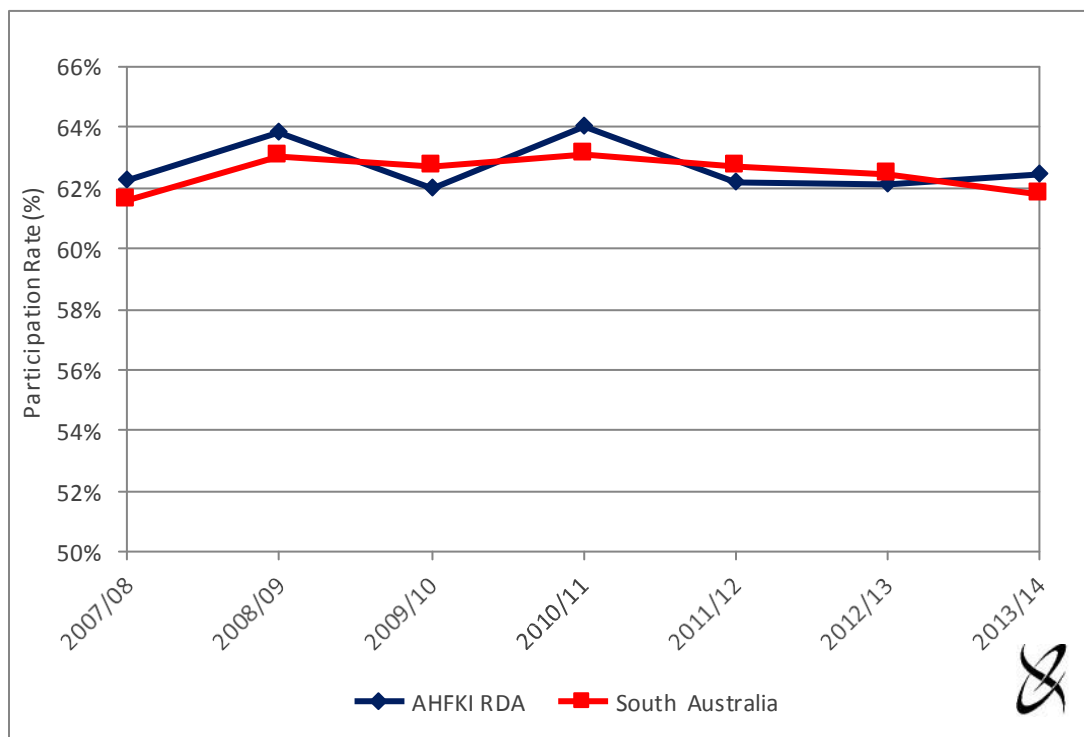


Participation rate in the AH F KI RDA region by LGA, 2013/14<sup>12</sup>

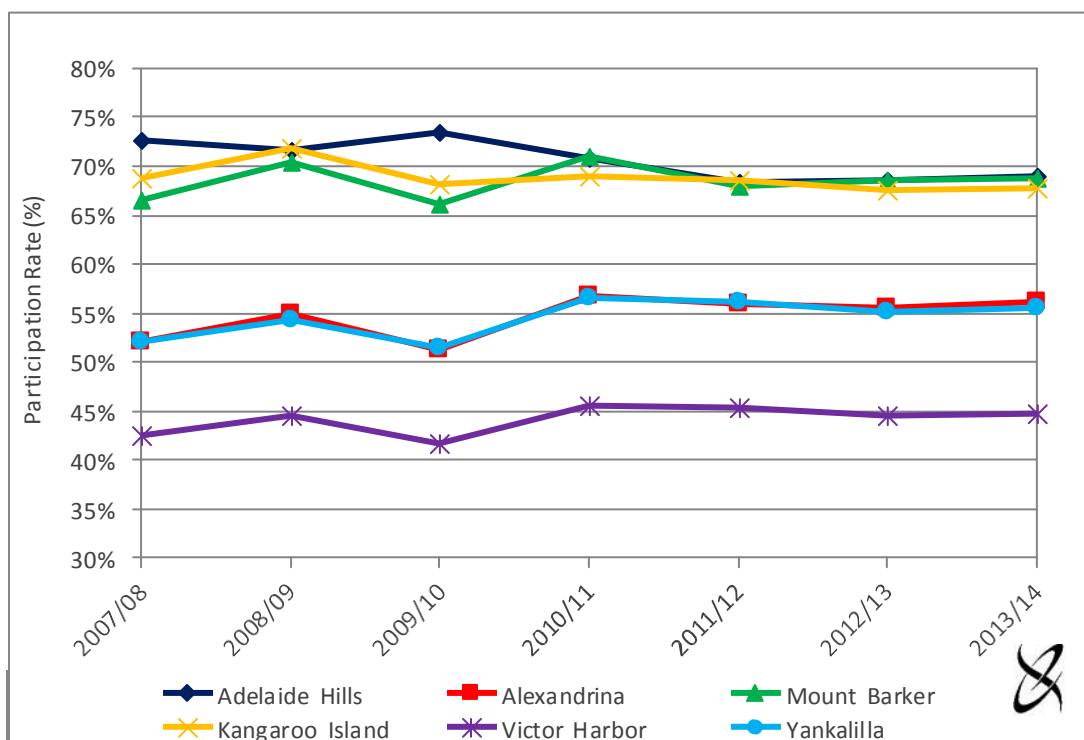


## RDA AH F and KI 2016 – 2019 Regional Roadmap

Participation rate in the AH F KI region and SA, 2007/08-2013/14<sup>12</sup>

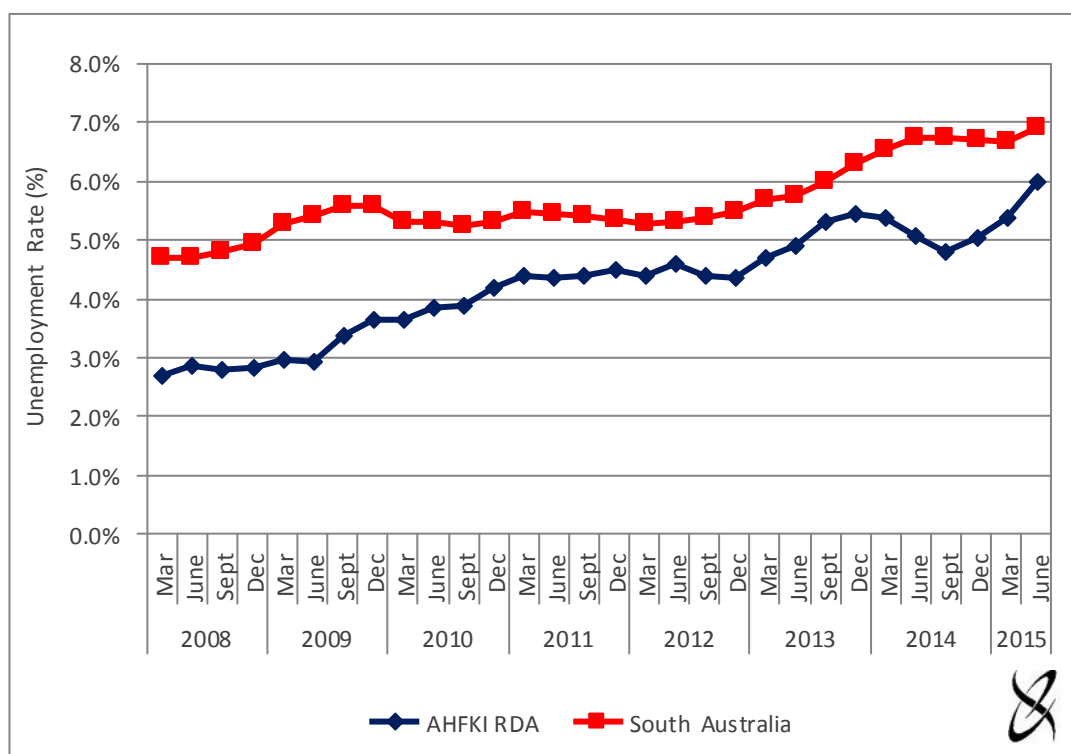


Participation rate in the AH F KI region by LGA, 2007/08-2013/14<sup>12</sup>

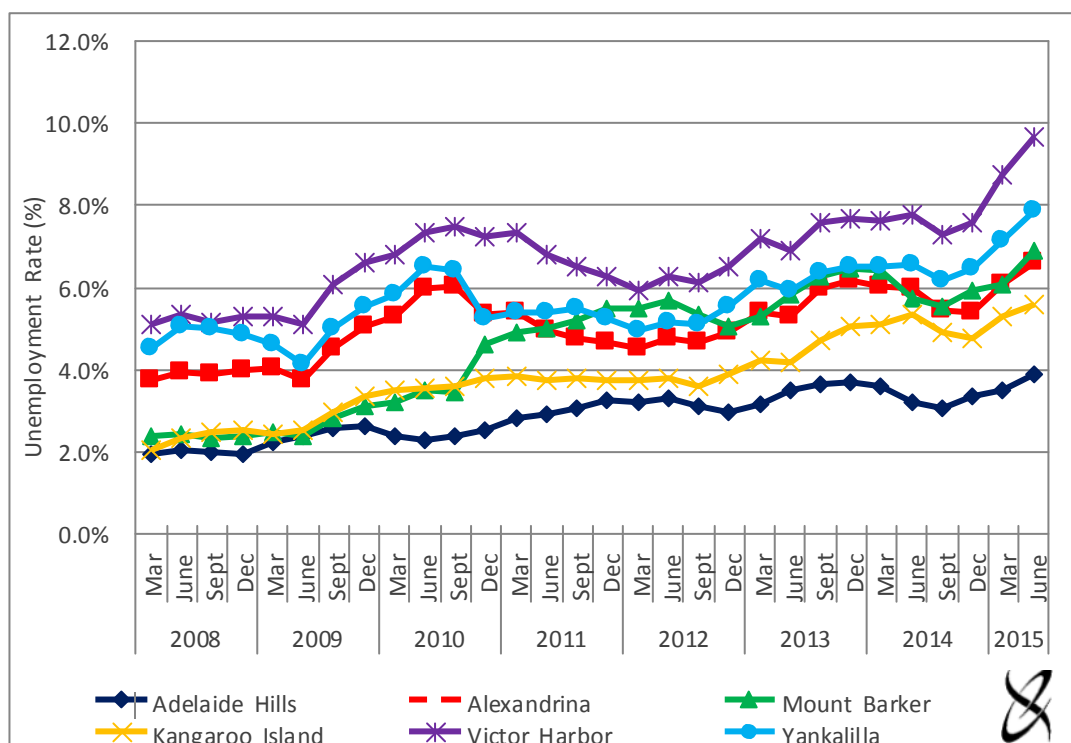


## RDA AH F and KI 2016 – 2019 Regional Roadmap

Unemployment rate, AH F KI region and South Australia, 2008-2015 (June quarter)<sup>13</sup>



Unemployment rate, AH F KI region by LGA, 2008-2015 (June quarter)

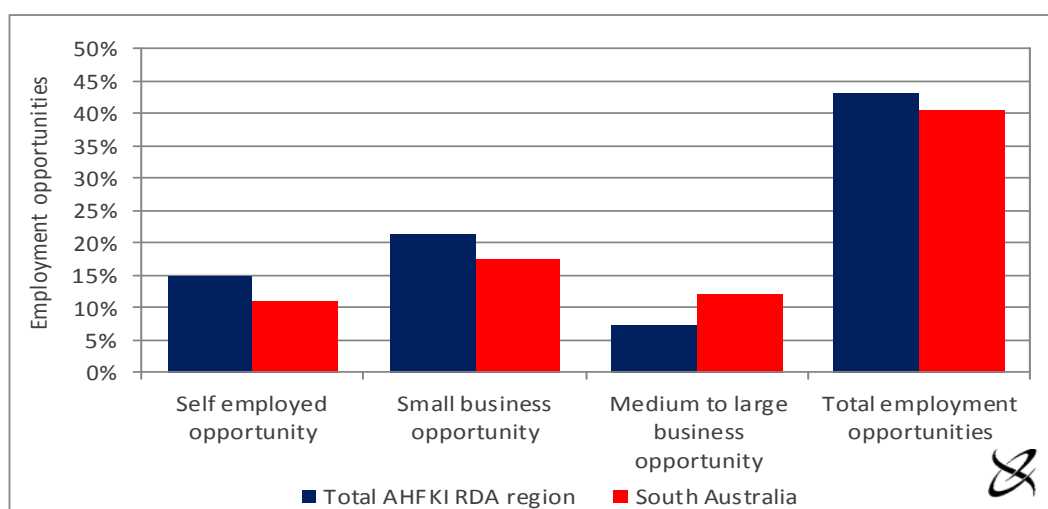


<sup>13</sup> source: Department of Employment - Small Area Labour Markets - June Quarter 2015

## 6. Economic development

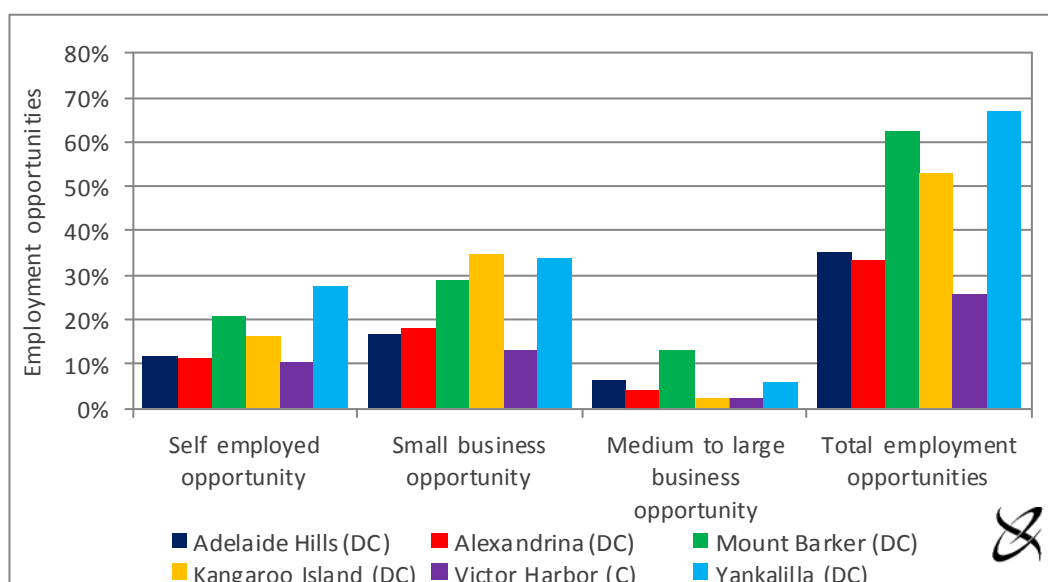
- relatively diverse economy with the exception of Kangaroo Island
- key wealth generating industries are agriculture, forestry and fishing, tourism, mineral resources and manufacturing; particularly in food and wine
- key service industries linked to population growth are health and community services, retail, building and construction and education and training
- business opportunities are mainly in self-employed (micro) to small businesses
- business growth is stabilising particularly for self-employed and small business, but medium to large business numbers continue to decline

Employment opportunities, measured by business per labour units (%), AH F KI region and South Australia, 2013/14<sup>14</sup>



\*note that the greater portion of public sector entities in Adelaide will bias the SA figures downward

Employment opportunities, measured by business per labour units (%), AH F KI LGAs, 2013/14<sup>14</sup>

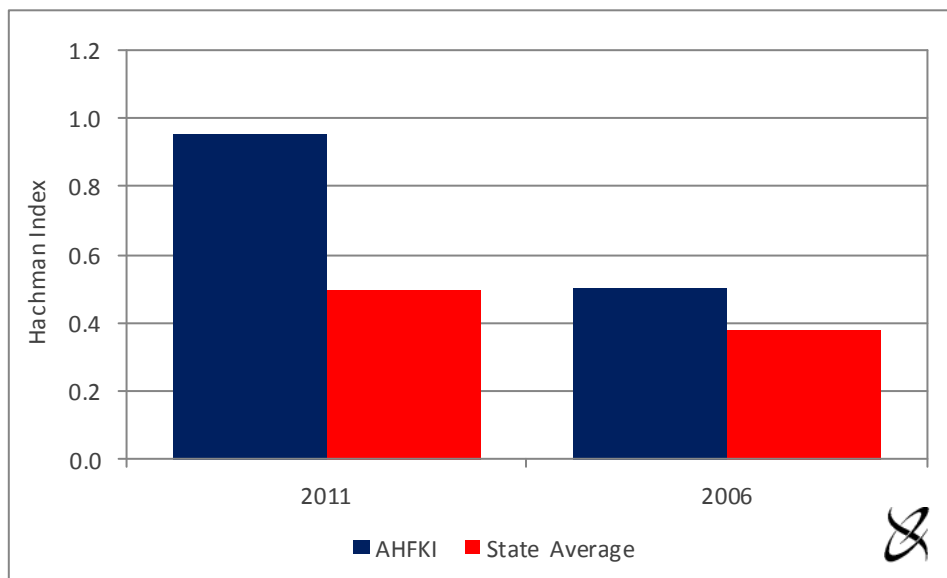


note business size is defined as: small - employing 1 to 19 people; medium/large - employing 20+ people

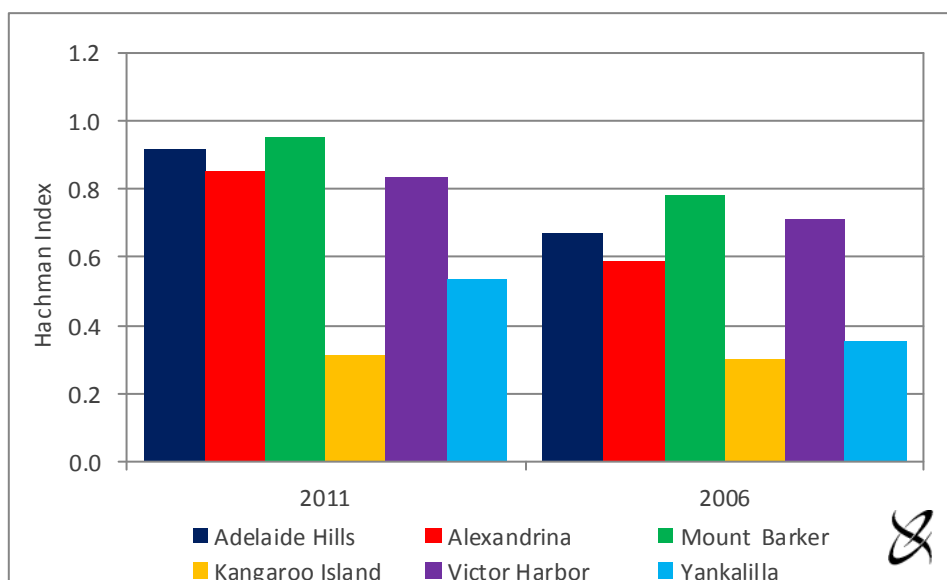
<sup>14</sup> source: EconSearch from 8165.0 - Counts of Australian Businesses, including Entries and Exits and Department of Employment - Small Area Labour Markets – various

For more information on the Hachman Index see: Regional Australia Institute  
<http://www.regionalaustralia.org.au/wp-content/uploads/2015/01/InSight-2014-User-Guide.pdf>

Economic diversity by Hachman Index, AH F KI region and South Australia, 2011 and 2006 comparison<sup>15</sup>



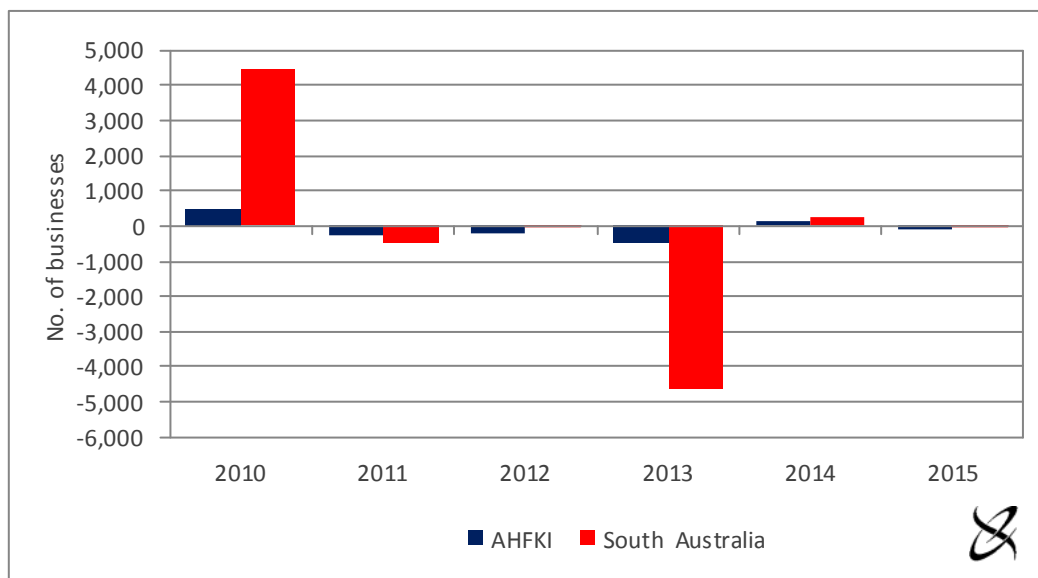
Economic diversity by Hachman Index, AH F KI LGAs, 2011 and 2006 comparison<sup>15</sup>



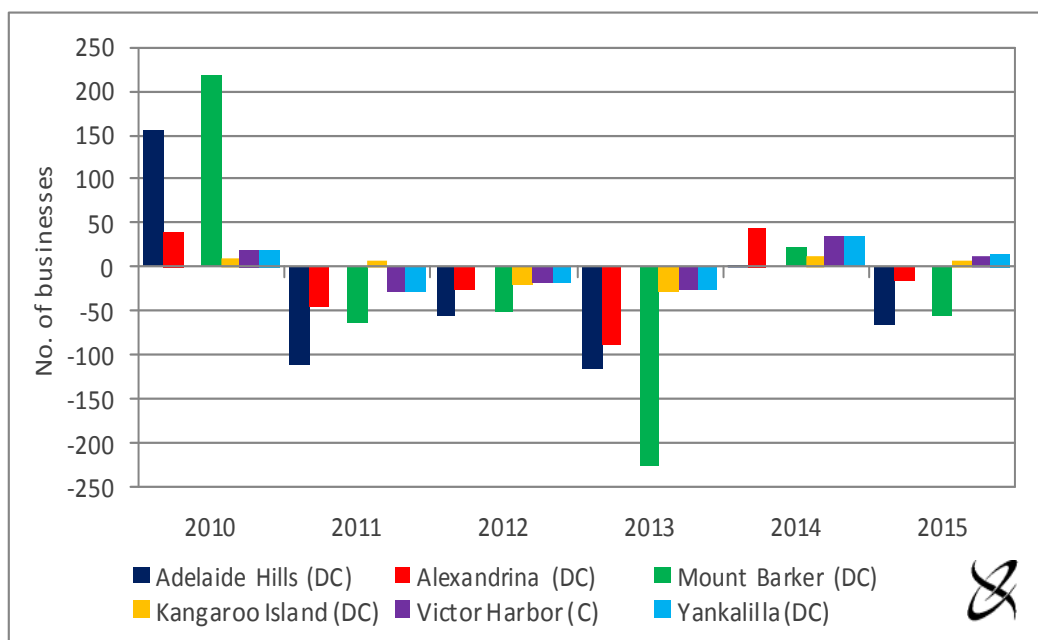
<sup>15</sup> source: ABS Census of Population and Housing 2011 and INDP Industry of Employment by Local Government Areas (2011 Boundaries) (UR) (and by State/Territory (STE))

## RDA AH F and KI 2016 – 2019 Regional Roadmap

Change in number of registered businesses, AH F KI region and South Australia, 2010 to 2015<sup>16</sup>



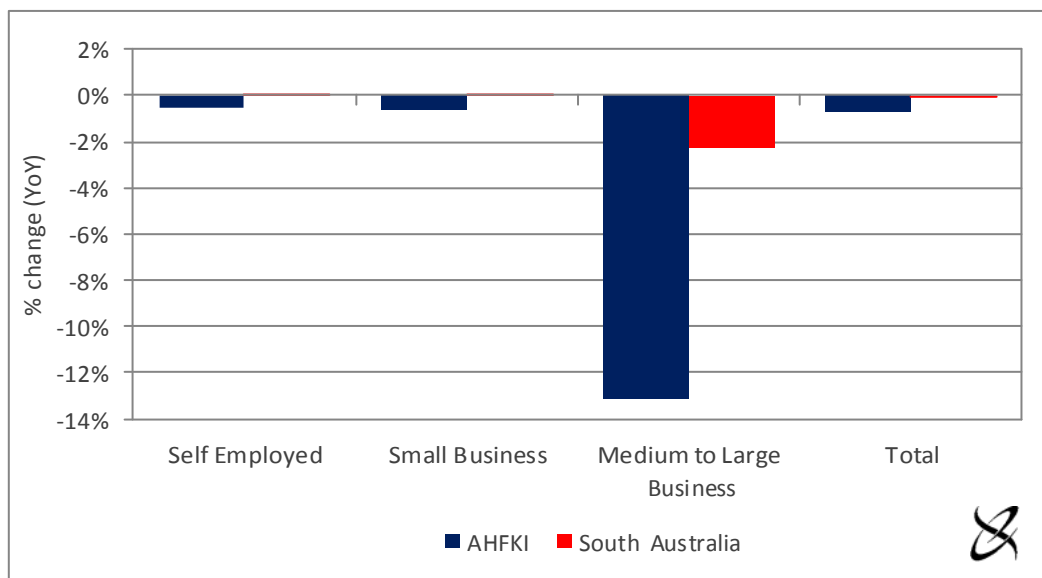
Change in number of registered businesses, AH F KI LGAs, 2010 to 2015<sup>16</sup>



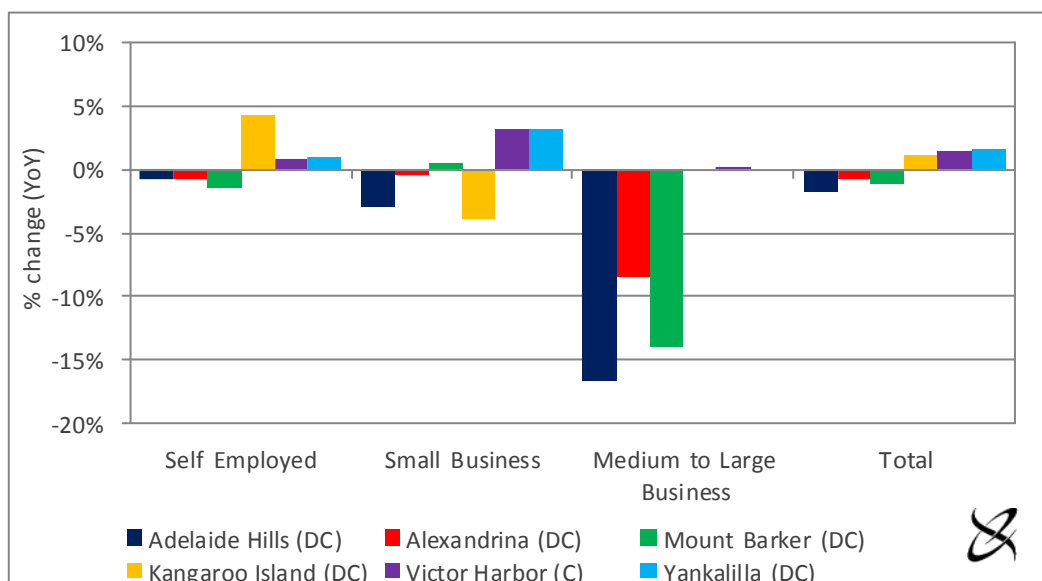
<sup>16</sup> source: ABS Counts of Australian Businesses, including Entries and Exits, Jun 2011 to Jun 2015



Change in registered businesses (%Year on Year), AH F KI region and South Australia, 2015<sup>17</sup>



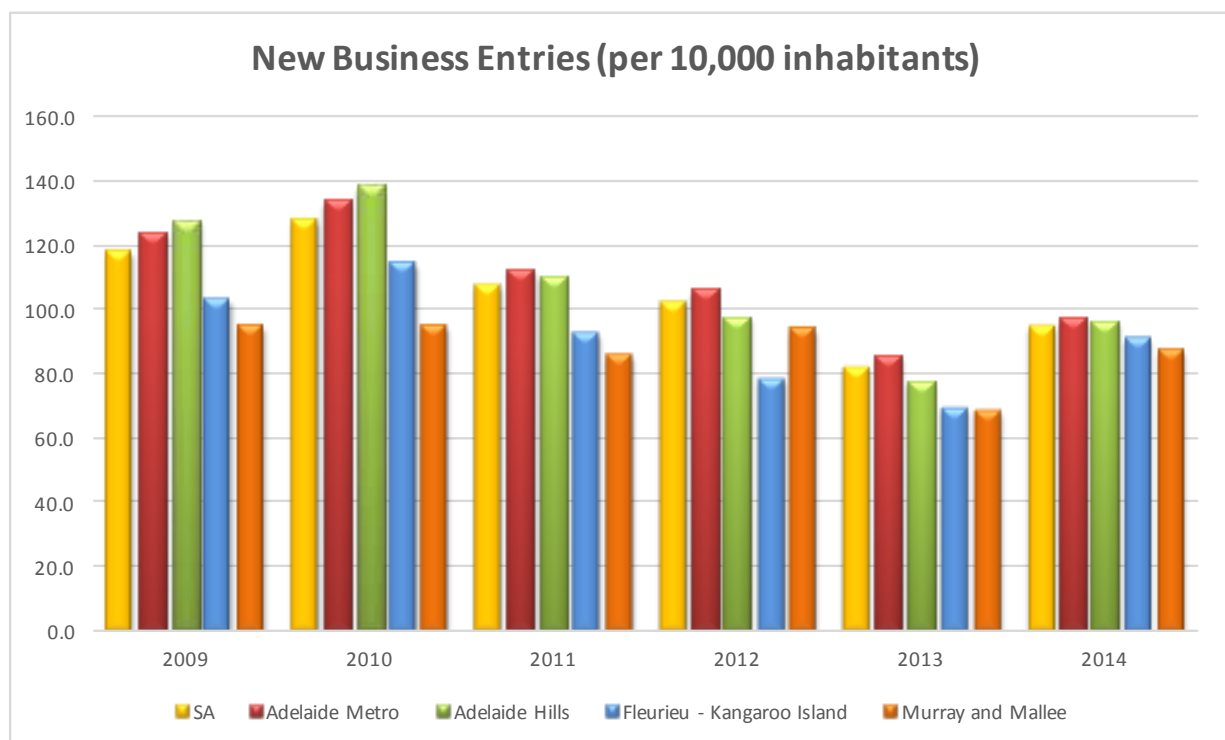
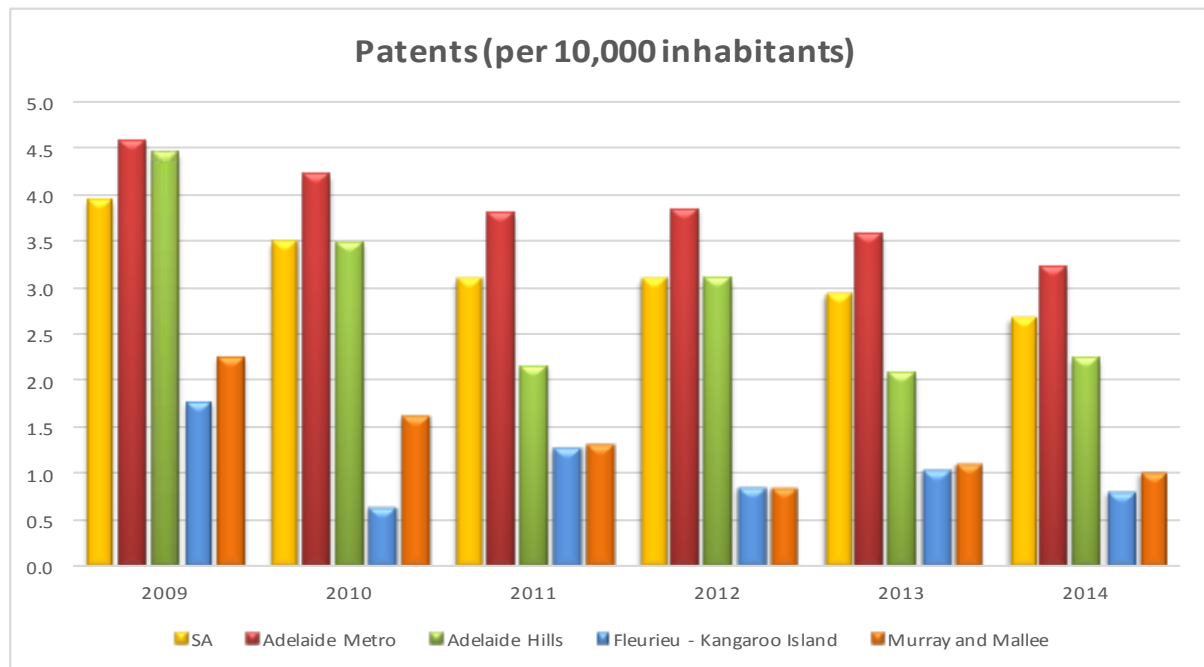
Change in registered businesses (% YoY), AHFKI LGAs, 2015<sup>17</sup>



<sup>17</sup> 8165.0 - Counts of Australian Businesses, including Entries and Exits, Jun 2011 to Jun 2015

## 7. Innovation<sup>18</sup>

- sound base of innovative businesses particularly in the Adelaide Hills
- strong link between levels of business innovation and proximity to the Adelaide Metropolitan Area

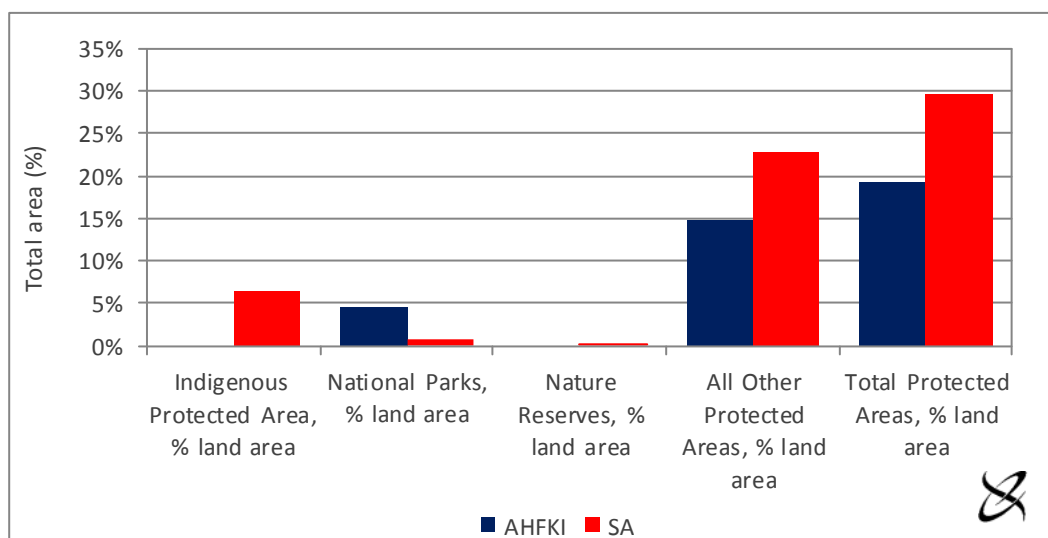


<sup>18</sup> Source: Australian Government, Department of Industry, Innovation & Science, Office of the Chief Economist.  
<http://www.industry.gov.au/Office-of-the-Chief-Economist/Pages/National-Innovation-Map.html>

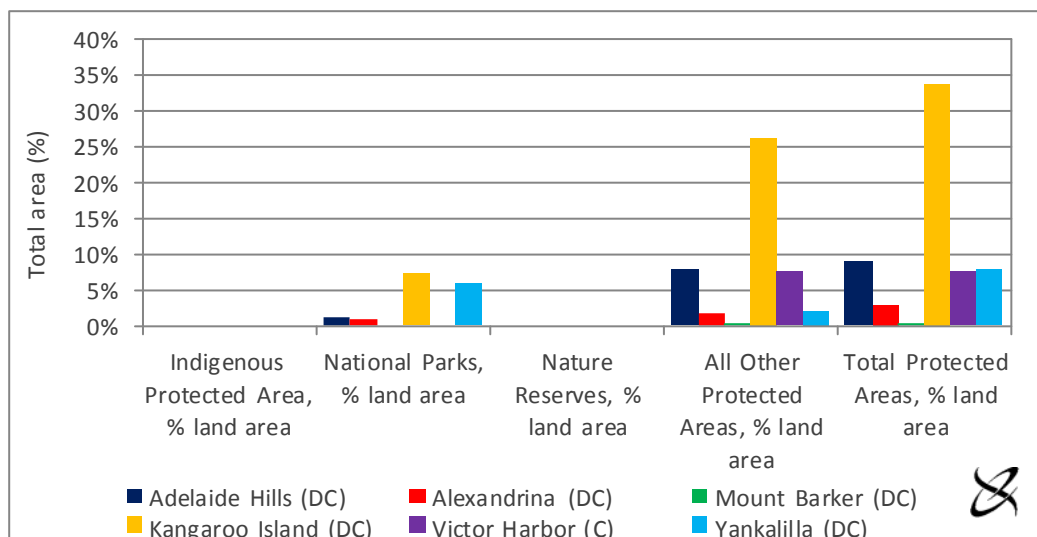
## 8. Natural environment

- significant, valuable and unique natural assets supported by land management frameworks like
  - National Parks, Conservation Parks and other conservation classifications
  - water catchment policy
  - World Heritage (application pending)
- particularly high proportion of protected land area under conservation on Kangaroo Island

Protected land, percentage of total area, AH F KI region and South Australia 2012<sup>19</sup>



Protected land, percentage of total area, AH F KI LGAs, 2012<sup>20</sup>



<sup>19</sup> source: 1379.0.55.001 0 National Regional Profile, 200902013

<sup>20</sup> source: 1379.0.55.001 0 National Regional Profile, 200902013

## Regional Strategic Plan – Blueprint

The Vision for the Adelaide Hills Fleurieu and Kangaroo Island region is for an economically prosperous region made up of resilient local communities, providing homes and jobs for healthy, engaged populations who are well connected to each other, to services and to social and economic opportunities

### A blueprint for sustainable regional development

HEALTHY REGION	population growth			CONNECTED REGION
natural environment	conserve	collaborate	participate	health and well being
innovation	invest	REGIONAL GOVERNANCE REGIONAL INFRASTRUCTURE	connect	access
economic development	grow industries businesses and exports	grow local jobs for local people	diversify	skills
PROSPEROUS REGION	regional jobs			RESILIENT REGION

The eight POLICY AREAS for sustainable development in the region are:

1. population growth
2. health and well being
3. access
4. skills
5. regional jobs
6. economic development
7. innovation
8. natural environment

The eight THEMES (action statements) for sustainable development in the region are:

1. collaborate
2. participate
3. connect
4. diversify
5. grow local jobs for local people
6. grow industries, businesses and exports
7. invest
8. conserve

The two AGENTS OF CHANGE for delivering the Roadmap are:

1. Regional Governance and
2. Regional Infrastructure

## **Regional Strategic Plan - Directions**

### **Aims**

1. Well planned and managed regional population growth with well serviced communities
2. Healthy regional communities enjoying a safe and active lifestyle with high levels of amenity
3. Well-connected regional communities freely accessing services, social opportunities, jobs and commercial markets
4. Highly skilled, highly participatory regional labour force matched to the needs of regional industry and business
5. More regional jobs for regional residents with less commuting and a greater contribution by the region's labour force to the regional economy
6. Strong economic growth in the region driven by servicing the growing population and leveraging off comparative advantage with a special focus on industries with the potential to increase exports
7. Strong foundation of connected, innovative small businesses taking advantage of an early mover status in the NBN roll out and populations of highly skilled professionals in the region
8. Well managed unique natural environment, valued as an asset in the social and economic development of the region and protected for future generations

### **Objectives**

#### **1. Population growth**

Well planned and managed regional population growth with well serviced communities

- Regional collaboration and appropriate regional governance leading to regional strategic planning and infrastructure development based on commonly held place based planning principles
- Timely provision of essential public infrastructure and utilities for fast growing urban communities along with commercial services driven by market forces and community and government services and facilities based on benchmarks in population size and composition

#### **2. Health and well being**

Healthy regional communities enjoying a safe and active lifestyle with high levels of amenity

- A range of affordable housing matched to the needs of the demographic within the population and well connected to appropriate services
- High levels of community participation in a range of options including social activity like recreation and sport, community benefit activity like volunteering and commercial activity like paid work

#### **3. Access**

Well-connected regional communities freely accessing services, social opportunities, jobs and commercial markets

- Effective transport and communications infrastructure to facilitate:
  - good access to appropriate community, commercial and government services and facilities for residents and businesses

- good access to and from isolated parts of the region with special emphasis on gateways like ports and transport interconnectors that encourage access to markets and supply centres for key industries

#### **4. Skills**

Highly skilled, highly participatory regional labour force matched to the needs of regional industry and business

- A regional labour force with skills that align with the current and foreshadowed skills needs of the region's industries and businesses including new skills in response to the opportunities presented by new technologies particularly in information and communication technology

#### **5. Regional jobs**

More regional jobs for regional residents with less commuting leading to a greater contribution of the region's labour force to the regional economy

- Business growth in the region, recognising opportunities in micro and small business in particular, supported by effective regional employment land (use) planning and coupled with growth in the proportion of regional jobs filled by the region's resident labour force

#### **6. Economic development**

Strong economic growth in the region driven by servicing the growing population and leveraging off comparative advantage with a special focus on industries with the potential to increase exports

- Growth of profitable service industries and wealth generating industries including the attraction of investment in major enterprises and the development of regional value chains and supply chains located strategically around hubs where there is critical mass
- Recognition of the region's ageing population as a comparative advantage rather than a challenge, offering a strong consumer base for new business development and a source of potential new business operators and mature aged employees
- Export growth in successful and established regional industries like food and wine, tourism and mineral resources, new industries like those driven by technology such as the Knowledge Intensive Service Sector and industries related to emerging regional strengths like healthy ageing services

#### **7. Innovation**

Strong foundation of connected, innovative small businesses taking advantage of an early mover status in the NBN roll out and populations of highly skilled professionals in the region

- More small, nimble and innovative businesses across a range of existing and new industries responding to new technologies, emerging market opportunities and changes to customer preferences

#### **8. Natural environment**

Well managed unique natural environment, valued as an asset in the social and economic development of the region and protected for future generations

- Proactive response to climate change aimed at optimising benefits and minimising risks
- Strong biosecurity maintained as a comparative advantage for the region's primary industries
- Protection and enhancement of natural assets like high yielding primary production land and landmark tourism assets

## **PART 2**

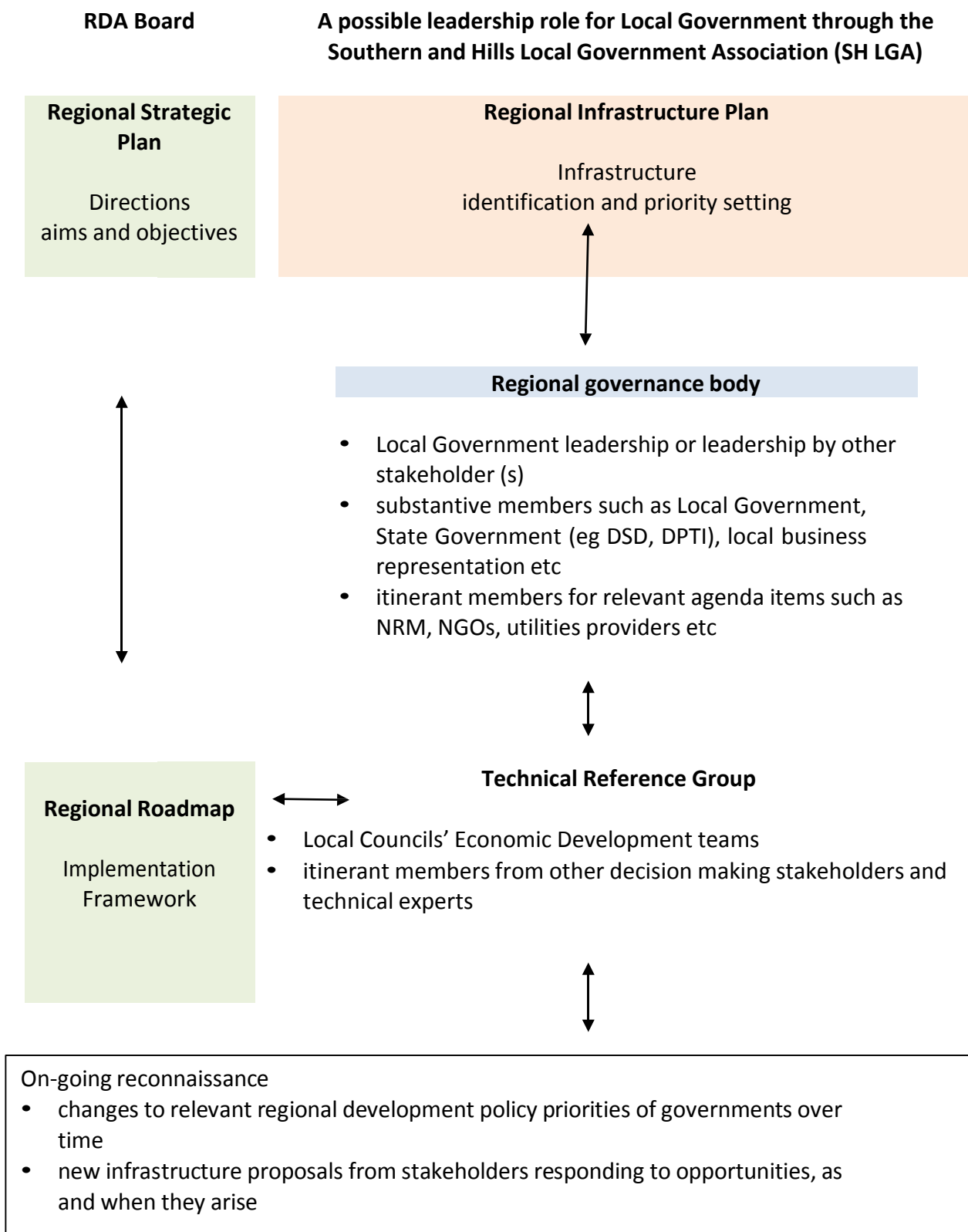
### **REGIONAL GOVERNANCE ARRANGEMENTS**

The role of the Regional Development Australia (RDA) Adelaide Hills Fleurieu and Kangaroo Island (AH F and KI) is to take responsibility for the development of the Regional Strategic Plan (Part 1) and produce information and advice for stakeholders related to its implementation.

In Part 2 of the Regional Roadmap the RDA provides suggestions for appropriate governance arrangements (structures and responsibilities) that involve a regional collaboration of stakeholders (of which RDA would be one) and a possible role for local government through the Southern and Hills Local Government Association.

## Regional Governance Structure

The schematic below demonstrates how the three components of the Regional Roadmap (the Regional Strategic Plan, Regional Governance Arrangements and the Regional Infrastructure Plan) fit together.





## **Roles and responsibilities**

### **Regional Development Australia (RDA) Board**

The RDA Board is responsible for the Regional Strategic Plan and the Regional Roadmap Implementation Framework.

The Board hosts the Technical Reference Group which manages the Implementation Framework and provides advice to the Regional Governance Body.

### **Technical Reference Group**

The Technical Reference Group comprises the Economic Development Teams of each of the six Councils in the region. Others to attend the Technical Reference Group may include public or private sector representatives with skills and knowledge relevant to particular agenda items.

The role of the Technical Reference Group is to manage the Regional Roadmap Implementation Framework. This document contains actions that link up the Regional Strategic Plan with regional infrastructure opportunities.

The Implementation Plan is a 'live' document that allows for the region to consider changes to key policies or new opportunities as and when they arise. It is the 'point of entry' to the governance structure for new ideas or proposals from stakeholders who may be seeking the support of the regional collaboration.

### **Southern and Hill Local Government Association (SH LGA)**

The SH LGA is responsible for the Regional Infrastructure Plan. The SH LGA currently performs a similar role in respect of the Regional Transport Plan, the Regional Health Plan and the Regional Climate Change Adaptation Plan.

The SH LGA comprises the region's six Councils and has demonstrated its effectiveness at brokering collaboration. The SH LGA is ideally placed to take a lead in the formation of the Regional Governance Body.

### **Regional Governance Body**

While it is suggested that the Regional Governance Body is led by local government, it would also include a wider stakeholder group.

The role of the Regional Governance Body is to bring together the Regional Strategic Plan and the Regional Infrastructure Plan to promote a planned, coordinated and collaborative approach to implementation.

Functions may include considering infrastructure priorities for the region using input provided by the Technical Reference Group and supporting partnerships across all jurisdictions of government, the private sector and the community.

Spin off benefits include better use of limited resources at local Council level through collaboration and sharing of resources.

## Establishing a regional governance body

An appropriate model to manage a collaboration of regional stakeholders is essential to the implementation of the Regional Roadmap. Suggested process steps for the formation of an appropriate regional governance structure are summarised below.

Steps	Description	Resources
1	<p>Identify a leadership group to promote collaboration on regional strategic planning and regional infrastructure development. It is recommended that local government performs this role through the SHLGA.</p> <p>Agree on the following conditions precedent to the formation of a regional governance body led by local government:</p> <ol style="list-style-type: none"> <li>1. commit to regional collaboration</li> <li>2. agree on a leadership role for local Government</li> <li>3. agree to pursue appropriate governance arrangements</li> <li>4. agree to the scope of the region - adopt a clear geographical boundary for the region (who's in and who's out)</li> <li>5. agree the regional profile as an evidence based description of the characteristics that defines the region</li> </ol>	<p>Resource 1:</p> <p>Rationale for local government leadership</p>
2	<p>Form a regional governance body. Call this the Regional Planning and Infrastructure Task Force (RPITF) or similar.</p> <p>The principal role of the RPITF is to promote collaboration, identify and enlist stakeholder support and work to deliver infrastructure priorities for the region. Regional infrastructure development is a change agent identified in the Regional Roadmap.</p>	
3	<p>Identify an appropriate structure and function for the RPITF to provide probity standards that at least meet the requirements of Local Government as a benchmark.</p> <p>Understand the consequences of the legal entity selected for members of the RPITF— for example a Section 43 Committee under the Local Government Act will define relationships with member Councils and influence the potential relationships with other stakeholders like State Government agencies</p>	<p>Legal entity</p> <p>Organisational structure</p>
4	<p>Identify stakeholders with a decision making role in regional strategic planning and regional infrastructure development.</p> <p>Determine which of these stakeholders has an interest broad enough for them to be invited to join the RPITF as substantive members and which may join the body as a result of particular agenda items on a case by case basis.</p>	<p>Resource 3</p> <p>Stakeholder list</p>
5	Formalise the membership of the RPITF through a Heads of Agreement	Heads of Agreement
6	Adopt the 2016 – 2019 RDA AH F and KI Regional Strategic Plan contained in the Regional Roadmap. The Strategic Plan provides a base for:	Regional Strategic Plan

	<ol style="list-style-type: none"> <li>1. defining the geographical area covered by the body (regional scope)</li> <li>2. describing the characteristics of the region as distinct from other jurisdictions like Council Districts (regional profile)</li> <li>3. providing directions for strategic planning in the form of aims and objectives</li> <li>4. providing policy alignment with government jurisdictions</li> <li>5. accessing comprehensive data sets and other materials that may assist the regional governance body in their consideration of priorities for regional infrastructure development</li> </ol>	
7	<p>Accept the Regional Infrastructure Plan contained in the Regional Roadmap as a starting point for the work of the regional governance body. The understanding is that this is a living document and infrastructure proposals can be added for consideration at any time in order to allow for a real time response to changing policy priorities or other opportunities.</p> <p>Given the potential for there to be a large number of projects under consideration, the RPITF will require a process to prioritise these. It must be made clear that the prioritisation process is not a reflection on the quality of any particular proposal but a product of policy alignment, potential for government partnering and many other factors. It does not stop a proponent from progressing a project proposal in other forums.</p>	Regional Infrastructure Plan
8	<p>Develop a transparent process for the consideration of regional infrastructure proposals in order to prioritise these for collaborative effort in line with the Regional Strategic Plan.</p> <p>This may be based on a filtering process. There is precedent for this type of process in the prioritisation of actions under the Regional Transport Plan and the Regional Climate Change Adaptation Plan for the Adelaide Hills Fleurieu and Kangaroo Island. These prioritisation processes cover economic, social and environmental areas plus regional relevance, practicalities and timing.</p>	Resource 2  Decision making tools
9	Develop a stakeholder and community engagement plan including an evaluation tool as part of the probity process.	Stakeholder and community engagement plan and evaluation tool
10	Develop a reporting framework in line with the requirements of the chosen legal structure for the RPITF	Reporting Framework
11	Work with the RDA to maintain the Regional Strategic Plan by establishing and maintaining a Technical Reference Group to respond in a timely manner to changes in policy and program opportunities and to act as a resource for the regional governance body when determining for example, the level of regional benefit that an infrastructure project may deliver.	Technical Reference Group Regional Roadmap – Implementation Framework

## Resources

### 1. Rationale for local government leadership

There are a number of current policy initiatives promoting a regional collaborative approach with a leadership role for Local Government including:

1. *Strengthening SA Communities in a Changing World, the Council of the Future*, Local Excellence Expert Panel 2013 LGA
2. *Local Government and Resources Industry Development in Regional South Australia - Community Engagement Protocol* SA LGA May 2015

The Southern and Hills Local Government Association took an important step towards establishing a workable regional governance model in February 2016 when it committed to regional collaboration and agreed to pursue appropriate governance arrangements with a leadership role for local government.

A regional governance body needs to be properly constituted and recognised. Local Government is ideally placed to perform a leadership role for the regional governance body and already exercises a similar role under various policy initiatives. For example, the Alexandrina Council and City of Victor Harbor recently formalised a collaboration which led to the successful delivery of a Regional Aquatics Centre that also attracted significant Commonwealth and State Government support.

These same Councils, joined by the Yankalilla Council, are developing the Fleurieu Futures Project focused on a regional approach to planning recommended in the LGA Expert Panel's Councils of the Future Report and supported through the LGA Research and Development Fund.

The proposed new South Australia planning legislation (*Planning, Development and Infrastructure Bill 2015*) proposes that the Minister would be responsible for the development of Regional Charters for each region in the State which would describe their planning and infrastructure needs. Given that the Regional Roadmap which includes an integrated Regional Strategic Plan and Regional Infrastructure Plan is designed for a similar purpose and the regional governance body is a properly constituted body that brings relevant stakeholders together, it may be reasonable for this body to apply to the State to be recognised under any new legislation.

#### **A process for determining priorities for regional planning and infrastructure development**

The regional governance body will require a decision making framework for recognising and prioritising regional infrastructure development under the Regional Infrastructure Plan.

Local Government through the SHLGA currently has various decision making processes of this nature in place. For example, a technical reference group is used to apply a rating process to determine regional priorities from the Regional Transport Plan for application to the Special Local Roads Program of Local Government. The SHLGA is also developing a prioritisation framework for delivering the Regional Climate Change Project.

Any decision making framework needs to be evidence based, transparent and auditable. Auditing relates to the process (not the outcomes) and ensures that all the steps in the agreed process have been followed. This is important because in any process where priorities are set there is potential for dispute.

## 2. Decision making tools

### Assessment criteria for various infrastructure focused funding programs

The purpose of this study is to identify common criteria that are, or have been, used in different jurisdictions to assess infrastructure project proposals for funding under various Government programs.

This experience may be useful in the context of the Regional Roadmap for the regional governance body to develop tools to help prioritise infrastructure projects based on their potential to deliver agreed regional and other benefits.

### National Stronger Regions Fund 2016

source: <http://investment.infrastructure.gov.au/funding/NSRF/>

The Applicant should demonstrate how the project contributes to economic growth in the region. Economic benefit relates to those benefits generated by new or improved infrastructure, and can be described in terms of the ability to generate additional income through more efficient use of resources and improved trade opportunities.

Economic benefits can include, but are not limited to:

1. more efficient use of resources
2. increases to productivity or capacity
3. the creation of direct and indirect employment, beyond the construction phase of the project
4. increases to output, exports and import replacement, or market share
5. increases in industry and economic competitiveness, including by reducing costs
6. more efficient supply chains, including through more efficient transport networks
7. diversification of the industrial base and local businesses
8. increases to capability to access funding and deliver a project of a significant size and scale
9. use of local and nationally produced goods and services, where it is appropriate and cost effective
10. the extent to which the project halts a mooted or foreseen decline in a region, or otherwise stems a decline in employment, operating businesses, output or population

Economic growth also delivers social and community benefits. Applicants may describe how their project enhances the public good in the medium and long term. These benefits should be quantified and supported by evidence.

A Cost-Benefit Analysis supporting the Applicant's case will be highly regarded, particularly for projects seeking grant funding of more than \$1million

### **Regional Development Australia**

Grant funding guidelines 2015/16 –2017/18

source:

[http://pir.sa.gov.au/\\_data/assets/pdf\\_file/0017/250406/RDA\\_Grant\\_Funding\\_Guidelines\\_March\\_2015.pdf](http://pir.sa.gov.au/_data/assets/pdf_file/0017/250406/RDA_Grant_Funding_Guidelines_March_2015.pdf)

The Fund offers support in delivering best results-driven outcomes for regions from programs or projects that:

1. deliver new jobs
2. deliver new investment
3. improve economic infrastructure
4. address a critical regional economic development need
5. are strategically important for the State, the region(s), and/or major industry sectors
6. address issues identified by the community as a current or emerging economic priority
7. represent the best value in the expenditure of public funds
8. directly contribute towards the achievement of the relevant SASP targets, the State Government's seven Strategic Priorities, the 10 State Economic Priorities and the regional priorities of the Government and Regions SA

### **Regional Development Australia Fund (RDAF) 2013/14 - 17**

source:

[http://investment.infrastructure.gov.au/funding/communitydevelopment/CDG\\_Request\\_for\\_Information\\_Dec\\_2013.pdf](http://investment.infrastructure.gov.au/funding/communitydevelopment/CDG_Request_for_Information_Dec_2013.pdf)

A 'value with public money' assessment of applications will be undertaken against the following criteria

1. Outcome
2. Project viability and sustainability and
3. Funding proponent viability

A project proposal form identifies the criteria in more detail. These include:

1. details of the proposal
2. community benefits
3. economic benefits
4. jobs
5. business plan / market research community consultation
6. stage of development (shovel ready)
7. how the project will be managed and maintained into the future

**Building Australia Fund 2000:**

source: [http://infrastructureaustralia.gov.au/policy-publications/publications/files/BAF\\_Evaluation\\_Criteria.pdf](http://infrastructureaustralia.gov.au/policy-publications/publications/files/BAF_Evaluation_Criteria.pdf)

Although a more dated example, the Building Australia Fund criteria may still be relevant as they reflected principles driven by S 120 (1) of the Nation Building Funds Act 2008

1. Principle 1: Projects should address national infrastructure priorities

Evaluation criterion 1: Extent to which projects address national infrastructure priorities

- a. demonstrate a positive impact on national productivity and economic growth
- b. assist in developing Australia's cities or regions and / or enhancing international competitiveness and / or improving Australia's ability to address climate change and adaptation effects
- c. fit with broader Commonwealth, State or Territory policies and / or plans
- d. address a need that is not provided for through existing infrastructure

2. Principle 2: Projects should demonstrate high benefits and effective use of resources

Evaluation criterion 1: Extent to which proposals are well justified with evidence and data

- a. demonstrate through a cost benefit analysis that the proposal represents good value for money
- b. indicate an expectation of long term benefits, taking into account economic, environmental and social; aspects of the project

3. Principle 3: Projects should efficiently address infrastructure needs

Evaluation criterion 3: Extent of efficiency and co-investment

- a. leverage other forms of funding including from the private sector and other levels of government
- b. take account of relevant market structures and pricing mechanisms
- c. deliver an effective and efficient response to addressing an identified infrastructure need

4. Principle 4: Projects should demonstrate they achieve established standards in implementation and management

Evaluation criterion 4: extent to which efficient planning and implementation has occurred

- a. project risks have been analysed
- b. consideration given to the requirements that will need to be addressed prior to construction of the project including relevant approvals, land acquisition and planning

**Regional Development Fund Nov 2015:** a South Australian Government example

Regions South Australia

source:

[http://pir.sa.gov.au/\\_data/assets/pdf\\_file/0008/265625/PIRSA\\_RDF\\_Guidelines\\_November\\_2015.pdf](http://pir.sa.gov.au/_data/assets/pdf_file/0008/265625/PIRSA_RDF_Guidelines_November_2015.pdf)

Major projects program

Essential

1. creates sustainable economic benefits to the State or region (eg new long-term jobs, investment, higher incomes, etc)
2. is strategically important to the State, the region or a major industry
3. is viable and sustainable in the medium to longer term
4. the proposed project is cost effective and 'fit for purpose'
5. does not unreasonably impact upon existing businesses, industries or communities
6. the project, or specific elements of the project, is not more appropriately funded by other State, Commonwealth and/or Local Government or industry sources

Desirable

1. project proposals which create direct economic benefits that are broadly distributed across communities or industries beyond the organisation that receives the grant will be considered favourably (these benefits can be economic, social or environmental)
2. project proposals that demonstrate a commitment to employing locally, local investment and local supplier inputs wherever possible will also be considered favourably

**Regional Infrastructure Fund (Victorian Government) 2016:** an example from another jurisdiction

source: <http://www.rdv.vic.gov.au/regional-jobs-and-infrastructure-fund>

Considering the project assessment requirements of other funds in other jurisdictions may be useful as a guide to a reasonable process to support the RDA / SHLGA Regional Roadmap.

The Regional Jobs and Infrastructure Fund is a Victorian Government regional development package.

The assessment process involves project proposals addressing the following criteria

1. economic benefits
2. social and environmental benefits
3. alignment with state and regional priorities and demonstrated project need
4. demonstrated project feasibility and delivery
5. financial viability
6. maximising value to the state
7. program stream criteria

**Other current SH LGA assessment tools**

1. Regional Transport Plan assessment criteria
2. Regional Climate Change Adaptation Plan assessment criteria



### 3. Regional stakeholders

Stakeholders will take their place on the regional governance body at appropriate times in roles that include:

1. joining the governance group as a core (substantive) member
2. considering particular issues on a case by case basis that relate to the stakeholder's interest
3. bringing infrastructure proposals for consideration and regional support

The following is a list of stakeholders<sup>21</sup> who may have an interest in regional strategic planning and infrastructure development.

Regional bodies with regional planning and / or infrastructure responsibilities

1. Regional Development Australia Board (RDA AH F and KI)
2. Regional Local Government Association (SH LGA)
3. Regional Natural Resource Management Boards (there are three of these in the AH F and KI region)

Regional business and industry

4. Major private enterprise representatives, regional business leaders
5. Developers and potential investors
6. Regional industry bodies like tourism, wine, and food
7. Infrastructure providers

Regional community

8. Traditional owners
9. Regional community groups like cultural organisations
10. Regional CFS and Emergency Services

Local Government

11. Adelaide Hills Council
12. Mount Barker District Council
13. Alexandrina Council
14. City of Victor Harbor
15. District Council of Yankalilla
16. Kangaroo Island Council

State Government departments and agencies

17. Department for Communities and Social Inclusion
18. Country Fire Service, Metropolitan Fire Service, State Emergency Service
19. Department for Education and Child Development

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<sup>21</sup> based on Local Government and Resources Industry Development in Regional South Australia Community Engagement Protocol Resources Pack pp 23 source: <http://www.lga.sa.gov.au/webdata/resources/files/2014.56%20-%20Engagement%20protocol%20for%20mining,%20resources%20development,%20regional%20SA%20-%20Resources%20Pack.pdf>

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20. Department of Environment, Water and Natural Resources- (NRM)
21. Department for Health and Ageing and the SA Health Regional Health Network
22. Department for Planning, Transport and Infrastructure
23. Department of Primary Industries and Regions
24. Department of State Development
25. Support for business start-ups and existing small business and family business
26. Manufacturing Works
27. South Australian industry clusters
  - a. defence
  - b. creative industries
  - c. health and medical devices
  - d. mining and resources
  - e. clean technologies
  - f. food and wine

Commonwealth Government departments and agencies like

28. Department of Agriculture and Water Resources
29. Department of Communications and the Arts
30. Department of Education and Training
31. Department of Employment
32. Department of Foreign Affairs and Trade and Austrade
33. Department of Health and the Commonwealth Primary Health Network
34. Department of Industry, Innovation and Science and AusIndustry
35. Australian Small Business Commissioner
36. Tourism Australia
37. Department of Infrastructure and Regional Development and Regional Development Australia
38. Department of the Environment
39. Other relevant Commonwealth government bodies
  - a. clean technology
  - b. import and export assistance
  - c. innovation and R&D
  - d. manufacturing industry
  - e. regional Innovation Funds
  - f. small business
  - g. Venture capital

## **PART 3**

### **REGIONAL INFRASTRUCTURE PLAN**

In Part 3 of the Regional Roadmap, the RDA provides suggestions for the implementation of a Regional Infrastructure Plan. This follows on from a consideration of the RDA's Regional Strategic Plan by the collaboration of regional stakeholders contemplated under governance arrangements (see Part 2 of the Regional Roadmap)

## Regional Roadmap– Implementation Framework

The Implementation Framework is the working document that collects actions and infrastructure opportunities under the eight policy areas of the Regional Strategic Plan.

This Framework allows the Technical Reference Group to consider policy changes and opportunities that may arise from time to time and reflect these against the current and future infrastructure plans for the region.

The infrastructure opportunities in this Framework are most often not specific projects but rather generalised infrastructure classes like ‘An Education and Training Hub’ that may be picked up as an opportunity and further developed by a relevant stakeholder. Specific infrastructure projects that have been identified to date are presented in the Infrastructure Discussion and Maps in the next section.

The eight policy areas are:

1. population growth
2. health and well being
3. access
4. skills
5. regional jobs
6. economic development
7. innovation
8. natural environment

### Population growth

Actions	Infrastructure opportunities
<p>Encourage augmentation, extension and new connections opportunities in the provision of electricity and gas by identifying likely population based demand changes and clearly describing the potential commercial users in developing employment lands.</p> <p>Pursue renewable energy options and the development of the region as a showcase based on previous experience and the uniqueness of the energy challenge in isolated communities like Kangaroo Island.</p> <p>Progress this in consultation with the energy sector to ensure that consideration is given to the business case for regulated assets and to reduce the risk of impacting on priority projects like the upgrade of the undersea interconnector to Kangaroo Island.</p> <p>Provide planning and approvals incentives for developers proposing high star (environmental rating) developments</p>	<p>A regional approach to the provision of reticulated gas supply based on potential large scale commercial users in the first instance and recognising that the business case may have changed significantly from when similar investigations at a District level (MBDC) occurred in the past.</p> <p>Link up with the Oil and Gas Roundtable hosted by SA Department of State Development for government leadership on this matter. Although this group is an upstream body it has a group of service providers to the oil and gas industry who may be useful in identifying a way forward.</p> <p>Follow the progress of the new undersea electricity interconnector from the mainland to Kangaroo Island (it is noted that this project has received commitment)</p>

Actions	Infrastructure opportunities
Encourage augmentation, extension and new connections opportunities in the provision of potable water by identifying likely population based demand changes and clearly describing the potential commercial users in developing employment lands.	<p>Modern waste treatment and waste water reuse technology and its potential for technology transfer and collaboration/ networking to bring economies for participating Councils.</p> <p>Waste water reuse know-how, expertise and experience in the region and a regional approach to commercialisation of this resource.</p> <p>A regional (and interregional) waste water reuse and stormwater harvesting network.</p>

### Health and well being

Actions	Infrastructure opportunities
<p>Collaborate at a regional level to provide for high specification community facilities that are accessible from a broad catchment area with economies of scale and scope developed through shared costs and management responsibilities.</p> <p>Match the development of community facilities with place based planning principles which will see a hierarchy of specifications based on the activity centre typology.</p> <p>Enhance community facilities by encouraging:</p> <ol style="list-style-type: none"> <li>1. facilities that have the capacity to be utilised for a range of community activities</li> <li>2. facilities that can be used for a large proportion of the day /night</li> <li>3. shared facilities such as school and public buildings</li> </ol>	<p>A regional sporting complex that is capable of hosting national and international competitions in popular sports like netball, AFL, soccer and mountain biking and events like Master's Games.</p>
<p>Support the Regional Health Plan through the regional collaboration.</p> <p>The Regional Health Plan: (<i>Wellbeing in our Community Regional Public Health Plan for the Southern and Hills LGA Background Report 2015</i>) was developed by the Southern and Hills Local Government Association (SH LGA) in 2015. This is a comprehensive document that has spun off Council based Health Plans and so helps to identify the health priorities at both regional and Council District levels.</p> <p>Use the Regional Health Plan to identify regional priorities and encourage these to be picked up in important stakeholder planning such as the Regional Health Plan for the Commonwealth's new Primary Health Networks (replacing Medicare</p>	<p>Addressing obesity, mental health and domestic violence. These are also health policy priorities of the State and Commonwealth Governments.</p> <p>A health and well-being and a healthy ageing hub in the southern coastal townships.</p> <p>A family health hub including obstetrics and childhood development in the inland fast growing population centres (Mt Barker and Strathalbyn)</p>

Actions	Infrastructure opportunities
<p>Local) and the SA Health Regional Health Network.</p> <p>Access to major health facilities such as hospitals and primary care is an important part of the Transforming Health initiative of the State Government. Focus regional leadership through the regional collaboration on linking up these services across the region. Promote access to relevant services through transport improvements like regular public transport and the linkage to emergency services such as ambulance.</p>	

## Access

Actions	Infrastructure opportunities
<p><b>Roads</b></p> <p>Support the implementation of the Regional Transport Plan: Southern and Hills Local Government Association 2020 Transport Plan – 2015 Update. Recognise that this Plan is particularly relevant for the Special Local Roads Program of Local Government.</p> <p>Encourage road systems that are suitable for safe use by multiple users including local residents, tourists and visitors and freight (supply and product distribution). Support this with soft infrastructure such as signage and education of road users.</p> <p>Identify roads suitable for heavy transport in order to reduce truck movements for given volumes of freight and allow for faster transit times (higher speeds) to reduce greenhouse emissions and reduce costs.</p> <p>Support a review of access to and for communities along the South Eastern Freeway. This corridor provides access to two of the fastest growing regions in the state with two areas in particular, Murray Bridge and Mt Barker, expected to double in size over the next twenty years. These areas have insufficient local jobs to support existing populations where some 60% of the workforce commuting to Adelaide or elsewhere.</p> <p>Commuting traffic combined with freight traffic coming from the east will lead to greater congestion through the Hills, at the Toll Gate and into the city.</p>	<p><b>Roads</b></p> <p>Road initiatives that allow heavy transport to bypass residential areas to reduce the risk of collision, noise and pollution</p> <p>Upgrading and subsequent gazetting of B double routes to service the industry needs of the region. This may include</p> <ul style="list-style-type: none"> <li>a ring route to allow contiguous freight services in both directions joining Southern Adelaide Metropolitan Area, Cape Jervis, Victor Harbor, Goolwa and Mt Barker</li> <li>a ring route to service the primary production and value added and supply industries in the Adelaide Hills</li> </ul> <p>A freight bypass (road and / or rail) has been proposed in the past to take freight traffic in particular off of the SE Freeway. It has been deemed unsustainable however rapid growth in the Mt Barker and Murray Bridge areas suggests that the matter of a bypass should be revisited.</p> <p>Upgrading and maintaining the Main South Road and SE Freeway for commuter traffic from existing (work) commuter centres</p> <p>Additional park and ride facilities and public transport enhancements</p>

Actions	Infrastructure opportunities
<p>Rail</p> <p>Reduce the potential for conflict from incompatible land use when considering planning for urban development in the vicinity of existing rail corridors.</p> <p>Support the continuing use of the rail corridor between Mt Barker and Goolwa by SteamRanger whilst exploring other compatible uses such as commuter rail services (when a business case can be demonstrated) or redevelopment as part of the regional trails network.</p>	<p>Rail</p> <p>Produce a common planning response for the rail corridor between Mt Barker and Goolwa shared by the Mount Barker District Council and Alexandrina Council.</p> <p>A freight bypass (road and / or rail) has been proposed in the past to take freight traffic in particular off of the SE Freeway. It has been deemed unsustainable however rapid growth in the Mt Barker and Murray Bridge areas suggests that the matter of a bypass should be revisited</p>

Actions	Infrastructure opportunities
<p>Air</p> <p>Support the further development of regional airports with an emphasis on providing infrastructure support for the key industries identified for the region.</p> <p>River and sea</p> <p>Recognise that appropriate port facilities are a key to releasing the export potential of primary industries like agriculture, forestry and fishing. They can also be used to improve connectivity within the region where some areas are otherwise isolated.</p> <p>Support the further development of existing regional wharf / seaports and the consideration of new facilities with particular relevance to key industry development. These may include marshalling (road / rail head), woodchipping, loading and other facilities attached to new sites promoted by a suitable business case and driven by the private sector.</p> <p>Support the development of a series of safe haven boating facilities that span the coastal areas of the region. Establish a specification for this purpose that is informed by key stakeholders like Sea Rescue.</p>	<p>Air</p> <p>Further infrastructure development adding to the upgraded Kingscote airport aimed at supporting food and wine exports. This may include cold store facilities, product aggregation warehousing and distribution facilities for primary industry</p> <p>Upgrading the Goolwa regional airport to support a wider range of activities like skydiving and learn to fly programs.</p> <p>River and sea</p> <p>A multi-use sea terminal for the forestry industry / other primary industry at American River / Ballast Head / Kingscote. Include the potential for greater connection of primary production on Kangaroo Island with processing facilities on the mainland part of the region like sheep exports from KI to an abattoir on the mainland.</p> <p>Enhance existing infrastructure like the Goolwa Wharf as a 'build on' to leverage off existing investment in tourism.</p> <p>Redevelop and enhance Surf Lifesaving Clubs across the southern coast to perform the role of a coordinated regional sea rescue network as well as increase beach safety. Leverage jobs and economic development off this initiative by considering in the business case including increased tourism activity as a result of rising safety confidence for visitors and improved boating and land based facilities.</p>

Actions	Infrastructure opportunities
<p>Encourage the development of aquatic (freshwater and marine) industries that support a large and diverse supply chain and value chain through the provision of key infrastructure like mooring, product handling and boat maintenance/survey facilities.</p> <p>Trails</p> <p>Continue to support the development of local, district and regional walking and riding trails for three key purposes:</p> <ol style="list-style-type: none"> <li>1. improving connectivity within local areas and promoting healthy living options</li> <li>2. improving connectivity across Districts to provide short duration recreation and sport and tourism opportunities</li> <li>3. extending tourism opportunities to include middle and longer term adventure and healthy life style experiences coupled with tourism accommodation options like eco-friendly park stay</li> </ol>	<p>Marina development with allied services like:</p> <ul style="list-style-type: none"> <li>• ship building, servicing, repairs and surveying</li> <li>• downstream fishing industry facilities like product handling (cold store and distribution), processing and tourism</li> <li>• boat charter, tourism experience development like fish viewing platforms and other tourism related pursuits</li> <li>• education and training in aquatic / marine sciences and aquatic / marine trades and professions</li> </ul> <p>Trails</p> <p>Creating adventures through trails like the development of a trail bike riding competition track in the region</p> <p>Continue to link up existing trails with new trails and enhance the experience by including infrastructure development like overnight and rest stop accommodation to promote longer duration tourism</p>

## Skills

Actions	Infrastructure opportunities
<p>Focus on the following three drivers of emerging skills needs:</p> <ol style="list-style-type: none"> <li>1. change in the industry structure of the region that is occurring as a result of population growth.</li> <li>2. change in the industry structure of the region that is occurring as a result of disruptive technologies like access to the NBN.</li> <li>3. growth in industries with comparative advantage in the region.</li> </ol> <p>Recognise the significance of the Commonwealth Government's policy priority of promoting innovation and the State Government's policy priority in small business development as a complement to the economic future for the region.</p> <p>Recognise the industries supported by State</p>	<p>Skills development in health and community services such as age care linked to the growth trend for an ageing population in the southern coastal townships and families and youth in the Mt Barker and Strathalbyn growth centre.</p> <p>Skills development to support value added (value chain) and supply chain business development in food and wine such as food manufacturing, tourism and minerals industry supply</p> <p>Skills development linked to the roll out of the NBN.</p>



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Actions	Infrastructure opportunities
Government policy such as primary industries (food and wine), tourism, minerals resources and renewable energy with an emphasis on export potential.	
Seek to capitalise on growing education and training markets that include local and regional residents but also intrastate / interstate boarding and overseas students that may be attracted to the region.	An education and training hub in the region that includes mainstream education, vocational education and tertiary education

### Regional jobs

Actions	Infrastructure opportunities
<p>Develop a regional planning system with a focus on regional jobs</p> <p>Place an emphasis on a regional approach to planning for employment lands in line with the 30-year Plan for Greater Adelaide.</p> <p>Recognise the role of the 30-year Plan for Greater Adelaide and the Kangaroo Island Plan in this process. Acknowledge that various townships across the region are recognised in the 30-year Plan for Greater Adelaide as having a status in the activity centre typology such as Mt Barker (Regional Centre), Victor Harbor (Major District Centre), Goolwa (District Centre) and Strathalbyn (District Centre). Provide region wide support for this typology.</p> <p>Adopt a regional approach to economic infrastructure development in response to State Government policy identified in the proposed new planning legislation (<i>Planning, Development and Infrastructure Bill 2015</i>). This should provide greater opportunity to work with government agencies towards a timely provision of essential services and utilities.</p>	<p>Regional instruments like a Regional Strategic Plan (Regional Roadmap), harmonized Development Plans and a regional Development Assessment Panel.</p> <p>Proactive regional planning like regional tourism DPA</p> <p>Place the management of the Regional Strategic Plan, regional approaches to land use planning and regional infrastructure planning on the agenda of a regional governance body.</p> <p>Seek recognition for the regional governance body (and the integrated Regional Roadmap) under any new State Planning and Development and Infrastructure legislation that may arise where a provision calls for the development of a Regional Charter or its equivalent</p> <p>The development of employment lands to the east of the Hills is an option that will provide more job opportunities for Hills residents and reduce the growing pressure on commuting routes, in particular the SE Freeway.</p>

## Economic development

Actions	Infrastructure opportunities
<p>1. New service industry development linked to population growth</p> <p>Urban growth DPAs under the 30-year Plan for Greater Adelaide provide guidance as to the service needs of growing populations and subsequent infrastructure requirements for both residential populations and the service industries that support them.</p> <p>2. Industry development linked to new technology</p> <p>New technology like the NBN is driving new industry development and innovation in existing industries. Take advantage of an early mover status as a result of the roll out of the NBN being relatively advanced across the region.</p> <p>3. Existing industries with potential for growth and export development</p> <p>Currently key wealth generating industries in the region where there is demonstrable comparative advantage (as opposed to industries that service the population) are:</p> <ul style="list-style-type: none"> <li>• primary industry – agriculture, horticulture, viticulture, animal husbandry, fishing and forestry</li> <li>• food and wine (as a special classification promoted by State Government policy)</li> <li>• tourism</li> <li>• mineral resources</li> </ul>	<p>Develop planning requirements for employment lands (and local jobs provision) on a regional basis rather than a precinct or local level. Link these up through transport infrastructure.</p> <p>Consider the impact on employment opportunities of development in nearby areas in other regions such as Monarto South.</p> <p>Service industry development for population growth is market driven. Remove red tape for developers through the planning process by linking demand for appropriately zoned employment lands to the well documented relationships between infrastructure needs and population size</p> <p>An innovation hub in the region / centre of excellence for innovation and connectedness</p> <p>Consider the existing close ties between Adelaide Hills and the Adelaide Metropolitan Area in relation to innovation (as evidenced by patent and trademark data) when considering an innovation hub for the region. Other factors include the highly qualified resident population of professional and improved access to technology as a result of the roll out of the NBN.</p> <p>Business hubs (office employment hubs) in major centres across the region. These may be stand alone or could be networked and take advantage of an Innovation Hub developed in the region.</p> <p>Infrastructure requirements for value chain and supply chain development for key wealth generating industries clustered around regional ‘hot spots’. These could be described as industry clusters and could extend to growing service industries like health and well-being and healthy ageing.</p> <p>Prioritise infrastructure provision for industries that can demonstrate export potential in line with the State Government policy for engagement in the Asia Pacific market.</p>

## Information and Communications Technology

Actions	Infrastructure opportunities
<p>Encourage the rollout across the region of new communications technologies including the NBN, in the earliest possible timeframe and at the highest possible specification.</p> <p>Support the equitable rollout of new technology in each postcode (as reported on the NBN website) whereby all residents, businesses and organisations can receive a similar service within a reasonable timeframe in order to avoid a sense of 'have and have-nots' and the potential for a shift in commercial advantage.</p> <p>Particularly recognise the potential in the early roll out of new technologies to areas of the region where innovation can be supported by other infrastructure such as a skilled workforce and a 'cluster' of supply chain and value chain businesses.</p>	<p>Further development of the Digital Hub that was an initiative of the RDA and Adelaide Hills Council in 2011. This may form the basis of an Innovation Hub.</p> <p>Knowledge Intensive Service Sector development as micro – small businesses which may be home based and utilising new information and communications technology</p>

## Natural environment

Actions	Infrastructure opportunities
<p>Recognise and plan for potential natural disasters that are unique to the region with a special emphasis on bushfire risk</p>	<p>Response management and physical infrastructure to address the risk from bushfire. This may involve regional planning for:</p> <ol style="list-style-type: none"> <li>1. access and egress by ensuring redundancy in connector road networks</li> <li>2. the development of a safe haven network that crosses over Council boundaries and</li> <li>3. supporting emergency services such as the MFS, CFS and SES in their physical location, equipment, volunteering and training</li> </ol>
<p>Continue to support South Australia's adaptation framework (Prospering in Changing Climate: A Climate Change Adaptation Framework for South Australia) through the development and implementation of a Regional Climate Change Adaptation Plan for the Adelaide Hills Fleurieu and Kangaroo Island.</p> <p>Note that this initiative also identifies responses that are appropriately led by individual Councils such as planning responses to the potential for sea level rise and coastal inundation.</p>	<p>Include consideration of climate change implications in all development activity in the region. This would mean considering the implications (opportunities for benefits as well as challenges) as a standing item for the regional governance body when deciding infrastructure priorities. This would effectively introduce the environment as a core planning consideration in all decision making.</p>
<p>Recognise and leverage the marketing and</p>	<p>Pest Free Area certification</p>

Actions	Infrastructure opportunities
branding benefits of strong biosecurity in the region as well as the potential to partner with research and other organisations that require this security.	Crop research node linked to a major research institution such as CSIRO

## Specific regional infrastructure projects

The following infrastructure projects have been identified by various stakeholders during consultation on the Regional Roadmap.

All projects suggested have been included and there has been no attempt to screen the projects at this stage.

Some projects are better described as Local (L) or District (D) projects rather than Regional (R) projects. The table is provided as a starting point for priority setting which may encourage project proponents to consider how projects can deliver regional benefits.

Important note: The identification of the likely value and likely reach of impact for the projects listed below is solely the opinion of the author and provided for illustrative purposes only. Before making any decisions on these or other project proposals, the Technical Reference Group and the Regional Governance Body should carefully consider each project proposal on its merits.

### Population Growth

No	description	Physical location	Likely value of project <sup>22</sup> H:M:L	Likely reach of impact <sup>23</sup> R:D:L
1	Strathalbyn Shopping complex	Strathalbyn	H	D
2	Emu Bay Residential Development and Holiday Village	Kangaroo Island	M	D
3	Mt Barker Commercial Centre	Mt Barker	H	R
4	Strathalbyn Town Centre Revitalisation and Replanning	Strathalbyn	H	D
5	Mt Barker Neighbourhood Centre, Wellington Rd	Mt Barker	M	L
6	Flaxley neighbourhood centre	Mt Barker	M	L

<sup>22</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

<sup>23</sup> regional, district or local

## Health & Well-being

No	description	Physical location	Likely value of project <sup>24</sup> H:M:L	Likely reach of impact <sup>25</sup> R:D:L
1	Regional Sea Rescue and Lifesaving Facilities	Southern Coast	H	R
2	Regional Sporting Facilities at Mt Barker	Mt Barker	H	<del>R</del> D
3	Regional DPA for tourism	Regional	L	R
4	Goolwa North Sporting complex	Goolwa	M	L
5	St Francis Sporting Complex Mt Barker	Mt Barker	M	D
6	Victor Harbor Sporting and Community Clubs	Victor Harbor	H	D
8	Health and well-being precinct Strathalbyn	Strathalbyn	H	D
9	Health and well-being hub Victor Harbor	Victor Harbor	H	<del>R</del> <sup>26</sup> D
10	Strathalbyn sporting complex	Strathalbyn	M	L

## Access

No	description	Physical location	Likely value of project <sup>27</sup> H:M:L	Likely reach of impact <sup>28</sup> R:D:L
1	Penneshaw Ferry Marshalling Area upgrade	Kangaroo Island	M	<del>D</del> <del>R</del> <sup>29</sup> R
2	Kingscote Wharf Redevelopment	Kangaroo Island	M	<del>D</del> <del>R</del> <sup>27</sup>
3	Kangaroo Island Airport – further enhancements and facilities to upgraded airport	Kangaroo Island	H	<del>D</del> <del>R</del> <sup>27</sup>

<sup>24</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

<sup>25</sup> regional, district or local

<sup>26</sup> This is likely to be a controversial assessment compared with the Strathalbyn development above. This assessment could be made if consideration was given to potential leverage from the respective demographic profile and numeric count of cohort

<sup>27</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

<sup>28</sup> R=regional, D=district or L= local

<sup>29</sup> conscious effort could be directed to delivering a regional benefit through connections to the regional economy like sending stock to regional abattoir, waste to regional recycler etc

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No	description	Physical location	Likely value of project <sup>27</sup> H:M:L	Likely reach of impact <sup>28</sup> R:D:L
4	Yankalilla Normanville Heavy Vehicle Access	Yankalilla	M	D
5	Victor Harbor ferry terminal, cruise ship terminal and private marina facility	Victor Harbor	H	<del>R</del> D
6	A multi-use sea terminal for the forestry industry / other primary industry at American River / Ballast Head / Kingscote	Kangaroo Island	H	D R <sup>27</sup>
7	Park and ride facilities along the two major arterial routes in and out the region and improved availability / provision of public transport	Regional	M (each)	D R <sup>30</sup>
8	Goolwa air-port upgrade	Goolwa	<del>H</del> M	<del>R</del> L
9	B double access to Lobethal	Lobethal	M	D
10	North link Rail /Road bypass	Mt Barker	H	R
11	South Eastern Freeway - Crafers to Stirling upgrade	Adelaide Hills	<del>H</del> M	R
12	Passenger and commercial rail Adelaide to Mt Barker and Mt Barker to Victor Harbor	Adelaide /Mt Barker / Victor Harbor	H	R
13	Yankalilla Mountain Bike Trails	Yankalilla	M	D
14	International Mountain Bike Destination - Adelaide Mt Lofty Ranges	Adelaide Hills	H	R
15	Make the entire length of the Adelaide to Victor Harbor Road a dual carriageway (ie Main South Road / Fleurieu Way etc)	Adelaide to Victor Harbor	H	R
16	Continue to roll out the NBN in the region and improve mobile phone coverage to a benchmark suitable for home based businesses	Region	H	R
17	Extend Amy Gillett Bikeway Verdun to Hahndorf to Oakbank	Adelaide Hills	M	D R <sup>31</sup>

<sup>30</sup> Regional benefit would accrue if the Park and Ride related to intra-regional travel

<sup>31</sup> may have regional benefit as part of the regional trails program

## Skills

No	description	Physical location	Likely value of project <sup>32</sup> H:M:L	Likely reach of impact <sup>33</sup> R:D:L
1	An on-going survey of regional businesses to identify over the horizon skills needs	regional	L	R
2	An education and training hub at Mt Barker including university education and research facilities	Mt Barker	H M	R
3	Redevelop Customs House at Goolwa as a restaurants & hospitality training facility	Goolwa	L	D

## Regional Jobs

No	description	Physical location	Likely value of project <sup>34</sup> H:M:L	Likely reach of impact <sup>35</sup> R:D:L
1	Affordable housing for regional workers in lower paid jobs like hospitality and retail	regional	H	R
2	Public transport to link up affordable housing for low paid workers to regional jobs	regional	M	R

## Economic Development

No	description	Physical location	Likely value of project <sup>36</sup> H:M:L	Likely reach of impact <sup>37</sup> R:D:L
1	The Cedars Cultural Centre, Hahndorf, art studios, distillery and accommodation	Hahndorf	H	D R <sup>38</sup>
2	Inverbrackie redevelopment	Woodside	H	D R <sup>39</sup>
3	Ocean St Victor Harbor - main street upgrade	Victor Harbor	L	L
4	Normanville Meatworks upgrade	Normanville	H	R

<sup>32</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

<sup>33</sup> regional, district or local

<sup>34</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

<sup>35</sup> regional, district or local

<sup>36</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

<sup>37</sup> regional, district or local

<sup>38</sup> may be regional if linked to regional trails / tourism for example

<sup>39</sup> could be regional if linked to economic development like education / training, research facility etc

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No	description	Physical location	Likely value of project <sup>36</sup> H:M:L	Likely reach of impact <sup>37</sup> R:D:L
5	Hahndorf new hotel development	Hahndorf	H	D
6	Refurbishment Goolwa motel - 24 rooms.	Goolwa	M	D
7	Stirling Main St Development	Stirling	M	L
8	Hahndorf Eco Tourism Centre	Hahndorf	M	D
9	Langhorne Creek (Old School House) - Tourism Hub / Wine Centre & Business Incubator	Langhorne Creek	L	D
10	Cider – Mix match brewing and Adelaide Hills Distillery - Hahndorf Adelaide Hills	Hahndorf	H	D
11	Yankalilla District Library and Business Hub	Yankalilla	M	D
12	Aurora Ozone Hotel extension	Kangaroo Island	H	D
13	100 room hotel development & Conference Facility, Hindmarsh Island	Hindmarsh Island	H	D
14	Hahndorf Eco Tourism Centre	Hahndorf	M	D
15	Granite Island upgrades including swimming with the tuna	Victor Harbor	H	D
16	Encounter Bay boat ramp extension and parking upgrade	Victor Harbor	L	D
17	Spring Lake Scout Club, sporting facilities and recreational grounds	Mt Barker	L	L
18	Reticulated gas brought into the region from the pipeline at Murray Bridge and via Mt Barker and Strathalbyn	Mt Barker / Strathalbyn	H L	R D



## Innovation

No	description	Physical location	Likely value of project <sup>40</sup> H:M:L	Likely reach of impact <sup>41</sup> R:D:L
1	Building upgrade and sale of the Lobethal Woollen Mills (AHBTC) as a business hub	Lobethal	M	D
2	Equitable NBN Rollout through region (also see 'access' section)	regional	H	R
3	Kangaroo Island Community Energy Projects	Kangaroo Island	M	D

## Natural Environment

No	description	Physical location	Likely value of project <sup>42</sup> H:M:L	Likely reach of impact <sup>43</sup> R:D:L
1	Waterfall Gully/Mt Lofty/Cleland Chairlift/Gondola for Mt Lofty Summit	Mt Lofty	H	D
2	Cleland Conservation Park - Resort, International Koala Research Centre	Mt Lofty	H	R
3	Natural Environment housing and businesses designed and built to zero carbon focus with incentives in the planning process	regional	H	R <sup>44</sup>
4	Water resource management facilities linking Mt Barker and Murray Bridge and potentially other parts of the AH F and KI region	Mt Barker	H	R
5	Yankalilla and Normanville Waste Water Reuse Facility	Yankalilla	M	D R <sup>45</sup>
6	Bungala Linear Park development - Normanville to Yankalilla	Normanville	M	L

<sup>40</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

<sup>41</sup> regional, district or local

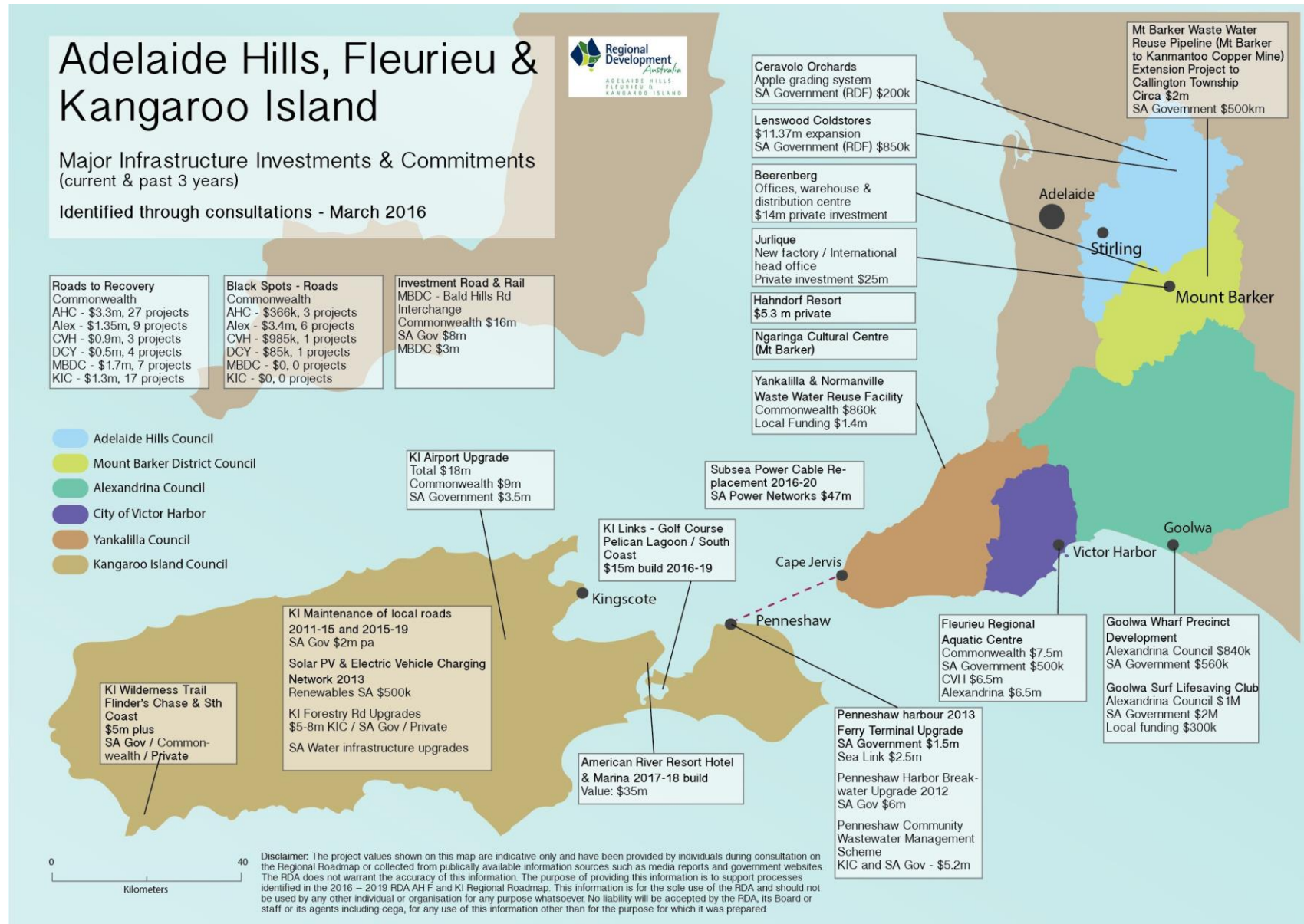
<sup>42</sup> high: over \$20m, medium: over \$5m - \$20m, low: over \$1m - \$5m

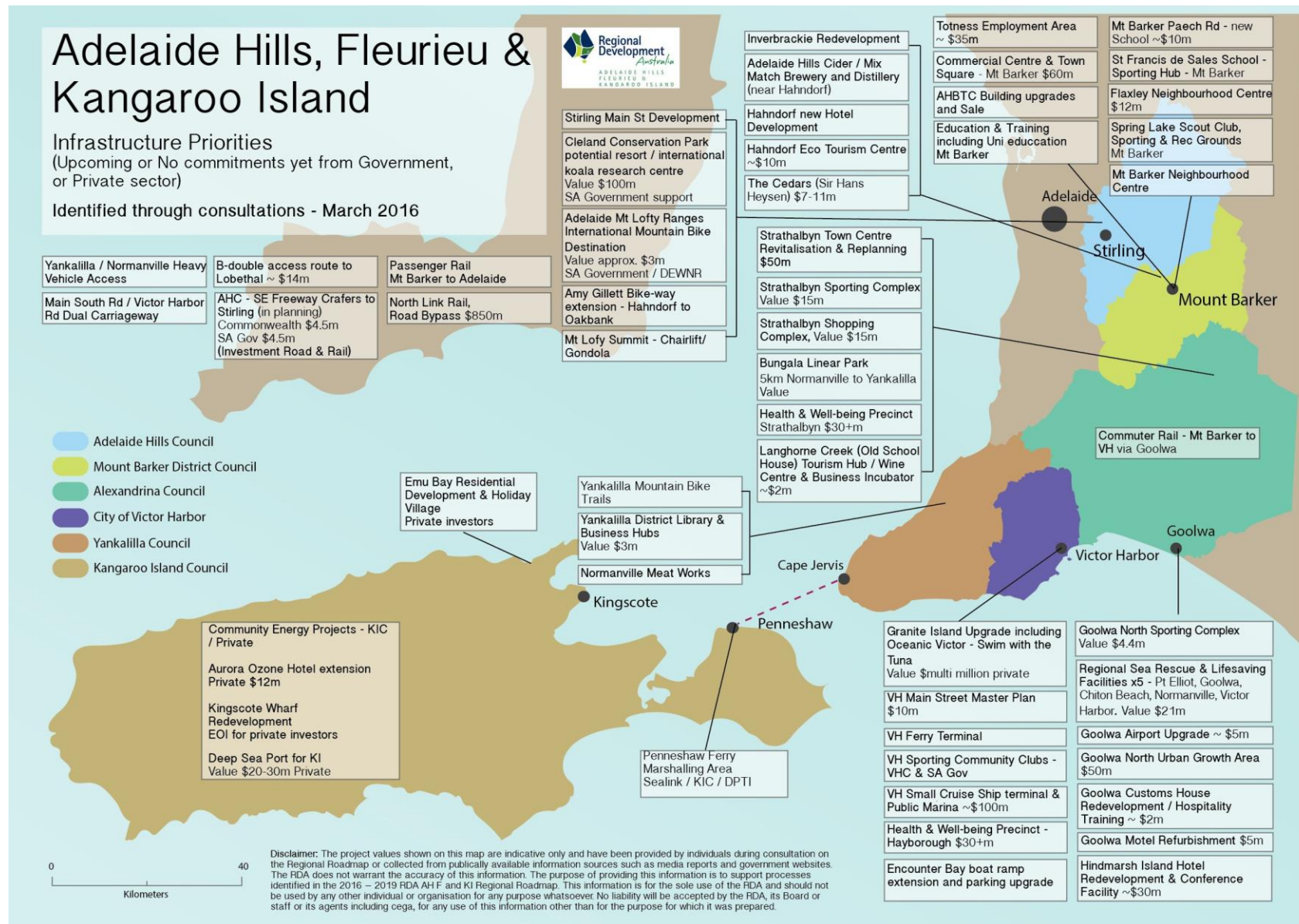
<sup>43</sup> regional, district or local

<sup>44</sup> this is a process driven project rather than a site specific one

<sup>45</sup> May be regional if part of a regional network

## Regional infrastructure projects









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