



NOTICE OF ORDINARY COUNCIL MEETING
Tuesday 15 April 2025
in the Council Chambers, 43-51 Tanunda Road, Nuriootpa,
commencing at 5.30pm.

The meeting will be live streamed.
A recording of the meeting will be available to view on the
Council's website.

Martin McCarthy
CHIEF EXECUTIVE OFFICER
THE BAROSSA COUNCIL

A D D E N D U M A G E N D A

7. DEBATE REPORTS

7.1 Office of the Mayor and CEO

7.1.5	Draft Outline Concordia Growth Area Infrastructure Scheme	2
7.1.6	Potential for 5 Year Electricity Small Market Contract - Procurement Delegations Extension	87

DEBATE REPORT

7.1 Office of the Mayor and CEO

7.1.5 DRAFT OUTLINE CONCORDIA GROWTH AREA INFRASTRUCTURE SCHEME

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25/26139

PURPOSE

To consider the correspondence from the Executive Director of the Growth Infrastructure and Coordination Unit within the Department for Housing and Urban Development and endorse a response which includes feedback on the Draft Outline of the Concordia Growth Area Infrastructure Scheme.

RECOMMENDATION

That Council having review the correspondence from State Government:

- (1) Note the Draft Outline of the Concordia Growth Area Infrastructure Scheme.
- (2) Having regard to the Draft Outline, authorise the correspondence from the Chief Executive Officer, including feedback and attachments as compiled by administrative staff, to enable a formal response to be provided by the deadline of midnight 16 April 2025.
- (3) Authorise the Chief Executive Officer, or delegate, to make minor technical or typographical amendments to the correspondence.

REPORT

Background

The State Government has communicated its intention to develop an Infrastructure Scheme to apply to the Concordia Growth Area, as part of the Concordia Code Amendment process. As a key stakeholder, Council have been invited to provide feedback on the Draft Outline of the Concordia Growth Area Infrastructure Scheme.

Introduction

The Draft Outline of the Infrastructure Scheme is intended to outline the land to be included within the Infrastructure Scheme, the reason that the scheme has been proposed, what infrastructure may be included in the future scheme, what investigations are being undertaken, proposed timing for developing the scheme, next steps and any other relevant information.

The State Government has communicated that the Draft Outline for the Infrastructure Scheme was developed to identify scopes of work and further investigations required to develop the funding arrangements that enable the infrastructure and work program. Within the correspondence from the Executive Director of the Growth Infrastructure and Coordination Unit within the Department for Housing and Urban Development, next steps and a link is provided to Frequently Asked Questions.

Discussion

Council staff, with input from Stimson Consulting, have reviewed and compiled feedback on the Draft Outline as per Attachment 1, which also includes the scheme outline. Council staff had previously been requested to provide feedback in response to an initial draft outline in February 2025 as per Attachment 2.

It is noted that upon review of the revised Draft Outline the latest iteration has been markedly reduced. There are still notable areas identified where Council is seeking further clarification and amendment. This includes reprioritisation of a number of interventions (e.g. roads) and inclusion of others (e.g. stormwater.)

It is noted that feedback on the scheme outline is provided, despite the traffic and stormwater infrastructure (and other service) investigations remaining unresolved in terms of schematic detail with the potential for gaps in assumed compared to final infrastructure requirements. Note the Concept Plan within the code amendment process and confirmation of policy to apply under the Code is also still not confirmed.

It is noted that Draft Outline has indicated further evolution of the interventions and components of the scheme, pending further investigations. However, details on the timing, cost and governance of these further investigations is unknown and has been requested.

The State Government has communicated that, once finalised, the draft outline will be Gazetted and published on PlanSA website. The state government will then appoint a Scheme Coordinator to oversee the development of the draft infrastructure scheme. This includes development of an infrastructure funding plan and integrated structure plan.

As noted by State Government, the mechanism by which the Planning and Design Code and the Infrastructure Scheme interrelate is still being resolved. This has been noted in the feedback provided.

Consultation on the draft Code Amendment is anticipated to occur by mid-2025.

Summary and Conclusion

The State Government has sought Council feedback on the Draft Outline of the Concordia Growth Area Scheme.

Return correspondence, including Council's position by way of feedback, has been prepared to be provided no later than midnight 16 April 2025.

Council is requested to endorse the drafted correspondence and authorise the Chief Executive Officer or delegated to make minor technical or typographical amendments to the response, to enable a reply to the Growth and Infrastructure Coordination Unit by the deadline.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

- | | |
|--------------|--|
| Attachment 1 | Concordia Infrastructure Scheme and Draft Feedback   |
| Attachment 2 | Initial Concordia Infrastructure Scheme and Officer Level Feedback   |

Supporting references

As per Correspondence from the Executive Director, there is a link provided to Frequently Asked Questions and Next Steps in the State Government process.

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS

Community Plan



Our Places

Our places and spaces enhance the liveability, retain rural and regional character and diversity of our communities.

Strategic Outcome

- We have connected transport infrastructure and networks.
- We plan for and deliver infrastructure to enhance our places.



Our Community

Creating a safe and connected community where people have access to sustainable services and service levels and infrastructure they need and feel a sense of belonging.

Strategic Outcome

- We support and advocate for sound planning and community outcomes in the implementation of the Concordia development in alignment with Councils vision, mission and principles for this development.

Corporate Plan

CS15 Land Use and Development - Assessment of development applications for construction, alteration or demolition of buildings, and the division of land and changes in land use.

Legislative Requirements

Planning Development and Infrastructure Act 2016

RISK MANAGEMENT CONSIDERATIONS

These statements are qualitative in nature and designed to provide an indication of Council's general position when deciding to take or retain risk in pursuit of its objectives.

1. SERVICE DELIVERY

Refers to the delivery of services to the community, which includes the systems and physical assets that enable provision of these services, including structures (such as roads, buildings and facilities) as well as IT infrastructure, plant, vehicles & other equipment.

The Scheme Outline is important in assisting Council in understanding impacts on assets within or nearby Concordia, as well as follow on impacts on service delivery in the provision, renewal and/or maintenance of assets and provision of services to community.

2. SUSTAINABILITY & ENVIRONMENT

Relates to measures to preserve, protect and minimise impact on the natural environment, including sacred and indigenous lands, flora, fauna, heritage, water, waste, hazardous materials and pollution.

The Scheme Outline will have an impact on Stormwater Management on site and the natural environment where interventions impact existing sites. Providing feedback now is important in understanding the extent of risk and possible mitigating actions.

3. FINANCIAL

Refers to planning and control of Council's budget to align with the sustainable achievement of the desired outcomes articulated in its Community Plan.

The Scheme Outline will inform the infrastructure funding plan and integrated structure plan, which will inform Council's financial forecasts and budgets, to ensure Council can communicate and where necessary deliver on future commitments. Advocating for clarification and amendment of the Draft Outline is necessary to mitigate financial risks.

4. PEOPLE

Relates to recruitment, retention, wellbeing and safety of employees and volunteers and engagement and management of contractors as well as the wellbeing and safety of the community.

Minimal impact in so far as future uplift may impact recruitment activities.

5. REPUTATION

Relates to policy, decisions, actions and circumstances that may cause Council to lose credibility with the community, ratepayers, key stakeholders, other levels of government and its own employees and contractors.

By submitting feedback, Council seeks to mitigate reputational risk by clearly advocating for clarification and amendment of the Draft Scheme Outline, in alignment with Council's vision for Concordia Growth Area.

COMMUNITY ENGAGEMENT

The State Government is engaging directly with Council for feedback, it does not require nor is it recommended to undertake community engagement. The time imposed by State Government to return feedback also does not permit it.



Government of South Australia

Department for Housing
and Urban Development

Concordia Growth Area

Basic Infrastructure Scheme Draft Outline

March 2025



Approval Page

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Table of Contents

1.	Introduction.....	4
1.1	Rational for the Scheme	4
1.2	Designated Growth Area	5
1.3	How the Scheme will support anticipated development.....	6
1.4	Scheme Principles	6
2.	Scope of the Basic Infrastructure Scheme	6
2.1	Infrastructure Staging and Prioritisation.....	6
2.2	Scope of proposed Infrastructure Scheme	7
3	Infrastructure Scheme Costs and Benefits	9
3.1	Benefits of the Scheme.....	10
3.2	Infrastructure Costs Investigations.....	10
4	Funding Arrangements.....	16
5	Infrastructure Delivery and Assets Transfer	18
	Attachment A.....	19
	Map of Designated Growth Area.....	19
	Attachment B.....	20
	List of Affected Properties.....	20
	Attachment C	22
	Infrastructure Scheme Principles.....	22
	Attachment D	24
	Preliminary Infrastructure Investigations.....	24

1. Introduction

The Minister for Planning (the Minister) has initiated a Basic Infrastructure Scheme (the Scheme) for the Concordia Growth Area pursuant to section 163 of the Planning, Development and Infrastructure Act 2016 (the Act) by preparing a draft outline (the Draft Outline) of the Scheme, consistent with the requirements of section 163(6) of the Act. This Draft Outline details the nature and intended scope of the Scheme and relevant information about the various elements of the Scheme, including nature of investigations to be carried out and information to be collected for the Scheme.

The Minister is responsible for undertaking consultation on the Draft Outline with the nominated individuals and entities under section 163(10) of the Act. Following the consultation, the Minister will publish the Draft Outline of the Scheme in the Gazette and on the SA Planning Portal.

The Minister is responsible for conducting this Infrastructure Scheme process and is required to refer the proposed Scheme to the Chief Executive of the Department for Housing and Urban Development (the Department) for the appointment of a scheme coordinator. The scheme coordinator will prepare the proposed Scheme, undertake engagement in accordance with the Community Engagement Charter and prepare a report to the Minister prior to consideration whether to proceed with the Scheme.

1.1 Rational for the Scheme

The 2010 and 2017 iterations of the *30-Year Plan for Greater Adelaide (30-Year Plan)* identified the areas adjoining Concordia as a future urban growth area (referred to hereafter as the Concordia Growth Area - CGA).

In April 2023, the Minister for Planning approved the initiation of the Concordia Code Amendment (the Code Amendment). This Code Amendment proposes to rezone land to support residential growth.

The Chief Executive of the Department is proposed to lead the Code Amendment, given the significance of the site and multiple land ownership. The Chief Executive will work with the Growth and Infrastructure Coordination Unit (GICU) (formerly Housing Infrastructure Planning and Development Unit) established in early 2023 to facilitate a cross-government approach to infrastructure planning.

An Infrastructure Scheme is identified as the most appropriate infrastructure delivery mechanism to support the proposed Code Amendment for the CGA for the following reasons:

- Early investigations highlighted a broad range of basic infrastructure as defined under section 162 of the Act, including roads and stormwater management infrastructure, would reasonably be required to support expected residential development.
- Significant trunk infrastructure is likely to reasonably be required to support expected residential development.
- There are multiple landowners (45) over fragmented land ownership (75 parcels). It means that without a Scheme, major infrastructure works are dependent on multiple

INFRASTRUCTURE SCHEME DRAFT OUTLINE

landowners coordinating delivery, making it difficult to coordinate infrastructure delivery to support the development of the CGA over time.

- There will be a need to coordinate the infrastructure delivery with agreed scope and expected timeframes for development of the CGA.

On this basis, the Scheme seeks to facilitate coordination, funding, timing and the delivery of critical infrastructure by establishing a mechanism that can evolve as for the duration of the proposed development, while providing certainty, efficiency and transparency for landowners.

1.2 Designated Growth Area

The proposal seeks to identify the proposed designated growth area as the Concordia Growth Area, as identified in the proposed Code Amendment and as shown in the map in Attachment A.

The Concordia Growth Area (CGA) is located approximately 40 km north east of the Adelaide CBD, comprising of approximately 980 hectares land with 75 allotments, and intends to support proposed new greenfield development, adjacent to the existing urban area of Gawler and within the Barossa Council Area.

The CGA was first identified as planned urban lands by the 2017 '30 Year Plan for Greater Adelaide'. This provides a basis for the designated growth area.:

1.2.1 Concordia Growth Area CGA)

There are a total of 75 allotments within the bounds of the following roads:

- Calton Road;
- Barossa Valley Way;
- Kalbeeba Road;
- Teusner Road;
- Bergen Road;
- Ironbark Road; and
- Martin Road.

At the time of initiating the draft outline, there are three (3) major land holders within the CGA:

- Concordia Land Trust (CLT) controls 633 hectares (67%);
- Mr Charles Teusner (Teusner) controls 112ha (12%);
- Metro Homes (Metro) controls 135ha (14%); and
- Independents control 100ha (7%).

Affected privately owned land parcels are identified in **Appendix C**.

Given there are multiple landowners, there is potential that some will attempt to develop their own land, while others may partner to develop holdings collectively.

1.3 How the Scheme will support anticipated development

Infrastructure Schemes are provided under Part 13 of the Act to assist with the coordination, design, construction and funding of infrastructure. There are several benefits to establishing and implementing a Basic Infrastructure Scheme which by default is anticipated to support development. Key benefits include:

- Infrastructure is fully costed and financed
- Infrastructure delivery is able to be staged with development
- Costs are fairly distributed to landowners
- The process is transparent for councils, developers and landowners
- Agreements are in place before rezoning and/or development occurs
- Greater transparency about the funding process, availability of funds and required works.

1.4 Scheme Principles

Key principles have been developed when considering the development of Infrastructure Schemes to help determine the suitability of a Basic Infrastructure Scheme (Attachment C).

2. Scope of the Basic Infrastructure Scheme

2.1 Infrastructure Staging and Prioritisation

The Concordia Growth Area is expected to be developed at different times based on landowner preferences and market demands. The Scheme and its supporting documentation and plans will outline the optimal staging, and the infrastructure required to be constructed to fully develop the growth area, based on staging investigations. Development will likely start in the middle section of the Designated Growth Area, north of Barossa Valley Way, where single landowner holdings are. This will ensure that there is an orderly sequence to the rollout that prevents land locking any of the allotments in future stages, or unnecessarily restricting development.

A benefit of the Scheme is the ability for it to keep track of development and determine when new infrastructure should be delivered, even if development and growth occurs in multiple locations. This can be achieved by applying triggers linked to broader growth outcomes, rather than being development specific.

The analyses undertaken as part of the Concordia Master Plan and the Code Amendment investigations base their recommendations on a high growth scenario anticipated to occur over years. Noting the 'winding up' provisions under the Section 184 of the Act are not time sensitive, it is appropriate that the Scheme operates for as long as required to deliver the growth outcomes envisaged.

In preparing the Scheme, staging priorities and an equitable land budget will be considered to ensure that residential yields and infrastructure costs are being evenly apportioned for the landowners/developers. Considerations will be given to the most cost-effective infrastructure solutions.

2.2 Scope of proposed Infrastructure Scheme

The following principles have been taken into account when considering the nature and intended scope of basic infrastructure captured within this infrastructure scheme:

- Fit for purpose
- Capable of adaptation (where practicable or appropriate)
- Capable of augmentation or extension to accommodate growth or changing circumstances over time (where practicable or appropriate)
- Where appropriate, designed to built capacity for the future
- Designed and built to a standard that is appropriate
- Capable of being procured and delivered in a timely manner to facilitate and promote orderly and economic development.

2.2.1 Transport Infrastructure

A transport specialist has been engaged to undertake transport assessment. Early assessment indicates the anticipated transport infrastructure needs based on the expected traffic volume. More detailed traffic investigations will be undertaken to determine the full impact and scope of interventions required for the Scheme and to support the Code Amendment. Attachment D identifies some elements considered for further investigation.

Total costs and traffic infrastructure costs are yet to be estimated, however, early investigations undertaken indicate that infrastructure upgrades to accommodate the ultimate growth front will likely consist of:

- Roads and intersection upgrades; and
- Upgrades to bridge crossings.

Through the development of the Scheme, additional engineering analysis will be undertaken to determine direct impacts associated with the development of the CGA. These investigations will assist in determining the charges to facilitate infrastructure provision.

2.2.2 Stormwater Management Infrastructure

A stormwater specialist has been engaged to develop a Stormwater Management Strategy. Early assessment indicates the anticipated stormwater management infrastructure needs based on the initial modelling, opportunities and constraints. More detailed stormwater investigations will be undertaken to determine the full impact and scope of major stormwater management infrastructure (e.g. retention/detention basins/wetlands, channel restoration/water biodiversity corridor, culvert upgrade and in-road drainage infrastructure) required for the Scheme and to



support the Code Amendment. Attachment D identifies some elements considered for further investigation.

Early assessment indicates that infrastructure upgrades to accommodate the ultimate growth front will likely consist of several stormwater management interventions that should be implemented as part of the Scheme.

The interventions will aim to control the flow of water from the site throughout and post development and to mitigate the level of flooding, erosion, discharge into the North Para River to the west and Whitelaw Creek to the south to manage and remediate waterways and to meet the Water Sensitive Urban Design pollutant reduction targets. Consideration will be given to climate change impacts, environmental and cultural significance and sensitivity along the waterway corridors and protection of the downstream receiving waters.

Interventions such as designated detention basins and culvert road crossings will assist to ensure the required infrastructure is constructed in a timely manner and in line with the current stormwater investigations.

2.2.3 Water, Sewerage, Communication Networks, Electrical and Gas Infrastructure

Investigations are underway to understand the existing capacity and serviceability of the CGA by SA Water (water and sewerage), NBN (communication networks) and SA Power Networks (electrical infrastructure).

The Scheme will look to align delivery plans for these essential infrastructure services. Investigations into the provision of these services and whether such infrastructure will be included as part of the Scheme, and/or how they interact with the Scheme, are to be conducted throughout the Infrastructure Scheme development and delivery processes.

3 Infrastructure Scheme Costs and Benefits

In the absence of a Scheme, the coordination of infrastructure would need to occur through the use of Land Management Agreements (LMAs) and Infrastructure Agreements (referred to as Deeds). This can be resource intensive and require all landowners to agree and sign individual LMAs and Deeds for each infrastructure type with each of the infrastructure providers/asset owners. This can significantly prolong the development process and may result in poor and uncoordinated development outcomes when landowners do not agree.

The CGA is comprised of a large number of landowners, with a fragmented allotment pattern which would make delivery of major infrastructure difficult, without appropriate coordination mechanisms in place. In developing the Scheme and funding arrangement, consideration will also be given to how best apportion contribution relative to benefit.

The Scheme can be applied to all parcels within the designated growth area and intends to provide a mechanism to adapt to the changing circumstances as the development progresses. On the other hand, individual LMAs and Deeds provide limited ability to be adjustable as they represent an agreement at a fixed time and are difficult to update, as agreement is required from all landowners every time changes are required.

The development of the Scheme will look to secure infrastructure requirements from the various agencies and stakeholders, which will include timing and scope of works to ensure that infrastructure is able to be delivered in line with the preferred staging identified in the Scheme.

Further, an Infrastructure Scheme enables investigations to proceed without regard to allotment boundaries or land ownership patterns to ensure that infrastructure design is optimised to provide the greatest benefit considered against the potential cost of the infrastructure. Landowners are consulted in the development of the Draft Infrastructure Scheme but are not directly involved with the investigations undertaken, which allows for multiple investigations to proceed in parallel.

As detailed investigations proceed for the future Scheme, further consideration of the costs and benefits of the Scheme will be assessed as more detail and understanding of infrastructure costings become available.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

3.1 Benefits of the Scheme

The preparation of an Infrastructure Scheme generally requires:

- Procurement of professional planning, engineering, technical and financial advice
- Preparation of the Scheme Outline
- Preparation of detailed infrastructure plans and costing
- Preparation of an appropriate charging model to allow an infrastructure charge to be determined
- Finalisation of the Scheme.

A coordinated approach to development through the establishment of the Scheme is envisaged to create efficiencies and cost savings to Council and landowners into the future. These efficiencies and cost savings are attributable to:

- An investment in strategic planning to understand future infrastructure demands
- A clear and consistent catalogue of required infrastructure
- Avoidance of interim infrastructure solutions and sacrificial infrastructure works
- Avoidance of repeated/constant use of legal tools
- Construction of infrastructure to future capacity
- Understanding of timing and triggers for works to be undertaken
- Ability for parties to undertake 'Works in Kind' and receive credit against the works.

3.2 Infrastructure Costs Investigations

Estimated costs for each type of infrastructure required for the Scheme are being investigated. Early, high-level investigations were undertaken to inform the preparation of the Draft Outline and the initiation of the Infrastructure Scheme. These investigations highlighted the extent of infrastructure which may be required to support the CBA as being substantial. This infrastructure is considered to be beyond the scope of those which could typically be funded and delivered through a land division process by a single developer, highlighting the need for any cost to be shared between landowners.

The table below provides an overview of the infrastructure capacity considerations which were undertaken and the potential level of intervention which may be required to serve the CGA.

Infrastructure Type	Existing Conditions/Capacity	Potential interventions required
Roads/Bridges	Harris Road/Cheek Avenue Railway Bridge - Existing bridge to be removed identified as unsafe - New bridge is required to cross future rail and creek - Current road is at capacity current bridge is under capacity and needs repair	- Demolition of existing Bridge and Road - New road and pedestrian bridges approx. 8m high and 40m in length - New bridge approx. 14m in height and 50m in length to cross creek - Road upgrade - Service easement pathway - Possible land acquisitions
Roads/Bridges	Cheek Avenue Road Upgrade - Road construction upgrade/ Concordia Boundary to Barossa Valley Way - Current road is at capacity - Major electrical service corridor - Untreated intersections exist	- Likely interim minimum upgrades for first stages of CGA development - Approximately 1.5km of road upgrade - Demolition of existing Road - New pavement - New kerbing - Widening of road - Existing Service relocations - Design consideration for existing dwellings and associated infrastructure - Possible land acquisitions
Roads/Bridges	New intersection at Cheek Avenue Barossa Valley Way - Intersection treatment likely required – medium to high risk - Intersection is at capacity	- Signalised intersection or roundabout subject to further investigation. - Possible private property acquisitions
Roads/Bridges	Cheek Avenue Extension from Barossa Valley Way to Calton Road	- Likely interim minimum upgrades for first stages of CGA development - Demolition of existing Road

INFRASTRUCTURE SCHEME DRAFT OUTLINE

	Road construction upgrade Barossa Valley Way to Calton Road.	- New pavement - New kerbing - Widening of road Existing Service re-locations Design consideration for existing dwellings and associated infrastructure
Roads/Bridges	New intersection at Cheek Avenue Calton Road • Intersection treatment likely required • Existing deed in place with separate developer	- Signalised intersection or roundabout subject to further investigation. - Designed for uplift from existing developer deed - Deed in place with existing developer to be lifted/alterd.
Roads/Bridges	Cheek Avenue Extension from Calton Road to Schomburgk Drive • Road construction upgrade Calton Road to Schomburgk Drive • Existing deed in place with separate developer	- Deed in place with existing developer to be lifted/alterd. - Approx. 500m of new road designed to accommodate traffic uplift as a result of CGA - New pavement - New kerbing
Roads/Bridges	Internal Collector Road/s <i>Internal roads that are identified as being required under the scheme to interconnect separately owned land parcels</i>	- Possible 3km internal road construction early intervention required - Roads critical for service pathways and connectivity of fragmented land ownership
Roads/Bridges	Concordia Road, Barossa Valley Way Intersection • Intersection treatment likely required – medium to high risk • Potential safety hazards with current road network • Existing infrastructure re-locations	- Major Intersection Investigation and Upgrade incl. railway station and rail crossing location - Existing road may require realignment - Location of railway station possible raised road/rail or level crossing - Significant infrastructure likely to require relocation
Roads/Bridges	Barossa Valley Way Upgrade • Road design may not anticipate uplift from CGA.	- 80kph road Investigation and upgrades - Significant infrastructure likely to require relocation

INFRASTRUCTURE SCHEME DRAFT OUTLINE

	• Possible realigning existing road • If connection to Harris Road isn't undertaken this intervention will likely be required.	- Road upgrade and pedestrian access likely required
Roads/Bridges	<i>Kalbeeba Road, Barossa Valley Way Intersection</i> • Intersection treatment likely required due to uplift in traffic volumes and new bypass construction bringing heavy vehicles into network. • Realigning existing road	- Major Intersection Investigation and Upgrade - 80kph road Investigation and upgrades - Significant infrastructure likely to require relocation - Road upgrade and pedestrian access likely required
Roads/Bridges	<i>New Internal Road, Barossa Valley Way Intersection</i> • Intersection treatment likely required • Realigning existing road	- Major Intersection Investigation and Upgrade
Roads/Bridges	<i>New Internal Road, Heavy Vehicle By-Pass</i> • Extensive 80km/hr speed Road • Will require limited intersections to new CGA development	- Major Investigation and new road - Envisaged traffic from Sturt Highway to Barossa Valley Way travelling enroute to Murray Bridge - Road designed to divert heavy vehicles from Murray Street Gawler - Initial phase two multi directional lanes with potential for future duplication.
Roads/Bridges	<i>New Road and Bridge crossing North Para River for Heavy Vehicle By- Pass</i> • Extensive bridge crossing for heavy vehicle by-pass. • Designed to cater for future duplication of two laned road to 4 lanes.	- Major Investigation and new road and Bridge Crossing - Envisaged traffic from Sturt Highway to Barossa Valley Way travelling enroute to Murray Bridge - Road designed to divert heavy vehicles from Murray Street Gawler
Roads/Bridges	<i>Sturt Highway Interchange</i> • Extensive ramps and interchange connecting	- Major Investigation and new road and connection.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

	new heavy vehicle by-pass with Sturt Highway	- Will connect Concordia with Roseworthy. - Will provide traffic diversion for heavy vehicles. - Will link Concordia to Light Regional and existing employment lands.
Roads/Bridges	Roundabouts • Subject to the finalisation of the transport Investigations	- The transport investigation has highlighted the need for several roundabouts where internal roads connect to The Barossa Valley Way and the future heavy vehicle bypass road.
Roads/Bridges	Signalised Intersections • Subject to the finalisation of the transport Investigations	- The transport investigation has highlighted the need for several signalised intersections where internal roads connect to The Barossa Valley Way and the future heavy vehicle bypass road.
Stormwater Management	Retention/Detention Basins • The Stormwater Management Report has identified several key basins	- The basins will be required to restrict the flow of Stormwater coming from the site. - The basins will need to be located in strategic locations to ensure they protect riparian areas and restrict the flows into North Para River and Whitelaw Creek to mitigate erosion and downstream impacts. - Basin locations will need to consider the interconnection of stormwater through multiple separately owned land holdings.
Stormwater Management	Stormwater Culvert Road Crossings • The Stormwater Management Report has identified that several culverts and road crossings will be required	- Internal road culvert crossings - Possible external road culvert crossings
Essential Water infrastructure	• Limited capacity to service the proposed urban development	- Investigations underway to determine the extent of the portable water infrastructure required to cater for proposed urban development
Essential Sewer infrastructure	• No reticulated sewerage provision to the existing community.	- Investigations underway to determine how wastewater will be treated

INFRASTRUCTURE SCHEME DRAFT OUTLINE

		Substantial infrastructure and upgrades likely required to cater for proposed urban development
Essential Communication network	NBN Co in-service infrastructure exists within the vicinity of the proposed development site	Investigation underway to confirm the capacity to service the proposed urban development
Essential Electrical infrastructure	- Existing 33kV overhead powerlines located within the proposed development site 33kv transformers located within proximity to the site - Major upgrades required	- All 33KV Infrastructure will require upgrading to an 11KV network. - A further 66V transmission line will be required to run parallel to the existing ElectraNet high voltage system together with two new substations to service the new 11/66KV system. (An interim solution to convert part of the 33KV system to 11KV could achieve 1.8MVA for some interim capacity.)
Essential Gas Infrastructure	No existing gas infrastructure within the CGA. Will require future upgrades.	The existing 280mm trunk main located at Carlton Road, Gawler East, be extended into the proposed subdivision. This extension can be progressively installed to service future residential development in the affected area

In considering the potential benefits of an infrastructure scheme, it is recognised that the infrastructure identified above is consistent with that which can be accounted for in a Basic Infrastructure Scheme. An Infrastructure Scheme allows for the costs of infrastructure to be shared between landowners, avoiding a single developer from obligations to deliver infrastructure which would exceed the financial viability of a project, or the actual infrastructure demands from a single application.

This, in turn, will provide a direct benefit to landowners who would seek to undertake development upon the land being rezoned.

In addition, there would be the ability for future costs of the Scheme including capital cost of infrastructure, procurement and design of infrastructure and construction of infrastructure to be recoverable through the Scheme once operational. The Scheme Coordinator would oversee these aspects to ensure that they are delivered to the appropriate standard and cost, providing a further benefit to landowners through this oversite.

An Infrastructure Funding Plan will be delivered to inform the Scheme, providing detailed cost estimates for the identified infrastructure and identifying the responsible party for delivery of the

INFRASTRUCTURE SCHEME DRAFT OUTLINE

infrastructure. These investigations are critical to appropriately scoping and costing the infrastructure to ensure sufficient funding is collected to fund all infrastructure required as part of the Scheme.

The development of the Draft Scheme will provide detail relating to the escalation of the applied contribution rate and review periods which apply to the Scheme. The cost investigations will also provide for an analysis of beneficiaries and contributors for the development of the Funding Plan.

Details and assumptions will be further developed through ongoing investigations to ensure that the Scheme key principles are taken into consideration.

4 Funding Arrangements

Potential funding arrangement for the Scheme may include the following:

Funding options	How it may be utilised
Provision of funds from public sources	Proposed to be incorporated. Investigations will consider opportunities to source or apply for funds through grants programmes or budgetary submissions as may be appropriate for the relevant infrastructure.
Provision of funds from private sources	Proposed to be incorporated. Developer funded and delivered infrastructure (no shared major infrastructure) through land division process and provision of Works in Kind by developing parties.
Exemptions from 1 or more taxes, levies or local government rates imposed under a law of the State	Further investigations will be undertaken to determine appropriateness of utilising this funding option. Where the contribution is already collected for a particular infrastructure as part of the Scheme, intent is not to duplicate the charges.
Charges on land (Imposition of a charge under Subdivision 7 of Part 13 of the PDI Act, including by establishing a designated growth area)	Proposed to be incorporated. Major/regional infrastructure required within the Scheme will be delivered through a charge applied on the land as it is developed. This charge would cover an apportioned cost of all infrastructure required, along with the administration of the Scheme and is anticipated to be applied on developable land within the designated growth area. Further investigations will be undertaken to understand the costs in order to ensure the charge on the land is established in a way that will provide sufficient cash flow to support infrastructure delivery when required. In considering whether to include the charge of land, various funding options including alternative sources of funding and any schemes or arrangements that

	are already in place, or already planned with respect to the provision of basic infrastructure or the undertaking of works in the designated growth area (or in an adjacent or related area).
Scheme contributions (Collection of contributions under Subdivision 8 of Part 13 of the PDI Act, including by designating the relevant contribution area or areas)	If a charge is utilised under Subdivision 7, then this contribution mechanism is unlikely to be required. Further investigations will be undertaken to determine appropriateness of utilising this funding option.
Scheme rebates and other adjustments in relation to contributions that would be payable under Subdivision 7 or Subdivision 8)	Further investigations will be undertaken to determine appropriateness of utilising this funding option.
Provide for any charge or other amount to be imposed, collected, rebated or adjusted according to a determination of ESCOSA, or of some other specified person or body (including a determination that is made after the scheme has been approved under this section)	Further investigations will be undertaken to determine appropriateness of utilising this funding option for essential services such as water, sewerage, electrical infrastructure.
Works in Kind	Proposed to be incorporated, allowing a landowner or developer, acting on behalf of a landowner, to voluntarily deliver or procure any portion of the identified works within a Scheme, subject to first presenting a proposal to the Scheme Coordinator and obtaining written agreement.
Provide for other matters determined by the Minister	To be considered based on further investigation.

In considering other funding methods which might otherwise be available for the CGA, it is recognised that the proposed rezoning of the land is largely driving any requirement to upgrade infrastructure outside of standard asset renewal programs which may exist. Given this, there is an assumption that infrastructure upgrades required to service the CGA will largely need to be funded by landowners or their agents developing that land, or by existing or future asset owners. As detailed investigations are undertaken to inform the Scheme, these inputs will inform the development of the funding plan and likely funding sources. In developing a funding arrangement, consideration will be given to the principles outlined in section 166(2) and 166(5) of the Act.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

5 Infrastructure Delivery and Assets Transfer

The Scheme has the ability to support the following types of infrastructure outlined in the below table, which also identifies proposed construction responsibilities and assets that might be expected to be transferred to another entity when the Scheme is completed.

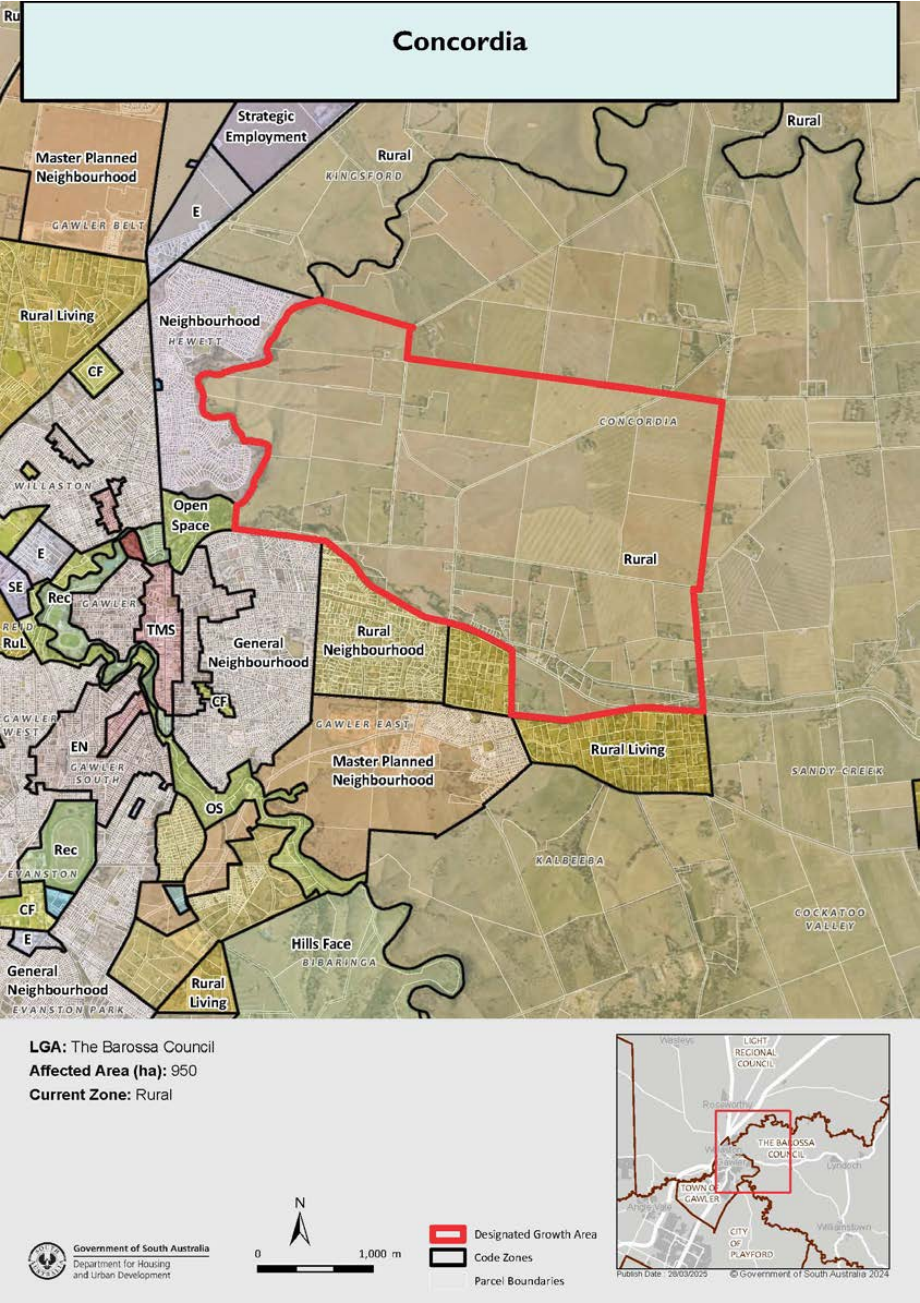
All public infrastructure delivered through the Scheme is anticipated to be ultimately vested to Council or the State Government. Any utility infrastructure provided is anticipated to be vested to a service provider such as SA Water.

Where constructions are undertaken by developers, approval, the design, construction, and handover of the asset must comply with the protocols and standards of the specific asset owner.

Asset Type	Construction Responsibility	Asset Owner
Roads or causeways, bridges or culverts associated with State Government roads	- Developer and or - Department for Infrastructure and Transport	Department for Infrastructure and Transport
Roads or causeways, bridges or culverts associated with Council roads	Developer	Barossa Council
Stormwater management infrastructure	- Developer - Council (in cases where upgrades are required for existing infrastructure)	Barossa Council
Embankments, wells, channels, drains, drainage hole, or other forms of works or earthworks connected with provision of the preceding infrastructure	- Developer - Council (in cases where upgrades are required for existing infrastructure)	Barossa Council
Essential infrastructure, such as that required for the generation of electricity, distribution and supply of electricity or other forms of energy, water or sewerage infrastructure, and communication networks	- Trunk infrastructure - respective utility/service providers - Local network/connections - Developer	Respective utility/service providers

Attachment A

Map of Designated Growth Area



INFRASTRUCTURE SCHEME DRAFT OUTLINE

Attachment B

List of Affected Properties Certificate of Title (CT)	Property Details	Certificate of Title (CT)	Property Details
CT5675/44	163 Martin Road CONCORDIA	CT5757/584	Allot 382 Barossa Valley Way CONCORDIA
CT5675/433	Allot 14 Martin Road CONCORDIA	CT6025/69	133 Kalbeeba Road CONCORDIA
CT5207/519	Allot 1 Martin Road CONCORDIA	CT5781/157	298 Barossa Valley Way KALBEEBA
CT5820/228	Allot 4 Martin Road CONCORDIA	CT5408/587	6 Lawes Court KALBEEBA
CT5795/623	116 Martin Road CONCORDIA	CT5202/378	5 Lawes Court KALBEEBA
CT6196/977	Allot 419 Martin Road CONCORDIA	CT6059/376	381 Barossa Valley Way CONCORDIA
CT5808/85	Lot 420 Concordia Road CONCORDIA	CT6025/70	121 Kalbeeba Road CONCORDIA
CT5174/164	173 Teusner Road CONCORDIA	CT5908/450	107 Kalbeeba Road CONCORDIA
CT5207/518	Section 262 Concordia Road CONCORDIA	CT6043/17	31 Ann Milroy Lane KALBEEBA
CT5509/119	Allot 1 Martin Road CONCORDIA	CT5799/562	277 Barossa Valley Way CONCORDIA
CT6196/978	Section 262 Concordia Road CONCORDIA	CT6011/556	281 Barossa Valley Way CONCORDIA
CT5479/535	Allot 3 Cheek Avenue GAWLER EAST	CT5802/617	289 Barossa Valley Way CONCORDIA
CT5508/849	Allot 5 Martin Road CONCORDIA	CT5258/149	21 Wheatsheaf Avenue CONCORDIA
CT6196/978	Section 261 Concordia Road CONCORDIA	CT5593/850	22 Wheatsheaf Avenue CONCORDIA
CT5082/907	115 Cheek Avenue	CT5806/554	287 Barossa Valley Way CONCORDIA
CT5624/564	19 Harris Road CONCORDIA	CT5553/882	17 Wheatsheaf Avenue CONCORDIA
CT5321/522	31 Martin Road CONCORDIA	CT5593/726	16 Wheatsheaf Avenue CONCORDIA
CT6205/55	32 Martin Road CONCORDIA	CT5802/741	291 Barossa Valley Way CONCORDIA
CT5570/395	Lot 420 Concordia Road CONCORDIA	CT6101/572	297 Barossa Valley Way CONCORDIA
CT5664/337	Section 264 Concordia Road CONCORDIA	CT5796/305	299 Barossa Valley Way CONCORDIA
CT5784/84	61 Teusner Road CONCORDIA	CT5559/158	301 Barossa Valley Way CONCORDIA

INFRASTRUCTURE SCHEME DRAFT OUTLINE

CT6181/651	8 Harris Road CONCORDIA	CT5593/849	8 Wheatsheaf Avenue CONCORDIA
CT6196/976	3 Concordia Road CONCORDIA	CT5189/327	324 Barossa Valley Way KALBEEBA
CT6170/585	47 Concordia Road CONCORDIA	CT5901/827	356 Barossa Valley Way KALBEEBA
CT5629/233	48 Concordia Road CONCORDIA	CT5447/85	358 Barossa Valley Way KALBEEBA
CT5629/239	74 Springbett Road CONCORDIA	CT5445/127	Allot 298 Barossa Valley Way KALBEEBA
CT6059/375	114 Springbett Road CONCORDIA	CT6043/18	Allot 202 Ann Milroy Lane KALBEEBA
CT5691/847	135 Kalbeeba Road CONCORDIA	CT5269/890	79 Kalbeeba Road KALBEEBA
CT5285/394	Piece 1 Barossa Valley Way CONCORDIA	CT5901/828	338 Barossa Valley Way KALBEEBA
CT5629/235	Allot 2 Concordia Road CONCORDIA	CT5884/616	146 Calton Road KALBEEBA
CT5201/781	26 Concordia Road CONCORDIA	CT5605/909	142 Calton Road KALBEEBA
CT5118/269	23 Wheatsheaf Avenue CONCORDIA	CT5445/164	9 Lawes Court KALBEEBA
CT5629/237	319 Barossa Valley Way CONCORDIA	CT5445/153	390 Barossa Valley Way KALBEEBA
CT5923/652	329 Barossa Valley Way CONCORDIA	CT5848/33	166 Calton Road KALBEEBA
CT5982/490	353 Barossa Valley Way CONCORDIA	CT5619/515	8 Ann Milroy Lane KALBEEBA
CT5264/826	265 Barossa Valley Way CONCORDIA	CT5403/452	4 Concordia Road CONCORDIA
CT5923/651	337 Barossa Valley Way CONCORDIA	CT5569/880	Allot 375 Calton Road KALBEEBA
CT5482/469	341 Barossa Valley Way CONCORDIA	CT5482/469	341 Barossa Valley Way CONCORDIA

Attachment C

Infrastructure Scheme Principles

Principles	Principle Description	Assessment against the principles
Fit for purpose	The model will secure sufficient funding to ensure the infrastructure is constructed as required.	The number of landowners within the designated growth area provide opportunities for the cost of required infrastructure elements to be shared as the land is developed. The Scheme will be developed to provide appropriate costings of infrastructure and timing of when works may be required. The Scheme will be reliant on development within the growth area to generate revenue. Market demand and pace of development will influence eventual timing of when infrastructure is delivered.
Equity	Infrastructure should be properly scoped and costed, with the apportioned contribution relative to benefit. <i>Costs are attributed to developers, should be confined to improvements necessitated by the development.</i>	The Scheme will enable infrastructure requirements to be detailed and costed, with the apportioned contribution able to be shared between parties that benefit from the Code Amendment. The analysis underpinning the scheme will demonstrate that the Scheme is able to cover costs arising from development. These investigations will ensure that infrastructure costs will be shared proportionally to asset owners whose assets require upgrade.
Evidence based	Infrastructure should be properly scoped and costed to ensure contributions are focused on funding the actual infrastructure and do not become a 'tax' on new housing development.	The scope of the required infrastructure for the area will be underpinned by extensive investigations undertaken. Of note, investigations relating to traffic, and stormwater infrastructure, service infrastructure and site specific requirements will be central to the infrastructure scheme with other supporting reports providing input. This will ensure that an evidence-based approach is used to develop the Infrastructure Scheme.
Future proofing	Infrastructure Schemes should be developed to build capacity for the future and provide ability for connection.	The progression of the Infrastructure Scheme has been informed by supporting work undertaken by future developers and Council for the future growth of the area. The scheme will be developed with regard for the future potential growth as identified in the Greater Adelaide Regional Plan.
Transparency	Funding mechanisms should be transparent to build investor confidence and public trust.	The Infrastructure Scheme model requires landowner engagement throughout the process. Further detail on the Infrastructure Scheme will be provided to landowners once the coordinator has finalised the drafting of the Scheme. The Scheme Coordinator will be responsible for monitoring and reporting on the Scheme, with details relating to the performance and operation of the Scheme

INFRASTRUCTURE SCHEME DRAFT OUTLINE

		provided in a public platform through the publishing requirements defined within the Act. This requires that the Draft Outline is published on the PlanSA website, which can include redacted information that it not suitable for public dissemination.
Governance	There should be appropriate governance and oversight to ensure accountability of decision-making around the delivery of the infrastructure required.	The Scheme will require the appointment of a Scheme Coordinator to oversee the development and delivery of the ISP and Scheme. The coordinator is required to operate under a code of conduct ensuring that there is a high level of governance over the Scheme. In addition, a supporting working group with relevant experts will be established to provide advice and support to both the secretariat (DHUD) and the individual Scheme Coordinator.
Timing and delivery	Infrastructure design should be capable of being procured and delivered in a timely manner	Investigations undertaken to develop the Scheme will provide a clear program of works detailing infrastructure staging and requirements. This will ensure that appropriate information is provided to accelerate detailed design and construction planning for infrastructure delivery when it is required.

Attachment D

Preliminary Infrastructure Investigations

Infrastructure Type	Issues Identified	Potential Treatment	Indicative Timing / Priority
Roads/Bridges	Harris Road /Cheek Ave Railway Bridge - Existing bridge to be removed-high risk - New bridge is required to cross future rail	- Demolition of existing Bridge and Road - New road and pedestrian bridge - Road upgrade - Service easement pathway	Low-medium Priority (if required) 5-10 Years (Note- may not be required in the early stages of the development. Subject to developer investigation throughout detailed design.)
Roads/Bridges	Cheek Avenue Road Upgrade Road construction upgrade/ Concordia Boundary to Barossa Valley Way	- Demolition of existing Road - New pavement - New kerbing - Widening of road - Existing Service relocations	High Priority 1-5 Years (Note minor upgrades for initial stage/s may be required early with major upgrades triggered by determined traffic volumes)
Roads/Bridges	New intersection at Cheek Avenue Barossa Valley Way Intersection treatment likely required – medium to high risk	Signalised intersection or roundabout subject to further investigation.	High Priority 1-5 Years (Note minor upgrades for initial stage/s may be required early with major upgrades triggered by determined traffic volumes)
Roads/Bridges	Cheek Avenue Extension from Barossa Valley Way to Calton Road Road construction upgrade Barossa Valley Way to Calton Road.	- Demolition of existing Road - New pavement - New kerbing - Widening of road - Existing Service relocations	High Priority 1-5 Years (Note minor upgrades for initial stage/s may be required early with major upgrades triggered by determined traffic volumes)

INFRASTRUCTURE SCHEME DRAFT OUTLINE

Roads/Bridges	New intersection at Cheek Avenue Calton Road Intersection treatment likely required – medium to high risk	- Signalised intersection or roundabout subject to further investigation.	High Priority 1-5 Years (Note minor upgrades for initial stage/s may be required early with major upgrades triggered by determined traffic volumes)
Roads/Bridges	Cheek Avenue Extension from Calton Road to Schomburgk Drive Road construction upgrade Calton Road to Schomburgk Drive	- New pavement - New kerbing	High Priority 1-5 Years (Note- will be required early to facilitate traffic moving southwards and away from Murry Street which is at capacity)
Roads/Bridges	Internal Collector Road/s <i>Internal roads that are identified as being required under the scheme to interconnect separately owned land parcels</i>	- Road construction early intervention - Will be required to facilitate development connections to multiple privately owned land parcels and create service corridors	Medium-High Priority 1-10 Years
Roads/Bridges	Concordia Road, Barossa Valley Way Intersection - Intersection treatment likely required – medium to high risk - Realigning existing road - Location of Railway Station Possible Level Crossing	- Major Intersection Investigation and - Upgrade incl. railway station location and timing of rail	High Priority 1-5 Years (Note minor upgrades for initial stage/s may be required early with major upgrades triggered by determined traffic volumes)
Roads/Bridges	Kalbeeba Road, Barossa Valley Way Intersection	- Major Intersection Investigation and Upgrade	Medium Priority 5-10 Years

INFRASTRUCTURE SCHEME DRAFT OUTLINE

	- Intersection treatment likely required – medium to high risk - Realigning existing road	Will be required depending on timing of the Bypass Road works	
Roads/Bridges	<i>New Internal Road, Barossa Valley Way Intersection</i> - Intersection treatment likely required - Realigning existing road	- Major Intersection Investigation and Upgrade - Will be required to facilitate access to land development	High Priority 1-5 Years
Roads/Bridges	<i>New Internal Road, Heavy Vehicle By-Pass</i> - Extensive 80km/hr speed Road - Will require limited intersections to new CGA development	- Major Investigation and new road - Envisaged traffic from the CGA as well as Sturt Highway to Barossa Valley Way travelling enroute to Murray Bridge - Road designed to divert heavy vehicles from Murray Street Gawler - Initial phase two multi directional lanes with potential for future duplication.	Medium Priority 5-10 Years (Note- may be required earlier to reduce traffic moving southwards and away from Murry Street which is at capacity. Subject to DIT timing)
Roads/Bridges	<i>New Road and Bridge crossing North Para River for Heavy Vehicle By-Pass</i> - Extensive bridge crossing for heavy vehicle by-pass. - Designed to cater for future	- Major Investigation and new road and Bridge Crossing - Envisaged traffic from the CGA as well as Sturt Highway to Barossa Valley Way travelling enroute to Murray Bridge - Road designed to divert heavy vehicles	Medium Priority 5-10 Years (Note- may be required earlier to reduce traffic moving southwards and away from Murry Street which is at capacity. Subject to DIT timing)

INFRASTRUCTURE SCHEME DRAFT OUTLINE

	duplication of two laned road to 4 lanes.	from Murray Street Gawler	
Roads/Bridges	Sturt Highway Interchange Extensive ramps and interchange connecting new heavy vehicle bypass with Sturt Highway	- Major Investigation and new road and connection. - Will connect Concordia with Roseworthy. - Will provide traffic diversion for heavy vehicles. - Will link Concordia to Light Regional and existing employment lands and south to Adelaide.	Medium Priority 5-10 Years (Note- may be required earlier to reduce traffic moving southwards and away from Murry Street which is at capacity. Subject to DIT timing)
Roads/Bridges	Roundabouts <i>Subject to the finalisation of the transport Investigations</i>	The transport investigation has highlighted the need for several roundabouts where internal roads connect to The Barossa Valley Way and the future heavy vehicle bypass road.	Medium-High Priority 1-10 Years
Roads/Bridges	Signalised Intersections <i>Subject to the finalisation of the transport Investigations</i>	The transport investigation has highlighted the need for several signalised intersections where internal roads connect to The Barossa Valley Way and the future heavy vehicle bypass road.	Medium-High Priority 5-10 Years
Stormwater Management	Retention/Detention Basins <i>The Stormwater Management Report</i>	The basins will be required to restrict the flow of Stormwater coming from the site.	Medium-High Priority 5-10 Years

INFRASTRUCTURE SCHEME DRAFT OUTLINE

	<i>has identified several key basins</i>	- The basins will need to be located in strategic locations to ensure they protect riparian areas and restrict the flows into North Para River and Whitelaw Creek to mitigate erosion.	
Stormwater Management	<i>Stormwater Culvert Road Crossings</i> <i>The Stormwater Management Report has identified that several culverts and road crossings will be required</i>	- Internal road culvert crossings - External road culvert crossings	Medium-High Priority 5-10 Years
Essential Water infrastructure	Limited capacity to service the proposed urban development	- Investigations underway to determine the extent of the portable water infrastructure required to cater for proposed urban development	High Priority Prior to occupation
Essential Sewer infrastructure	No reticulated sewerage provision to the existing community.	- Investigations underway to determine how wastewater will be treated - Substantial infrastructure and upgrades likely required to cater for proposed urban development	High Priority Prior to occupation
Essential Communication network	• NBN Co in-service infrastructure exists within the vicinity of the proposed development site	- Investigation underway to confirm the capacity to service the proposed urban development	High Priority Prior to occupation

INFRASTRUCTURE SCHEME DRAFT OUTLINE

Essential Electrical infrastructure	- Existing 33kV overhead powerlines located within the proposed development site 33kv transformers located within proximity to the site - Major upgrades required	- All 33KV Infrastructure will require upgrading to an 11KV network. - A further 66V transmission line will be required to run parallel to the existing ElectraNet high voltage system together with two new substations to service the new 11/66KV system. - An interim solution to convert part of the 33KV system to 11KV could achieve 1.8MVA for some interim capacity.	High Priority Interim solution prior to occupation
Essential Gas Infrastructure	No existing gas infrastructure within the CGA. Will require future upgrades.	The existing 280mm trunk main located at Carlton Road, Gawler East, be extended into the proposed subdivision. This extension can be progressively installed to service future residential development in the affected area	High Priority prior to occupation

Reference: TRIM

11 April 2025

Mr Iain McPhillips
Executive Director, Housing Development
Growth and Infrastructure Coordination Unit
Department of Housing and Urban Development

Via email: DHUD.GICUnit@sa.gov.au

Dear Mr McPhillips,

Concordia Growth Area – Basic Infrastructure Scheme Draft Outline

I acknowledge receipt of your letter dated 2 April 2025 (Ref: #23009062) seeking feedback on the Concordia Growth Area Infrastructure Scheme Draft Outline.

Please find enclosed with this letter at Attachment A the summary of feedback from Council on the draft outline. I note that several areas of clarification in feedback provided on 16 February 2025 remains outstanding. Please also find enclosed with this letter at Attachment B road cross sections endorsed by Council for noting by the Growth and Infrastructure Coordination Unit.

I look forward to receiving clarification of matters raised in the enclosed feedback, which encompasses all queries and feedback to date.

If any further information is required, please do not hesitate to contact me at mmccarthy@barossa.sa.gov.au or on 08 8563 8444.

Sincerely,

Martin McCarthy

Chief Executive Officer, The Barossa Council

(08) 8563 8444 | barossa@barossa.sa.gov.au | barossa.sa.gov.au
43-51 Tanunda Road (PO Box 867), Nuriootpa SA 5355 | ABN: 47 749 871 215



Attachment A

Feedback: Concordia Growth Area Draft Basic Scheme Outline

Date of Review: 15 April 2025

Overview

The feedback provided below pertains to the letter issued on 2 April 2025 by Mr Iain McPhillips, Executive Director, Housing Development for the Growth and Infrastructure Coordination Unit within the Department for Housing and Urban Development, seeking feedback on the Concordia Area Infrastructure Scheme Draft Outline. The Draft Outline notifies the intent of the State Government to use a Basic Infrastructure Scheme over Concordia Growth Area.

It is noted that feedback on the scheme outline is provided below, despite the traffic and stormwater infrastructure (and other service) investigations remaining unresolved in terms of schematic detail with the potential for gaps in assumed compared to final infrastructure requirements. Note the Concept Plan within the code amendment process and confirmation of policy to apply under the Code is also still not confirmed.

Council seeks to remain consulted on both the Code Amendment and Scheme development for Concordia Growth Area.

Feedback

General feedback

- The March 2025 version of the Draft Outline is substantially different from the version provided in November 2024, noting removal of many sections. Whilst contextual information has been removed, this may leave drafters of the Scheme with less guidance and more flexibility. Council supports reasonable flexibility but not at the loss of guidance and detailed principles, including contextual information which can survive a 25+ year development. Reasonable context should be returned to the scheme to guide future decision making whilst supporting flexibility.
- Scheme principles do not deal with the issue of upfront funding and this is critical to the success of the development and clarity for all parties.
- Council requests that the Infrastructure Scheme Process diagram as per Appendix F page 40 from November 2024 version be reinstated, there seems to be little rationale as to why this has been removed from the draft.

Feedback relevant to Section 3.2/Attachment D

- List of interventions (projects) in Section 3.2 and Appendix D has been included twice, once with indicative priority and once without. It is suggested that the list is only needed once, with indicative priorities included.
- Include a plan that shows where the various interventions are located and link this to Section 3.2/Attachment D. This is critical to ensure that all relevant/required spatial elements are achieved e.g., all required junctions with Barossa Valley Way.

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2 |

- Harris Road/Cheek Avenue railway bridge is listed in Attachment D as a 'low-medium' priority (if required) and means a 5–10-year timeframe, yet all of the other Cheek Avenue interventions are 1-5 years. The bridge is a critical infrastructure link to Cheek Avenue in an early stage of development and must be aligned in priority with other interventions in the 1-5 year timeframe to be reflected within the same required works to Cheek Avenue.
- The new road and bridge crossing North Para River for heavy vehicle by-pass is identified as a medium priority – 5-10 years, which is not in alignment with our previous feedback; this is a critical and immediate priority and we do not agree with its continued non-priority, if this infrastructure is not implemented as the highest priority it threatens the commercial and community success of the development and critically will result in greater challenges for the Town of Gawler and the State in managing traffic flows without the link to the Sturt Highway.
- Highly supportive of the inclusion of a vehicle by-pass to be constructed at the eastern and northern edge of the Concordia Growth Area and a road connection and major link to Sturt Highway to the north.
- Regarding the heavy vehicle bypass, this is included within section 3.2, the land designation/corridor is presumably required and should be identified. This also applies to the internal collector roads and main boulevard.
- The Link Road within CGA will have a benefit to both internal and external users. Cost apportionment for the part of the Link Road between the Concordia Growth Area and Sturt Highway is primarily of benefit to Concordia Growth Area and cost apportionment should be undertaken on this basis.
- Where existing local/council roads are being upgraded, there must be recognition that they are upgraded by the landowners/developers.
- In the table in section 3.2, against various interventions there is mention of 'existing deed in place with separate developer'. Clarification is sought on this inclusion and how this will work, given that several interventions are required under existing deeds, whilst the interventions for Concordia Growth Area are identified as necessary regardless of the existing deed/arrangement in place.
- Number or otherwise identified Interventions in the table.
- Further to the above, interventions 2-6 in Attachment D will need to be funded by either Developer and/or by the State Government.
- The intervention list is not comprehensive enough and should make statements about areas noted below.
- No mention of rail or public transport as an intervention in section 2.2.1. Needs to be included, noting reference in Attachment D at page 25.
- Mitigating erosion is noted at a high level in section 2.2.2 however nothing is detailed in Attachment D. No consideration for erosion/watercourse management or water quality management at lower reaches of the catchment. There should be some consideration and inclusion e.g., by way of a per lineal metre rate applied to all watercourses.
- Stormwater Retention / Detention Basin infrastructure is required in early stages for management of stormwater drainage runoff from early development, so is required to be both High Priority 1-5 years and Medium Priority 5-10 years.
- All of the targets have been removed in the March 2025 version from the November 2024 version. Seek reinstatement.

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- No staging plan has been provided. This is a critical component. The indicative timing / priority of many of the works will be influenced by the Staging Plan.
- There is no guidance as to a definition of developable land which the \$/ha contribution rate is reliant upon.
- Triggers for interventions to be completed have not been contemplated at all.
- Standards for the interventions and requirement for approval by the relevant authority needs to be noted. This also applies to works-in-kind. For example, compliance with Council's Land Division Guidelines and/or Design Standards, compliance with Austroads etc. aren't provided for nor is there reference to road sections for Collector roads.
- In section 3.2, in relation to the 'roads/bridges' row, there is reference to 'possible 3km internal road construction early intervention required'. Language to 'possible' should be deleted. Also, there is no distinction between the internal collector roads and the main boulevard road.

Other feedback

- Whilst there is reference to Works in kind in Section 4, additional content in the November 2024 version (e.g. section 6.4 of November 2024 iteration) has been removed and should be reinstated. Previous feedback was provided for works-in kind in response to the November 2024 version. This includes consideration of in-kind or self-development costs for Council beyond simply landowners and developers. As an example, if Council delivers a Sport and Recreation facility in advance to take advantage of an opportunity or government grant program directly (outside the scheme), how is this catered for? Can scheme contributions be deferred until revenue streams come on to assist Council managing its cash flows? This is ambiguous. Does the scheme also build in ongoing management of the infrastructure that Council has to look after to offset contribution requirements? Further, how will reimbursement for works-in-kind and the timing of such reimbursement be managed?
- Reference in Section 5 to roads or causeways, bridges or culverts associated with State Government roads. How do we know what is a state government road and what is local? We have previously expressed the view that the main boulevard needs to be recognised and identified as a state government road. Also, the heavy vehicle bypass must be a state government road.
- The unknown nature of the selected wastewater treatment process and water disposal and resulting spatial requirements is a significant risk.

Queries (including those outstanding from February 2025)

- The relationship between the Integrated Structure Plan, the Infrastructure Scheme and the Concept Plan has not been articulated in the outline and Council advocates for its inclusion to ensure consistent decision making in the long term between the three key plans and scheme.
- With the State Government only able to deal in the 4 year Forward Estimates approach, how will works that aren't required until further into delivery be delivered?
- Seeking confirmation that land is not being assessed as part of the cost/calculation of the basic scheme e.g., if land is dedicated for detention, roads etc., it is not contemplated that the scheme would

impose additional cost/charge on this? GICU had communicated that this may have been contemplated.

- Section 184 of the Planning Development and Infrastructure Act 2016 deals with funds remaining in the Fund and the process for winding up of the Scheme. However, the outline does not detail what happens if the funds in the scheme are exhausted prior to completion.
- Has consideration been given to whether Barossa Valley Way remains an 80km/h road (West of junction with Kalbeeba Road before which it is 90km/h) or whether this could be reduce to 60km/h? This would reduce the cost of intersections and any upgrades to the road.
- Where there is reference to further 'investigations' to be undertaken in relation to the traffic and stormwater interventions, who is going to commission, oversee, fund and ultimately approve the investigations? When will these occur? What power will the Scheme Coordinator have with regard to these further investigations?
- Further detail is sought on the governance framework and accountability/reporting mechanisms pertaining to the Scheme e.g., who / how will these budgets be set, transparency on funds remaining and performance against budget/deadlines, regularity of review to review to update timing of delivery of infrastructure/cost estimates/refine contributions/reimburse contributions and adjust indexing as required. Monitoring of scope creep in the provision of infrastructure. Regular and coordinated engagement with all stakeholders and scheme coordinator. It is noted that there is 'monitoring ang reporting' capture under transparency principles in Attachment C page 22/23 but no further detail is provided. How is land acquisition for essential infrastructure being handled/managed under the scheme? Early identification and adequate scoping of essential infrastructure is critical.
- How will third party providers of infrastructure (e.g., wastewater treatment) be contemplated in the scheme?
- The relationship between the Integrated Structure Plan, the Infrastructure Scheme and the Concept Plan has not been articulated in the outline. Suggest inclusion.
- The outline does not detail how the scheme is accessed.
- We seek an overarching principle that delivery of infrastructure cannot be intentionally held back or designed to prevent connection of essential infrastructure to other landowners/developers.
- 'Fit for purpose' Concern with this principle. Infrastructure Schemes can fail when there is an absence of seed or upfront funding to commence infrastructure in advance of future repayment via development charges. For example, how will the Scheme Coordinator and 'further investigations' be funded until development has occurred?
- The creation of super lots is usually not a trigger for payment – this is not mentioned in the scheme outline.

Minor feedback – hygiene factors

- Page 5 - privately owned land parcels are identified in Attachment B, not Appendix C.
- Spelling correction on page nine (9) in second to last paragraph ("patterns").



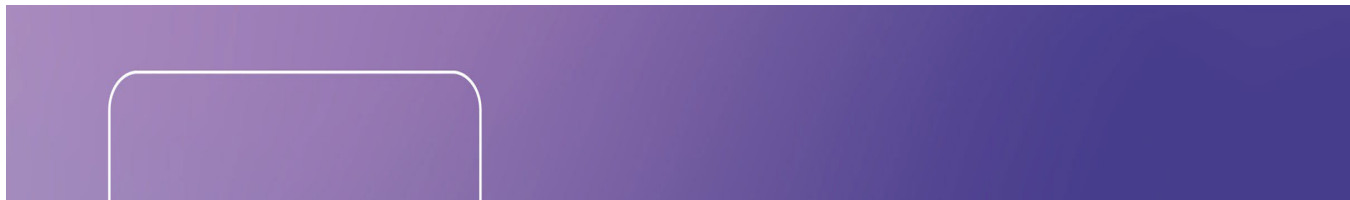
Government of South Australia

Department for Housing
and Urban Development

Concordia Growth Area

Basic Infrastructure Scheme Draft Outline

November 2024



Approval Page

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Table of Contents

1.	Executive Summary	5
2.	Project Introduction and Context.....	6
2.1	Introduction	6
2.2	Designated Growth Area	7
2.3	Purpose of Infrastructure Scheme.....	8
2.4	Justification of Scheme	9
2.5	Scheme Principles	10
2.6	Growth Area Planning – How the Planning and Design Code interacts with an ISP and Infrastructure Scheme	11
2.7	Code Amendment – Concordia Code Amendment	13
2.8	Anticipated Developments	13
2.9	How the Basic Infrastructure Scheme will support development.....	13
3.	Strategic Alignment	14
3.1.	State Planning Policy	14
3.2.	Regional Plan Alignment.....	15
3.3.	Other Relevant Plans / Information	17
3.4.	Planning and Design Code Alignment.....	18
3.5.	State Planning Commission Advice	19
4.	Engagement Outline	20
4.1.	Engagement Approach	20
4.2.	Engagement Status.....	20
4.3.	Future Engagement	22
5.	Infrastructure Delivery Approach.....	23
5.1.	Structure Plan Status	23
5.2.	Infrastructure Staging and Prioritisation	24
5.3.	Transport Infrastructure Scope.....	24
5.4.	Social Infrastructure	25
5.5.	Stormwater Infrastructure.....	26
5.6.	Infrastructure Delivery Schedules Investigations.....	26

INFRASTRUCTURE SCHEME DRAFT OUTLINE

6.	Infrastructure Costs and Benefits	27
6.1.	Infrastructure Investment Benefits.....	27
6.2.	Infrastructure Costs Investigations	27
6.3.	Available Funding.....	28
6.4.	Works in Kind.....	29
6.5.	Apportionment of Costs.....	29
6.6.	Funding Options.....	30
6.7.	Cost Recovery.....	30
7.	Infrastructure Delivery and Co-ordination.....	31
7.1.	Scheme Coordinator	31
8.	Asset Transfer of Scheme Completion.....	32
8.1.	Infrastructure Asset Ownership	32
9.	Finalisation of Infrastructure Schemes	33
9.1.	Next Steps.....	33
10.	Appendices	34
	Appendix A- Map of Designated Growth Area	34
	Appendix B- Early Draft Structure Plan.....	35
	Appendix C- List of Affected Private Properties	36
	Appendix D- Preliminary Infrastructure Investigations	38
	Appendix E- Infrastructure Scheme Process	42

1.Executive Summary

The Concordia Growth Area will play a significant role in accommodating Greater Adelaide's future population, driven by the region's strong employment and tourism prospects, viticulture, wine export and agri-businesses in the greater Barossa Valley Region.

The Minister for Planning has now prepared a draft outline for a Basic Infrastructure Scheme (the Scheme) pursuant to section 163(6) of the *Planning, Development and Infrastructure Act 2016*. The Scheme will ensure supporting infrastructure is delivered in a coordinated way to support the projected growth within this area. It is intended that the Scheme will provide a mechanism to deliver infrastructure that is coordinated with planned residential growth for the life of the project.

This draft outline provides the basis for consultation with the State Planning Commission, Council, landowners and persons intending to undertake development within the Designated Growth Area.

Following consultation, the draft outline will be published in the Government Gazette and SA Planning Portal, and the Chief Executive of the Department for Housing and Urban Development will appoint a Scheme Coordinator to prepare, consult and oversee the delivery of the Scheme.

The Government, Scheme Coordinator, Council and landowners will collaborate throughout this process, recognising that the landowners have already conducted several supporting studies, with additional studies planned to inform the final Scheme.

Please note: The South Australian Department for Housing and Urban Development was created in July 2024 following a machinery of government change. Previously, functions from this department were officiated by the Department of Trade and Investment. References to the Department of Housing and Urban Development in this document should be read as including functions performed as the former Department of Trade and Investment.

2. Project Introduction and Context

2.1 Introduction

The Minister for Planning, (the Minister) has initiated a Basic Infrastructure Scheme for the Concordia Growth Area. This initiation directly aligns with the Concordia Code Amendment, which is being progressed in parallel by the Department for Housing and Urban Development. It also reflects the investment the State Government has made in strategic planning for the region to support this Scheme with appropriate infrastructure outcomes.

A coordinated approach to development through the establishment of a Scheme is envisaged to create efficiencies, support better development outcomes and create cost savings for government and developers into the future by forward planning the growth area.

The proposed Scheme will provide a delivery plan and delivery mechanism for construction of infrastructure which is required to support the Code Amendment.

The Minister is now releasing this draft outline for formal public consultation, seeking stakeholder feedback before finalising the draft outline.

2.2 Designated Growth Area

The designated growth area includes the affected area from the proposed Code Amendment. The designated growth area is approximately 950 hectares and contains 75 allotments and will support new greenfield development.

Refer to Figure 1 below and **Appendix A** - Map of the proposed designated growth area.

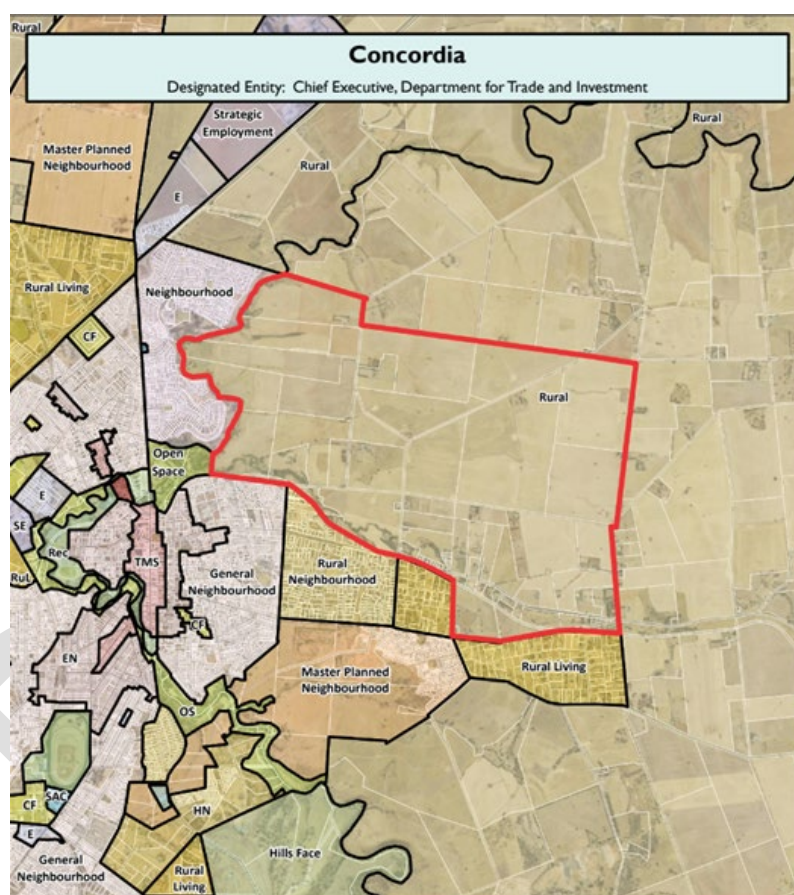


Figure 1: Designated growth area / Affected Area – Concordia Code Amendment

Concordia Growth Area (CGA)

There are a total of 75 allotments within the bounds of the following roads:

- Calton Road;
- Barossa Valley Way;
- Kalbeeba Road;

INFRASTRUCTURE SCHEME DRAFT OUTLINE

- Teusner Road;
- Bergen Road;
- Ironbark Road; and
- Martin Road.

At the time of initiating the draft outline, there are three (3) major land holders within the CGA:

- Concordia Land Trust (CLT) controls 614 hectares (65%);
- Mr Charles Teusner (Teusner) controls 112ha (12%);
- Metro Homes (Metro) controls 135ha (14%); and
- Independents control 92ha (9%).

The above land holders are representative of known interests in the land, with the respective parties having this interest represented in direct ownership, options of sale or other such arrangements. Affected privately owned land parcels are identified in **Appendix C**.

2.3 Purpose of Infrastructure Scheme

The application of a Basic Infrastructure Scheme is anticipated to assist in coordinating funding and the delivery of infrastructure in the Growth Area. Part 13(162)(1) of the *Planning, Development and Infrastructure Act 2016* (the Act) defines basic and essential infrastructure. Further definition is provided within Part 13 of the Act, wherein Basic infrastructure is defined as the following:

- Roads or causeways, bridges, culverts associated roads.
- Stormwater management infrastructure.
- Embankments, wells, channels, drains, drainage.
- Water infrastructure and sewerage infrastructure.
- Communications networks.
- Electrical and gas infrastructure.

In accordance with section 163 of the Act the Minister may initiate a Basic Infrastructure Scheme in relation to the provision of basic infrastructure in, or in connection with, a designated growth area. The Scheme is initiated by preparing a Draft Scheme Outline, consultation and publication.

It is expected that the proposed Scheme will provide for coordinated construction of road and stormwater infrastructure which is required for the Code Amendment. The Scheme will also look to align delivery plans for infrastructure services, including from SA Water and SA Power Networks.

The purpose of the Scheme is to ensure that necessary infrastructure is delivered to support future land uses, and to ensure that the cost of this infrastructure is equably shared between developers as the land is developed.

2.4 Justification of Scheme

Infrastructure Schemes are a mechanism for the coordination, funding and delivery of infrastructure. They are especially suitable for development settings such as greenfield Code Amendments, complex infill, when significant infrastructure is needed and where the delivery of large-scale infrastructure outcomes across multiple land holdings is required.

Infrastructure Schemes merge two fundamental elements – infrastructure plans and land use plans – to ensure that there is a suitable evidence base from which to build and deliver from. The two elements are consolidated within an Integrated Structure Plan (ISP) which outlines the intended design of a growth area developed through a rigorous co-design process, identification of the infrastructure required, and commitments to deliver prior to rezoning the land. This forms the basis for the development of an Infrastructure Scheme.

The 30-Year Plan for Greater Adelaide identifies Concordia as a significant and designated growth area to help accommodate South Australia's growing population. This position is reiterated in the Draft Greater Adelaide Regional Plan (GARP), with the recently released document identifying Concordia as a recognised greenfield growth area.

An Infrastructure Scheme is identified as the most appropriate mechanism within the current legislation to support the delivery of the designated growth area for the following reasons:

- Early investigations highlighted a broad range of required infrastructure including road and stormwater infrastructure. There will be a need to coordinate the infrastructure delivery with agreed scope and expected timeframes for development of the designated growth area.
- There are multiple landowners (45) over fragmented land ownership (75 parcels). It means that without a Scheme, major infrastructure works are dependent on multiple landowners coordinating delivery, making it difficult to coordinate infrastructure delivery to support the development of the growth area over time.
- Significant trunk infrastructure is likely to be required for this CGA in a coordinated manner, which will be essential to make the development liveable.
- A coordinated approach to infrastructure delivery is anticipated to support the best infrastructure outcomes as a Scheme can help provide certainty for landowners that they can develop in accordance with the intent of the rezoning and the necessary infrastructure will be provided for, and apportioning costs across multiple ownership.

Further to the above, as part of the infrastructure scheme development, an Integrated Structure Plan (ISP) is being prepared to support the delivery of infrastructure and development of the designated growth area. The ISP will include a works program which will be integrated with the Scheme, supporting its implementation.

2.5 Scheme Principles

Part 13 of the Act identifies key principles that must be taken into account when considering the development of a Scheme. These have been developed into a set of key principles for decision making and have been used to evaluate the suitability of a Basic Infrastructure Scheme:

Principles	Principle Description	Assessment against the principles
Fit for purpose	The model will secure sufficient funding to ensure the infrastructure is constructed as required.	The number of landowners within the designated growth area provide opportunities for the cost of required infrastructure elements to be shared as the land is developed. The Scheme will be developed to provide appropriate costings of infrastructure and timing of when works may be required. The Scheme will be reliant on development within the growth area to generate revenue. Market demand and pace of development will influence eventual timing of when infrastructure is delivered.
Equity	Infrastructure should be properly scoped and costed, with the apportioned contribution relative to benefit. Costs are attributed to developers, should be confined to improvements necessitated by the development.	The Scheme will enable infrastructure requirements to be detailed and costed, with the apportioned contribution able to be shared between parties that benefit from the Code Amendment. The analysis underpinning the Scheme will demonstrate that the scheme is able to cover costs arising from development. These investigations will ensure that infrastructure costs will be shared proportionally to asset owners whose assets require upgrade.
Evidence based	Infrastructure should be properly scoped and costed to ensure contributions are focused on funding the actual infrastructure and do not become a 'tax' on new housing development.	The scope of the required infrastructure for the area will be underpinned by extensive investigations undertaken. Of note, investigations relating to traffic, and stormwater infrastructure, service infrastructure and site-specific requirements will be central to the Scheme with other supporting reports providing input. This will ensure that an evidence-based approach is used to develop the infrastructure scheme.
Future proofing	Infrastructure Schemes should be developed to build capacity for the future and provide ability for connection	The progression of the Scheme has been informed by supporting work undertaken by future developers and Council for the future growth of the area. The Scheme will be developed with regard for the future potential growth as identified in the draft GARP.
Transparency	Funding mechanisms should be transparent to build investor confidence and public trust.	The Scheme model requires landowner engagement throughout the process. Further detail on the Scheme will be provided to landowners once the coordinator has finalised the drafting of the Scheme. The Scheme Coordinator will be responsible for monitoring and reporting on the Scheme, with details

INFRASTRUCTURE SCHEME DRAFT OUTLINE

		relating to the performance and operation of the Scheme provided in a public platform through the publishing requirements defined within the Act. This requires that the Draft Outline is published on the PlanSA website, which can include redacted information that it not suitable for public dissemination.
Governance	There should be appropriate governance and oversight to ensure accountability of decision-making around the delivery of the infrastructure required.	The Scheme will require the appointment of a Scheme Coordinator to oversee the development and delivery of the ISP and Scheme. The coordinator is required to operate under a code of conduct ensuring that there is a high level of governance over the scheme. In addition, a supporting working group with relevant experts will be established to provide advice and support to both the secretariat (DHUD) and the individual Scheme Coordinator.
Timing and delivery	Infrastructure design should be capable of being procured and delivered in a timely manner	Investigations undertaken to develop the Scheme will provide a clear program of works detailing infrastructure staging and requirements. This will ensure that appropriate information is provided to accelerate detailed design and construction planning for infrastructure delivery when it is required.

In the absence of an Infrastructure Scheme, Land Management Agreements (LMAs) and Infrastructure Agreements (referred to as Deeds) would need to be negotiated with all landowners. This can be resource intensive and requires all landowners to agree and sign individual LMAs and Deeds, which can significantly prolong the development process and may result in poor and uncoordinated development outcomes where landowners do not agree.

Further, Schemes enable investigations to proceed with landowners not having to be involved in any of the process or pay any costs until they are ready to develop their land.

2.6 Growth Area Planning – How the Planning and Design Code interacts with an ISP and Infrastructure Scheme

Preparation Stage

Where the Minister for Planning has initiated a code amendment over a growth area to be accompanied by an Infrastructure Scheme, the following planning system changes will be made under the Planning, Development and Infrastructure Act 2016 (PDI Act).

- Amend the Planning and Design Code (the Code) over the growth area via a code amendment to deliver the structure planning outcomes.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

- The proposed code amendment will draw upon the established code library but can be bespoke if required (i.e. new zones, sub-zones, overlays and land use content).
- In determining the code amendment content, Planning and Land Use Services will work with the relevant council, landowners, the Growth and Infrastructure Coordination Unit and relevant state agencies to determine the most appropriate policy framework to support delivery of a well-planned master planned community, in accordance with State Planning Policy 1 (SPP1).
- The code amendment will include any necessary concept or structure plans to help guide key decisions i.e. access points, green space, town centre etc. This will be reflective of the **Integrated Structure Plan** that underpins and is attached to the Infrastructure Scheme, which details the delivery and costing of infrastructure.
- The code amendment will include a new Infrastructure Scheme Overlay over the growth area, which 'calls up' the Infrastructure Scheme.
- The Infrastructure Scheme Overlay will trigger a new referral to the Infrastructure Scheme Coordinator, who has powers of direction, including the ability to issue conditions, such as the payment of fees in accordance with the Scheme. This provides flexibility for development to progress where it may not perfectly align with the Infrastructure Scheme, but still meets objectives.

Maintaining currency of the Code as development evolves

Section 71 of the PDI Act will be used to ensure an agile approach to maintaining the currency of the Code as delivery of the growth area changes over time, including flexibility in the concept plan(s). The Rules of Interpretation of the Code will be clear about how this process will work (and mirrors other recent changes).

Development application stage

Therefore, when a land division application is considered, the Code through the selection of the Infrastructure Scheme Overlay will call up the Infrastructure Scheme, to enable the charging and delivery of infrastructure through the development approval.

This approach utilises the existing architecture of the planning system and does not introduce new assessment tools. It supports a streamlined and nimble process that will support the rollout of well-planned and serviced growth areas.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

2.7 Code Amendment – Concordia Code Amendment

On 28 April 2023, the Minister for Planning approved the initiation of the Concordia Code Amendment.

The land captured within the Concordia Code Amendment aligns with the designated growth area. A determination on this Code Amendment is pending with the provision of an Infrastructure Scheme considered a key factor in its determination.

This Code Amendment proposes to rezone the CGA land to support residential growth. The land (Affected Area) was identified for rezoning via work undertaken through the Concordia Growth Area Structure Plan project which formed the basis of the Code Amendment. Below is an overview of the Code Amendment and milestones reached.

Project Overview/Recap:

- 75 allotments captured / Current zone – Rural Zone
- Proposed Zone – Multiple Zones, subzones and overlays are under investigation
- Key milestones:
 - Proposal to Initiate – Approved 28 April 2023
 - Engagement – Proposed May to June 2025

2.8 Anticipated Developments

The designated growth area comprises 75 allotments, owned by a substantial number of landowners. Currently, GICU is aware of only three (3) active developers in this area. It is broadly anticipated that these developers will be looking to develop the land in a manner consistent with both the future infrastructure scheme and zoning.

Given there are multiple landowners, there is potential that some will attempt to develop their own land, while in other instances, a large number of land owners within the growth area have partnered to develop them collectively.

The CGA is anticipated to be developed into a new community of approximately 25-30,000 people with residential, commercial, educational, recreational and employment land uses. The land uses will be planned in a range of densities and concentrations as guided by the development of the Integrated Structure Plan (ISP) and the future planning content contained within the Planning and Design Code. The ISP will be informed by the background investigations and will recommend a suitable approach to development in the growth area.

2.9 How the Basic Infrastructure Scheme will support development

Infrastructure Schemes are provided for under Part 13 of Act to assist with the funding, coordination and delivery of infrastructure. There are several benefits to establishing and implementing a Scheme which by default is anticipated to support development. Key benefits include:

INFRASTRUCTURE SCHEME DRAFT OUTLINE

- Infrastructure is fully costed and financed
- Infrastructure delivery is able to be staged with development
- Costs are fairly distributed to landowners
- The process is transparent for councils, developers and landowners
- Agreements are in place before rezoning and/or development occurs
- Greater transparency about the funding process, availability of funds and required works.

These benefits are anticipated to build confidence for stakeholders and facilitate an environment where contributions from the development industry are clearly identified and that infrastructure requirements are understood by all parties.

The ISP, which is currently in development, is being designed to include staging priorities and an equitable land budget to ensure that residential yields and infrastructure costs are being evenly apportioned for the major landowners/developers. The design also considers the most cost-effective infrastructure solutions and is being co-designed with landowners, infrastructure providers and Council.

3.Strategic Alignment

3.1. State Planning Policy

State Planning Policies (SPPs) define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and 6 special legislative State Planning Policies. These policies are given effect through the Planning and Design Code (the Code), with referral powers assigned to relevant Government Agencies.

The Code must comply with any principle prescribed by a State Planning Policy. Development of the designated growth area aligns with several State Planning Policies. The most relevant policies include:

SPP 1 – Integrated Planning

“Integrated planning coordinates the strategic use of land with the necessary services and infrastructure. It can influence how a city or region grows and evolves, which if done well, creates liveable and sustainable places that contribute to our prosperity.”

The designated growth area has been identified to support urban growth as it provides a logical extension to Adelaide's urban footprint and is in proximity to service infrastructure. Further this land will provide capacity to support growth for more than 25 years. The use of the ISP to underpin the Scheme enacts the intent of SPP1 which seeks to integrate land use and infrastructure planning to achieve well designed and serviced new communities.

SPP 2 – Design Quality

“Good design improves the way our buildings, streets and places function, making them more sustainable, more accessible, safer and healthier. The integration of design within the planning system encourages creative solutions to complex social, economic and environmental challenges including those arising from our changing settlement patterns.”

The designated growth area will intensify undeveloped areas, some of which are rural and rural residential in character. These areas have their own opportunities and constraints which will be considered through the design process. This includes the interface with rural land and established dwellings, fragmented ownership, infrastructure provision and employment lands.

SPP 6 – Housing Supply and Diversity

“Housing is an essential part of people’s health and wellbeing. Our planning system must enable the sufficient and timely supply of land and a variety of housing choices at appropriate locations. With the changing composition of our community and our desire to live more sustainably, our housing supply needs to become more diverse in both metropolitan Adelaide and regional township locations.”

This designated growth area enables the development of well-serviced housing and land choices.

3.2. Regional Plan Alignment

As with the SPPs, the directions set out in Regional Plans provide the long-term vision as well as setting the spatial patterns for future development in a region. This includes consideration of land use integration, transport infrastructure and the public realm.

Directions under the existing 30-Year Plan for Greater Adelaide

Until the current Draft Greater Adelaide Regional Plan is adopted, The 30-Year Plan for Greater Adelaide – 2017 Update (the 30-Year Plan) volume of the Planning Strategy is relevant for the CGA.

The 30-Year Plan, describes how Adelaide should grow to become more liveable, competitive and sustainable. It outlines where people will live, where jobs will be located and where future transport and other infrastructure will be provided.

The 30-Year Plan prepares for steady population growth of 545,000 people, and the construction of 248,000 additional dwellings (nearly 8,300 new dwellings per year). In this regard it identifies the CGA as a ‘Future Urban Growth Area – Unzoned’ and as ‘Planned Urban Lands to 2045’.

The 30-Year Plan also identifies the Gawler Rail line as a ‘Mass Transit Route’ and a possible extension of a fixed line into the CGA, utilising the existing alignment of the Angaston rail corridor.

The rezoning of the CGA is therefore well-aligned with the 30-Year Plan and the draft Greater Adelaide Regional Plan which continues to identify Concordia as one of Adelaide’s largest growth fronts.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

The rezoning of Concordia is also aligned with the Land Supply Report for Greater Adelaide –Part 1: Greenfield that identifies Concordia as a ‘Greenfield Growth Area’ and a ‘key residential development area’ with a potential to create 10,000 allotments.

Relevant 30-Year Plan targets

Target 1: Containing our urban footprint and protecting our resources

The proposed designated growth area provides for an increase in the number of dwellings within the Barossa Council area, its established and identified urban areas and the adjoining established part of the Gawler township. The areas identified are contiguous to established residential areas of Gawler and therefore will not result in leapfrogging of undeveloped areas.

This designated growth area has access to established infrastructure and services, utilising the existing road networks in these locations, along with established utility infrastructure (notwithstanding upgrades that will likely be required for each).

The designated growth area does not include any land identified within the Environment and Food Production Area.

Target 4: Walkable neighbourhoods

The proposal will increase the number of people living within the Gawler region.

The Concordia Code Amendment will seek to implement an ISP that will, identify desired locations for open space to support sport and recreation, social infrastructure, required transport interventions, the designation of developable land and necessary stormwater structures.

The ISP has been designed to ensure that there are accessible and walkable neighbourhood precincts across the CGA and to the existing residential areas. This includes walkable connections to Clonlea Park, Hewett and Gawler East, an 800m radius to neighbourhood parks and a 1.6km radius to district open space areas via existing connections, utilisation of existing creeks and new pedestrian bridges.

Target 6: Greater housing choice

The proposed Code policy will seek to support housing choice and diversity. The affordable housing overlay will apply over the designated area.

In 2024, Greater Adelaide has capacity for an estimated 106,525 greenfield dwellings within the existing zoning framework and under the current policies. This includes significant future zoned capacity in places like Concordia, Dry Creek, Sellicks Beach and Hackham.

Importantly the designated growth area supports provision for additional housing where there is an identified shortage and where employers are struggling to attract local workers.

The land demand and supply analysis prepared as part of the economic and social infrastructure reports has forecast population in 2062 to be 30,190, a 5,740 increase on 2018 forecasts undertaken by Concordia Land Trust as part of its proposal for a Code Amendment (approximate 19% increase).

INFRASTRUCTURE SCHEME DRAFT OUTLINE

This increase in population will result in approximately 12,000 - 13,000 dwellings, with a 30-year rolling supply. Approximately 950 hectares of land will be utilised for the 30-year housing rolling supply. A key policy challenge will be to support increased densities, whilst also responding to the community's desire to maintain a spacious township character.

Draft Greater Adelaide Regional Plan (GARP)

The Draft GARP confirms and reinforces the CGA as a future greenfield township with particular focus on the required retail floorspace and significant housing supply opportunities.

3.3. Other Relevant Plans / Information

3.3.1. Barossa Council Vision

The Barossa Council has an adopted vision for Concordia, supported by a mission statement, and a series of principles aimed at guiding the Council's delivery and recommendations over the development lifetime, and protecting the community's interests thereafter. The following was adopted by Barossa Council on 20 February 2024.

Barossa Council Vision for Concordia:

"A vibrant, connected and contemporary Barossa Community created with liveability, sustainability and longevity at its core"

Barossa Council Concordia Mission Statement:

"We will strive to advocate and support a commitment to best practice, quality design and the protection and enhancement of the environmental, landscape, cultural, lifestyle and heritage values of the Barossa region."

Barossa Council Concordia Principles:

Community: Concordia is a modern and distinctive Barossa community
Connected: Concordia is a connected community that promotes prosperity across the region
Sustainable: Concordia is an innovative and sustainable community
Inclusive: Concordia is a healthy, safe, accessible and inclusive community
Choice: Concordia delivers high quality design, amenity and choice
Environment: Concordia enhances and incorporates the natural environment

3.3.2. Concordia Land Trust Vision

"It is the vision of CLT to transform the Concordia growth area into a master planned community that will form a logical, natural and sequential extension of the existing Gawler township and environs. To develop Concordia into South Australia's preeminent master planned community which maximises the significant infrastructure investment made in Adelaide's northern region. As a community, Concordia will be sustainable, resilient, innovative and inclusive, with an urban form that reflects the character of its unique location."

INFRASTRUCTURE SCHEME DRAFT OUTLINE

3.3.3. Character Preservation (Barossa Valley) Act 2012

The *Character Preservation (Barossa Valley) Act 2012* (the Character Preservation Act) applies to all rural land in the Barossa local government area (excluding identified townships). It applies to land adjoining the CGA to the north, east and south.

The intent of the Character Preservation Act in summary is to:

- protect and enhance rural and natural landscapes
- ensure opportunities for continued economic activity
- ensuring future development does not detract from the special character of the district
- recognising heritage attributes, built form of townships as well as viticultural and agricultural industries
- recognising scenic and tourism attributes.

The recommended rezoning and future development of the CGA will be in alignment with the objectives and intent of the Character Preservation Act.

3.4. Planning and Design Code Alignment

The designated growth area is proposed to be zoned to support residential development at a community level, meaning that services and infrastructure will be appropriate for a community of 25,000 - 30,000 people.

The Concordia Code Amendment is proposing that the Affected Area will be rezoned to a suitable zone(s) aligning with the local context and the outcomes of the Code Amendment Investigations.

The Scheme is an infrastructure delivery mechanism to support the Code Amendment. It will be initiated and developed in parallel with the Code Amendment to ensure an alignment of Planning and Design Code policy and a legislative mechanism to underpin the principles for coordinated and efficient delivery.

Listed below in Figure 2.0 is a diagram that illustrates the Post Scheme approval process.

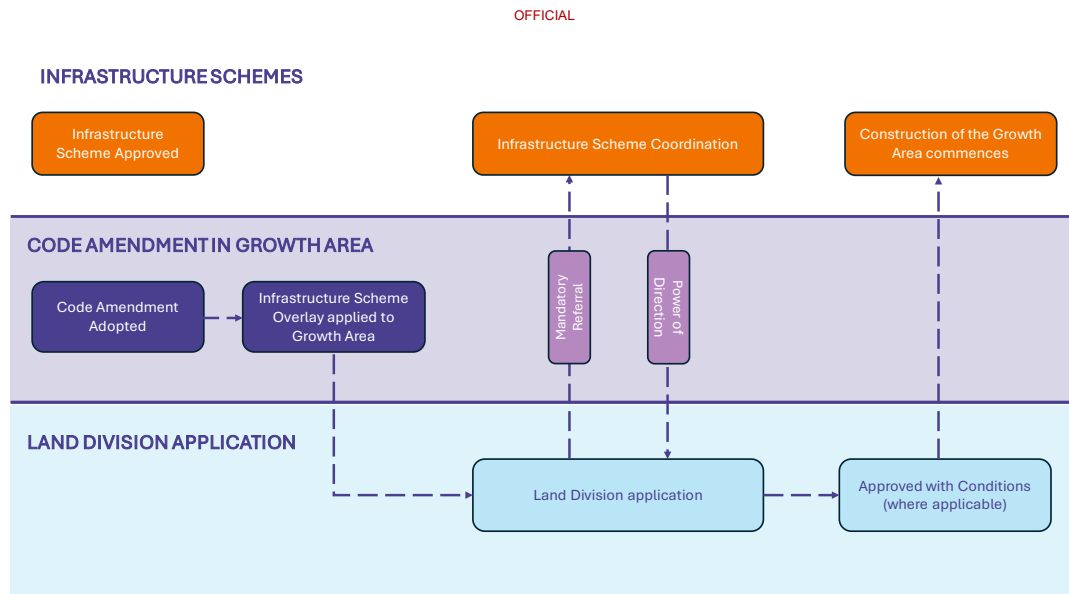


Figure 2: How the Infrastructure Scheme and Code Amendment operate

3.5. State Planning Commission Advice

Pursuant to section 163(4) of the Act the Minister must seek advice from the State Planning Commission (the Commission) in preparing and finalising an outline of an infrastructure Scheme.

This Concordia Draft Growth Area draft outline was presented to the State Planning Commission at its meeting held 12th December 2024. The Commission supported the use of a Basic Infrastructure Scheme as an appropriate instrument to address infrastructure coordination and funding in relation to the identified growth area.

The Commission provided recommendations relating to the presentation of information to provide additional clarity in relation to the statutory requirements for the draft outline in accordance with section 163(6) of the Act. These recommendations have been incorporated into this document.

4. Engagement Outline

4.1. Engagement Approach

To support the introduction of the Scheme, there will be upcoming legislated consultation periods that need to be undertaken with landowners, Council and persons intending to undertake development within the designated growth area, in accordance with the requirements of section 163(10) of the Act.

The Minister will be responsible for undertaking consultation on the draft outline of the Scheme (this document). An engagement plan will be prepared as part of the draft outline of the Scheme. This will ensure that there is a clear understanding of the proposed level of engagement.

The existing engagement strategy has involved numerous stakeholders in committees, a series of workshops, many of whom have reviewed and commented on a variety of investigation reports.

4.2. Engagement Status

The Chief Executive of the Department for Housing and Urban Development is the designated entity for the Concordia Code Amendment. Identified stakeholders have been, and will continue to be, engaged throughout the development of the proposal and the formal consultation period.

Stakeholders participated in a series of workshops to inform the Integrated Structure Plan. The developers and council were given a two-week period to provide further feedback on the draft structure plan.

Landowners and developers with a relevant interest in the land have provided further input into the Draft ISP which is in development.

DHUD has held a series of meetings with the major developers to further inform the ISP and the Scheme.

Further, GICU has coordinated a working group and project control group as part of the CGA project. These committees consist of local developers and stakeholders, including landowners.

A copy of the Code Amendment's engagement report will be attached to the final Scheme and will summarise any feedback received. It will also contain copies of complete submissions received during this period.

The following stakeholders, will continue to be consulted through the preparation of Concordia Code Amendment and the preparation of this outline:

- Barossa Council
- Gawler Council
- Light Regional Council
- Planning Land Use Services
- Department of Premier and Cabinet

- Department for Infrastructure and Transport
- SA Public Transport Authority
- Department for Energy and Mining
- Department of Primary Industries and Regions
- Department for Education
- Department of Human Services
- Office for Design and Architecture SA
- SA Housing Authority
- Department for Environment and Water
- Northern and Yorke Landscape Board
- Green Adelaide
- Australian Country Fire Service
- South Australian State Emergency Service
- South Australian Tourism Commission
- Regional Development Australia – Barossa, Gawler, Light, Adelaide Plains
- The Local Government Association
- Renewal SA
- Infrastructure SA
- South Australian Fire and Emergency Services Commission
- State Members of Parliament
- Environment Protection Authority
- South Australia Police
- Office for Recreation, Sport and Racing
- Gawler River Floodplain Management Authority

The following utility providers will continue to be engaged with through the Code Amendment's consultation period and in development of the Scheme:

- Electranet
- APA Group
- Office of the Technical Regulator
- SA Power Networks
- Sea Gas
- SA Water
- NBN

The utility providers were engaged across a 16month period leading up to the Draft Scheme Outline. Each has provided details of their preferred servicing arrangements and timing in line with the road map.

The following Aboriginal Cultural Heritage Groups have been engaged through the Code Amendment's consultation period:

- Kurna Yerta Aboriginal Corporation (KYAC) and/or Kurna Nation Cultural Heritage Association (KNCHA); and
- Ngadjuri and Peramangk Nations.

INFRASTRUCTURE SCHEME DRAFT OUTLINE



Continued consultation with the respective Aboriginal Cultural Heritage Groups through Aboriginal Affairs will be undertaken pre-finalisation of the Scheme.

4.3. Future Engagement

The Minister for Planning will assess the Scheme to ensure it meets the requirements before formally commencing the legislative consultation process with the landowners and relevant developers, with the assistance of GICU. The Minister will consider the submissions received and may request further amendments to the Scheme and additional information to support the Scheme.

A further consultation period will be required after the Scheme Coordinator has been appointed by the Chief Executive of the Department for Housing and Urban Development. This will occur after the detailed scheme is prepared, outlining governance models, insurance considerations, funding models, schedule of works, and other considerations. This future consultation will be conducted in accordance with the Community Engagement Charter.

5. Infrastructure Delivery Approach

5.1. Structure Plan Status

GICU has procured an urban design consultant to develop a structure plan which will provide the spatial representation of the required infrastructure and works to support the Scheme (**Appendix B**). Upon finalisation the structure plan will be used to inform the Integrated Structure Plan (ISP)

The ISP will be a separate document attached to the Scheme and will provide more detailed infrastructure planning relating to cost, staging and delivery of the required works.

The ISP is now in production and is informed by the stakeholder engagement, investigation reports, utility providers' servicing arrangements and the urban design outcomes. The Infrastructure Funding Plan will be prepared to inform the costing and timing components of the ISP.

The Integrated Structure Plan in development is supported by the following investigations:

- Social Infrastructure Strategy
- Aboriginal Cultural Heritage
- Economic Strategy
- Preliminary Site Investigation
- Geotechnical
- Stormwater Management
- Transport Infrastructure
- Rural Interface
- Landscape Visual Impact Assessment
- Urban Designer
- Detailed Infrastructure Analysis
- Infrastructure Funding Plan

In line with the project brief for the Integrated Structure Plan, and the scope of outcomes to be provided as part of the Scheme, key outcomes sought through the project include:

- Preparation of general road alignment and site layout options in collaboration with other supporting investigations, site constraints and opportunities, and integration into the surrounding neighbourhood and road network.
- Inclusion of infrastructure base layers provided by supporting reports within the ISP to inform the development of urban design outcomes and the future form of development.
- Potential staging options, location of open space, access and egress, and major infrastructure required, including service corridors, stormwater, and existing infrastructure.
- Consideration for Aboriginal Cultural Heritage Sites.

Whilst being conceptual in nature, the deliverables will be high quality and suitable for use in discussions with relevant authorities, the community, and key stakeholders.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

The ISP will illustrate specific details for each item of infrastructure to be constructed and will be drafted with regard to input from infrastructure providers, including Council, to ensure that funding commitments underpin the final ISP.

In August 2024 GICU engaged a greenfield urban design specialist to undertake the Integrated Structure Plan. GICU is seeking to have the draft ISP completed in December 2024.

5.2. Infrastructure Staging and Prioritisation

The affected area captured by the Concordia Code Amendment contains 75 allotments owned by 45 landowners. Accordingly, infrastructure timing and staging is difficult to forecast, without the informed consideration of the supporting investigations undertaken to inform the Scheme. The Scheme and ISP will outline the optimal staging, and the infrastructure required to be constructed to fully develop the site. This will ensure that there is an orderly sequence to the roll out that prevents land locking any of the allotments in future stages.

The benefit of the Scheme is that it keeps track of development and determines when new infrastructure should be delivered, even if development and growth occur in multiple locations. It does this by applying triggers linked to broader growth outcomes, rather than being development specific or relying on the current planning system to trigger individual service supply.

The analysis undertaken as part of the Code Amendment investigations bases recommendations on a high growth scenario anticipated to occur over 30 years. Noting the 'winding up' provisions under section 184 of the Act are not time sensitive, it is appropriate that the Scheme operates for as long as required to deliver the growth outcomes envisaged.

5.3. Transport Infrastructure Scope

A transport specialist was engaged by GICU to undertake the development of a strategic transport model to assist in the decision-making processes that will support short and long-term transport planning decisions.

While the report provides an overview of the anticipated transport infrastructure needs based on the 30-Year Ultimate Growth Scenario, more detailed traffic investigations will be conducted to determine the full scope of interventions required for the Scheme and Code Amendment. **Appendix D** identifies some elements considered for further investigation.

Total costs and traffic infrastructure costs are yet to be estimated, however, early investigations undertaken indicate that infrastructure upgrades to accommodate the ultimate growth front will likely consist of:

- Road and Intersection upgrades
- A vehicle by-pass to be constructed at the eastern and northern edge of the CGA.
- A bridge, road connection and major link to Sturt Highway to the north.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

Through the development of the Scheme, additional engineering analysis will be undertaken to determine the direct impacts associated with the development of the Affected Area / Designated Growth Area. These investigations will assist in determining the charges to facilitate infrastructure provision.

5.4. Social Infrastructure

Social, Community and other infrastructure has been identified as necessary, through the investigations, due to the extent of the Growth Area and future population. The focus of the investigations, produced the following definition of social infrastructure which has been adapted from the one used by Infrastructure Australia and developed in collaboration with the GICU:

Social infrastructure includes the facilities and spaces to enable services and networks that support the social capacity, connection, wellbeing and quality of life of our communities.

It should be noted that social infrastructure can be provided by and/or in partnership with public, private and non-government organisations.

The focus is on the built facilities that support the delivery of services to the community and includes community centres, meeting rooms, library, health centres, schools, childcare, aged care, sport and recreation buildings, playing fields/courts and open space.

Social infrastructure, along with physical planning, design and policy approaches, can help to create links between new and existing communities and bring different cultural and socio-economic groups together. Planning for social infrastructure provision early, enables communities to be supported by a network of facilities and services that are accessible, affordable and relevant to local community needs.

The location design and quality of social infrastructure is linked to the quality of services that can be delivered to a community. The early provision of social infrastructure is an important planning consideration for greenfield sites and growth development areas and can attract new residents moving to the area by demonstrating a commitment to the community.

Social infrastructure requirements will be included in the final Scheme, with the ISP to provide consideration toward optimum locations for required services, along with identifying relevant benchmarks and triggers for when this infrastructure is required.

Currently the legislation does not enable the provision of social infrastructure within an Infrastructure Scheme. In lieu of any future legislative changes in relation to the provision of social infrastructure, GICU proposes that a Social Infrastructure Deed/Developer Agreement is prepared in parallel with the Scheme.

Should this Scheme Outline be supported, GICU will prepare a Social Infrastructure Deed/Developer Agreement to capture open space (including parks, playgrounds, nature reserves, cycling and pedestrian paths); local community sporting or recreation areas or facilities; libraries, local community buildings or other multi-use local community facilities and issue it for execution by the respective landowners in parallel with the operation of the Basic Infrastructure Scheme.

5.5. Stormwater Infrastructure

The site ground characteristics are undulating with several areas of considerably steep slopes. There are several watercourses traversing the site and entering the existing water ways of the North Para River and the Whitelaw Creek systems.

A Stormwater Management Strategy has identified the need for several stormwater interventions that should be implemented as part of the Scheme and the future development of the land within the growth area. The interventions will aim to control the flow of water from the site throughout and post development to mitigate the level of flooding, erosion and siltation. The North Para River has had several flood events causing significant damage through erosion to downstream infrastructure resulting in unnecessary costs and potential safety concerns.

Infrastructure interventions such as designated detention basins and culvert road crossings will assist to ensure the required infrastructure is constructed in line with proposed staging of works and the current stormwater investigations.

5.6. Infrastructure Delivery Schedules Investigations

Through the ISP, an investigation into the timing of infrastructure delivery will be undertaken. A schedule of proposed interventions will be developed, identifying the intervention type, design requirements, approximate order of costs, staging recommendations with timing/triggers, and responsibilities and/or beneficiaries. Given the number of landowners in the Designated Growth Area, this may involve the preparation of various delivery scenarios among the relevant parties. This approach requires further consideration and remains fluid at this time.

6. Infrastructure Costs and Benefits

6.1. Infrastructure Investment Benefits

The Scheme will incur administrative costs once established, largely through the employment of a Scheme Coordinator and any investigations required. The anticipated costs associated with the Scheme coordination will be included in the Scheme charges.

Any major rezoning of land at the broad hectare scale, whether for residential or commercial purposes, incurs costs and obligations for infrastructure to facilitate the rezoning of the land and integration into existing networks and systems. To ensure that these infrastructure works are fit for purpose and able to accommodate the needs and growth of the future community, further Scheme investigations will need to be undertaken to ensure that a detailed scope of the requirements and costs of the works are fully understood.

Benefits which will be realised through the investigation process includes:

- Cost of infrastructure is established, with costs shared across landowners.
- Timing of infrastructure is linked to delivery of residential land.
- An evidence-based approach is used to ensure an appropriate scope and methodology are employed.
- Infrastructure is able to be delivered in an orderly manner, to meet demand from residential growth.
- Design integration with existing road, stormwater and open space networks.
- Appropriate governance framework and review mechanisms are developed for the Scheme.
- Transparent decision-making process and fund disbursement process for all stakeholders.

6.2. Infrastructure Costs Investigations

An Infrastructure Funding Plan will be delivered as part of the Scheme through the ISP, providing detailed cost estimates for the identified infrastructure. These investigations are critical to appropriately scoping and costing the infrastructure to ensure sufficient funding is collected to fund all infrastructure required as part of the Scheme.

The development of the Final Scheme will provide detail relating to the escalation of the applied contribution rate and review periods which will apply to the Scheme. The cost investigations will also provide for an analysis of beneficiaries and contributors for the development of the Costing Plan.

Refer to Figure 3 below for an example table outlining the costs calculated for the required infrastructure.

CALCULATION OF COSTS – INFRASTRUCTURE SCHEME LEVY (ISL)**TRANSPORT AND ROADS**

SCHEME ID	PROJECT DESCRIPTION	CHARGE AREAS	TOTAL AREA (HA)	NET DEVELOPABLE HECTARE (NDH)	LAND COST	CONSTRUCTION COST	TOTAL COST	GROWTH AREA COST (GAC)	DELIVERY RESPONSIBILITY	DEMAND UNITS (HA)	APPORTIONMENT	LEVY PER HA	CHARGE AREA	CHARGE AREA	WORKS IN KIND UNITS (WIK)
													1 LEVY/HA (STATION PRE-CINCT AND RESIDENTIAL)	2 LEVY/HA (COMMER-CIAL)	
ISL-1	Collector Road	1	0	0	\$0.00	\$0.00	\$0.00	\$0.00	ENTITY	0	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-2	Bridge	2			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-3	Roundabout	3			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-4		4			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
SUB-					\$0	\$0	\$0	\$0				\$0	\$0	\$0	\$0

STORMWATER

SCHEME ID	PROJECT DESCRIPTION	CHARGE AREAS	TOTAL AREA (HA)	NET DEVELOPABLE HECTARE (NDH)	LAND COST	CONSTRUCTION COST	TOTAL COST	GROWTH AREA COST (GAC)	DELIVERY RESPONSIBILITY	DEMAND UNITS (HA)	APPORTIONMENT	LEVY PER HA	CHARGE AREA	CHARGE AREA	WORKS IN KIND UNITS (WIK)
													1 LEVY/HA (STATION PRE-CINCT AND RESIDENTIAL)	2 LEVY/HA (COMMER-CIAL)	
ISL-1	Wetland	1	0	0	\$0.00	\$0.00	\$0.00	\$0.00	ENTITY	0	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-2	Swale	2			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-3	Culvert	3			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-4		4			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
SUB-					\$0	\$0	\$0	\$0				\$0	\$0	\$0	\$0

SOCIAL INFRASTRUCTURE

SCHEME ID	PROJECT DESCRIPTION	CHARGE AREAS	TOTAL AREA (HA)	NET DEVELOPABLE HECTARE (NDH)	LAND COST	CONSTRUCTION COST	TOTAL COST	GROWTH AREA COST (GAC)	DELIVERY RESPONSIBILITY	DEMAND UNITS (HA)	APPORTIONMENT	LEVY PER HA	CHARGE AREA	CHARGE AREA	WORKS IN KIND UNITS (WIK)
													1 LEVY/HA (STATION PRE-CINCT AND RESIDENTIAL)	2 LEVY/HA (COMMER-CIAL)	
ISL-1	Multi Use Community Facility	1	0	0	\$0.00	\$0.00	\$0.00	\$0.00	ENTITY	0	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-2	Sport & Rec Facility	2			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-3		3			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-4		4			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
SUB-					\$0	\$0	\$0	\$0				\$0	\$0	\$0	\$0

OPEN SPACE

SCHEME ID	PROJECT DESCRIPTION	CHARGE AREAS	TOTAL AREA (HA)	NET DEVELOPABLE HECTARE (NDH)	LAND COST	CONSTRUCTION COST	TOTAL COST	GROWTH AREA COST (GAC)	DELIVERY RESPONSIBILITY	DEMAND UNITS (HA)	APPORTIONMENT	LEVY PER HA	CHARGE AREA	CHARGE AREA	WORKS IN KIND UNITS (WIK)
													1 LEVY/HA (STATION PRE-CINCT AND RESIDENTIAL)	2 LEVY/HA (COMMER-CIAL)	
ISL-1	Open Space	1	0	0	\$0.00	\$0.00	\$0.00	\$0.00	ENTITY	0	0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-2	Neighbourhood Park	2			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-3		3			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
ISL-4		4			\$0.00	\$0.00	\$0.00	\$0.00			0.00%	\$0.00	\$0.00	\$0.00	\$0.00
SUB-					\$0	\$0	\$0	\$0				\$0	\$0	\$0	\$0

Figure 3: An example table-Calculation of Costs-Infrastructure Scheme Levy (ISL)

6.3. Available Funding

The investigations for the Concordia Code Amendment are partially funded through Funding Deeds executed with the three major land holders within the CGA and financial contributions from the Barossa Council for the Addendum of the Economic Strategy.

The Deed costs have been apportioned based on land holding percentages between the major land holders.

Additional investigations undertaken as part of the Scheme may be recouped by the Scheme Coordinator as part of the future Scheme contributions.

INFRASTRUCTURE SCHEME DRAFT OUTLINE

6.4. Works in Kind

It has been identified that "Works in Kind" will be incorporated into the final Scheme when it is prepared for endorsement and implementation.

These provisions allow a landowner or developer, acting on behalf of a landowner, to voluntarily deliver or procure any portion of the identified works within a Scheme, subject to first presenting a proposal to the Scheme Coordinator and obtaining written agreement.

Reimbursement for Works in Kind will be at the discretion of the Scheme Coordinator. For the recognition of Works in Kind, in addition to receiving approval, the design, construction, and handover of the asset must comply with the protocols and standards of the specific asset owner.

Including Works in Kind within the Scheme aims to ensure that infrastructure and service delivery are not hindered by concerns over cost reimbursement or delays in delivery by Service Providers, Local, or State Government. This also ensures that the Scheme delivers final versions of works, funded through the Scheme, rather than interim works focused solely on a developer's site.

The delivery of infrastructure via in-kind contributions will need to align with Council's infrastructure analysis and adhere to the same quality standards as those delivered by the Council.

6.5. Apportionment of Costs

The investigations to be undertaken for the Scheme area will outline the scope of works to be delivered, including consideration of fee recovery for these investigations. The Scheme Coordinator will be responsible for reviewing and indexing the determined contribution rate to ensure that costings for the required works remain aligned with the actual costs of delivering and constructing the infrastructure.

The actual costs, funding model, and indexation rate will be addressed in detailed reports prepared in support of the Final Scheme. It is expected that the determined contribution rate for the Scheme area will be indexed quarterly from the commencement of the Scheme and reviewed periodically to ensure appropriate costs are being recovered. .

Costs will be recovered as the land within the Scheme area is developed. The timing of contributions is expected to be triggered when the land is developed, and this will be confirmed in the final Scheme.

A land budget identifying areas of developable land will be established and will form the basis in which to apply a net developable hectare rate (NDH) for contribution to the Scheme.

Financial contributions would not be triggered in the following situations:

- The construction and use of a dwelling and associated ancillary structures on an allotment that existed prior to the Code Amendment.
- The continuation or expansion of a lawful development that existed on the site prior to the Code Amendment
- Continued occupation of a parcel of land and the maintenance of 'status quo'.

Financial contributions are anticipated to be triggered upon the development of the land, at a determined point, likely upon request for clearance of land under section 138 of the *Planning, Development and Infrastructure (General) Regulations 2017*, or the request for a certificate of occupancy under section 103 of the Regulations.

6.6. Funding Options

It is proposed that a charge on the land will be established through the Scheme, noting that a more detailed analysis of costs will be undertaken. This will include detailed cash flow analysis that ensures the charge on the land is established in a way that will provide sufficient cash flow to support infrastructure delivery when required.

Further analysis is also required to determine the proposed one-off charge across the Designated Growth Area. This will be calculated once there is a more in depth understanding of:

- Costs to deliver identified infrastructure.
- Anticipated dwelling yields.
- Associated administrative costs.

In combination this information will provide a foundation to formulate the value of the charge.

6.7. Cost Recovery

Current estimates provide for up to 12,000 dwellings and approximately 30,000 residents to occupy the Concordia Growth Area over a 30 year plus timeframe. Delivery of infrastructure over the course of the project will require that cost recovery is appropriately addressed within the Scheme to ensure that all required works are able to be funded.

It is noted that there may be situations where Council or other Government bodies may be required to forward fund public infrastructure before sufficient development charges have been recouped. There is the understanding that a proportion of infrastructure within the Scheme area will trigger contribution from Council and other Government bodies and this will be negotiated by the Scheme Coordinator in the final version of the Scheme. Council will have the ability to consider appropriate mechanisms for their infrastructure obligations.

Various funding sources will be examined by the Scheme Coordinator if or when this situation arises, this may include grants or other programs which the Scheme may have the ability to access.

Aside from these considerations, it is expected that infrastructure within the Scheme will be delivered through a charge applied on the land. This charge would cover an apportioned cost of all infrastructure required, along with the administration of the scheme and is anticipated to be applied on developable land within the Designated Growth Area. The Scheme Coordinator will have the ability to consider escalation of the prescribed rate if a development proposes a higher density of development which increases the infrastructure cost or burden for the Scheme, or where there is a variation to the Scheme which changes the delivery costs.

7. Infrastructure Delivery and Co-ordination

7.1. Scheme Coordinator

The Chief Executive of the Department for Housing and Urban Development is responsible for appointing the Scheme Coordinator.

Following the initiation of the Scheme and the publication of the Draft Outline pursuant to section 163(13) of the Act, the proposed Scheme will be referred to the Chief Executive for the appointment of a Scheme Coordinator.

Each Infrastructure Scheme will have a suitably qualified individual Scheme Coordinator who will be supported by the Department of Housing and Urban Development and the Infrastructure Scheme Expert Advisory Group.

The roles carried out by the Scheme Coordinator relate firstly to the preparation of the Proposed Scheme for the Minister's approval, and subsequently to coordinating the delivery of infrastructure in accordance with the approved Scheme – which includes:

- Implementing the delivery of infrastructure as detailed in the Integrated Structure Plan (ISP) and as per the staging outlined within the Scheme;
- Resolving any blockages to delivery through liaison with infrastructure providers and Councils;
- Working with developers to resolve any delivery issues with infrastructure providers;
- Overseeing fund coordination regarding Works in Kind, credits and reimbursements as may be required from time to time in the administration of the Fund.
- Supporting developers and Council to deliver the required infrastructure outlined within the ISP;
- Coordinating the rollout of infrastructure in accordance with agreed specifications, timing and alignment;
- Act under delegation as Scheme Coordinator for another Scheme when required

8.Asset Transfer of Scheme Completion

8.1. Infrastructure Asset Ownership

The Basic Infrastructure Scheme is envisaged to support the following types of infrastructure:

- Essential infrastructure, such as that required for the generation of electricity, distribution and supply of electricity or other forms of energy, water or sewerage infrastructure, and communication networks;
- Roads or causeways, bridges or culverts associated with roads;
- Stormwater management infrastructure;
- Embankments, wells, channels, drains, drainage holes or other forms of works or earthworks connected with provision of the preceding infrastructure.

The scope of investigations for this Scheme includes utility infrastructure (water, communications, electrical) within the CGA which can also be delivered through a Basic Infrastructure Scheme. Any utility infrastructure provided is anticipated to be vested to a service provider such as SA Water.

All public infrastructure delivered through the Scheme is anticipated to be ultimately vested to Council or the State Government.

9. Finalisation of Infrastructure Schemes

9.1. Next Steps

The Minister will continue to finalise the background investigations and ISP, including consultation with landowners and the Council. The final ISP and Draft Scheme will then be presented to the State Planning Commission to provide advice to the Minister for Planning.

The ISP will be submitted for final approval by the CE of DHUD. The timing of this process is expected to be influenced by the completion of the reports, with a recommendation to appoint the Scheme Coordinator in accordance with Part 13 of the Act anticipated within the first quarter of 2025. The full Infrastructure Scheme process flowchart is included in **Appendix E**.

It is further anticipated that the Scheme Coordinator and GICU will deliver a Scheme which broadly consists of the following:

- **Infrastructure Scheme Report**

Summary of all investigations, infrastructure requirements, opportunities and constraints in developing the growth area. The Scheme Report will nominate the charge on the land, escalation and review provisions and other administrative details relating to the operation of the Scheme. This will include Works in Kind, staging and prioritisation of works. The report will provide detail relating to the Scheme Coordinator, extent of role and various functions provided by the Scheme Coordinator.

- **Integrated Structure Plan**

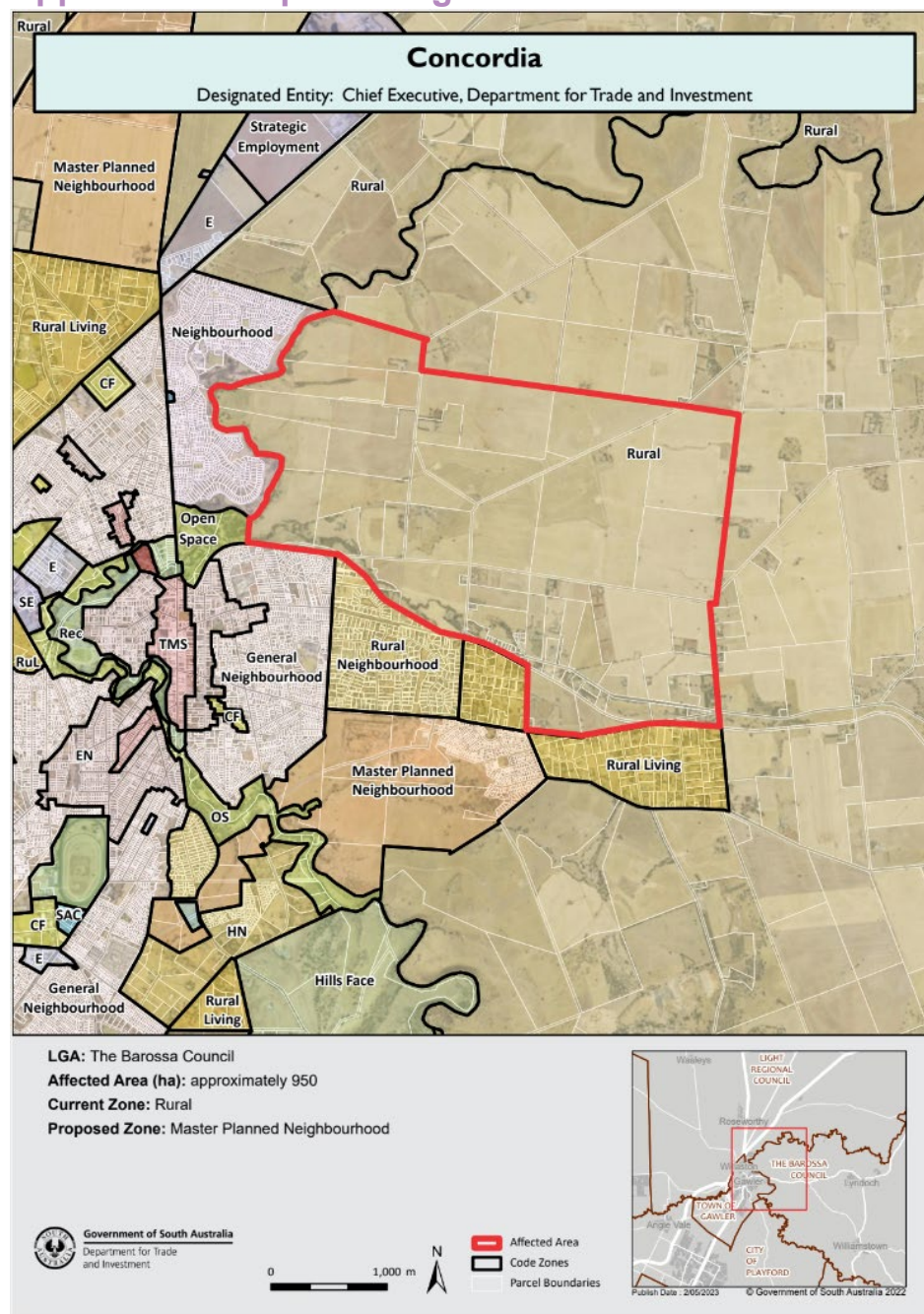
The Scheme will be supported by the ISP as an attachment to the Scheme which provides a graphical representation of the various infrastructure and environmental layers present for the growth area and a single detail structure plan which outlines all infrastructure required to service the growth area.

The ISP will also contain an Infrastructure Funding Plan which details the individual costs of each piece of infrastructure, the total overall costs of infrastructure within the growth area and the identified staging relating to the delivery of infrastructure and various triggers for works.

The ongoing operation and function of the Scheme and the various roles performed by the Scheme Coordinator will be detailed within the final version of the Scheme and supporting documents.

10. Appendices

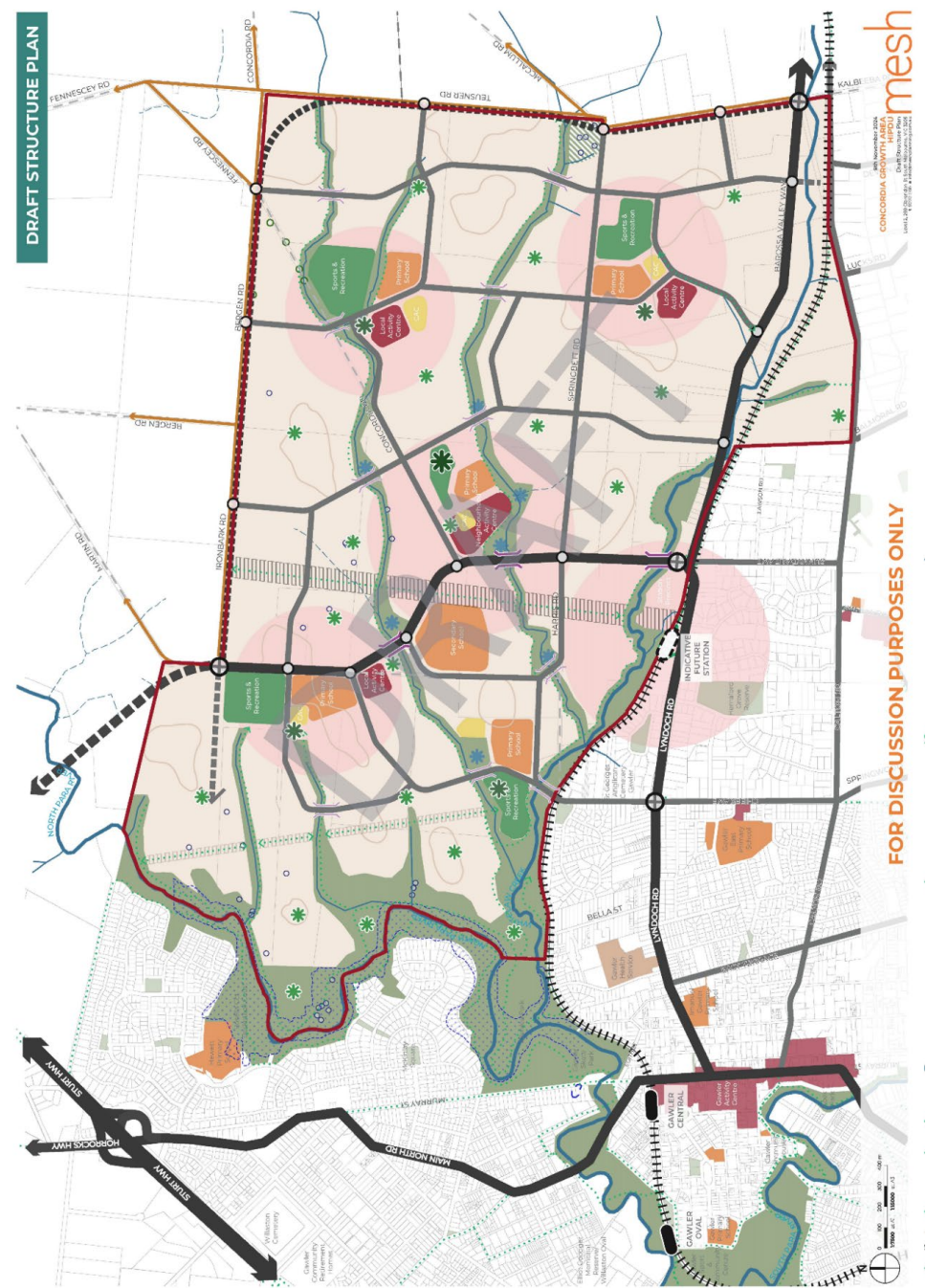
Appendix A- Map of Designated Growth Area



INFRASTRUCTURE SCHEME DRAFT OUTLINE

Appendix B- Early Draft Structure Plan

Note: The draft structure plan is presented to assist with consultation on the draft outline and will be further refined and developed as the infrastructure scheme is developed.



INFRASTRUCTURE SCHEME DRAFT OUTLINE

Appendix C- List of Affected Private Properties

Certificate of Title (CT)	Property Details	Certificate of Title (CT)	Property Details
CT5675/44	163 Martin Road CONCORDIA	CT5757/584	Allot 382 Barossa Valley Way CONCORDIA
CT5675/433	Allot 14 Martin Road CONCORDIA	CT6025/69	133 Kalbeeba Road CONCORDIA
CT5207/519	Allot 1 Martin Road CONCORDIA	CT5781/157	298 Barossa Valley Way KALBEEBA
CT5820/228	Allot 4 Martin Road CONCORDIA	CT5408/587	6 Lawes Court KALBEEBA
CT5795/623	116 Martin Road CONCORDIA	CT5202/378	5 Lawes Court KALBEEBA
CT6196/977	Allot 419 Martin Road CONCORDIA	CT6059/376	381 Barossa Valley Way CONCORDIA
CT5808/85	Lot 420 Concordia Road CONCORDIA	CT6025/70	121 Kalbeeba Road CONCORDIA
CT5174/164	173 Teusner Road CONCORDIA	CT5908/450	107 Kalbeeba Road CONCORDIA
CT5207/518	Section 262 Concordia Road CONCORDIA	CT6043/17	31 Ann Milroy Lane KALBEEBA
CT5509/119	Allot 1 Martin Road CONCORDIA	CT5799/562	277 Barossa Valley Way CONCORDIA
CT6196/978	Section 262 Concordia Road CONCORDIA	CT6011/556	281 Barossa Valley Way CONCORDIA
CT5479/535	Allot 3 Cheek Avenue GAWLER EAST	CT5802/617	289 Barossa Valley Way CONCORDIA
CT5508/849	Allot 5 Martin Road CONCORDIA	CT5258/149	21 Wheatsheaf Avenue CONCORDIA
CT6196/978	Section 261 Concordia Road CONCORDIA	CT5593/850	22 Wheatsheaf Avenue CONCORDIA
CT5082/907	115 Cheek Avenue	CT5806/554	287 Barossa Valley Way CONCORDIA
CT5624/564	19 Harris Road CONCORDIA	CT5553/882	17 Wheatsheaf Avenue CONCORDIA
CT5321/522	31 Martin Road CONCORDIA	CT5593/726	16 Wheatsheaf Avenue CONCORDIA
CT6205/55	32 Martin Road CONCORDIA	CT5802/741	291 Barossa Valley Way CONCORDIA
CT5570/395	Lot 420 Concordia Road CONCORDIA	CT6101/572	297 Barossa Valley Way CONCORDIA
CT5664/337	Section 264 Concordia Road CONCORDIA	CT5796/305	299 Barossa Valley Way CONCORDIA
CT5784/84	61 Teusner Road CONCORDIA	CT5559/158	301 Barossa Valley Way CONCORDIA

CT6181/651	8 Harris Road CONCORDIA	CT5593/849	8 Wheatsheaf Avenue CONCORDIA
CT6196/976	3 Concordia Road CONCORDIA	CT5189/327	324 Barossa Valley Way KALBEEBA
CT6170/585	47 Concordia Road CONCORDIA	CT5901/827	356 Barossa Valley Way KALBEEBA
CT5629/233	48 Concordia Road CONCORDIA	CT5447/85	358 Barossa Valley Way KALBEEBA
CT5629/239	74 Springbett Road CONCORDIA	CT5445/127	Allot 298 Barossa Valley Way KALBEEBA
CT6059/375	114 Springbett Road CONCORDIA	CT6043/18	Allot 202 Ann Milroy Lane KALBEEBA
CT5691/847	135 Kalbeeba Road CONCORDIA	CT5269/890	79 Kalbeeba Road KALBEEBA
CT5285/394	Piece 1 Barossa Valley Way CONCORDIA	CT5901/828	338 Barossa Valley Way KALBEEBA
CT5629/235	Allot 2 Concordia Road CONCORDIA	CT5884/616	146 Calton Road KALBEEBA
CT5201/781	26 Concordia Road CONCORDIA	CT5605/909	142 Calton Road KALBEEBA
CT5118/269	23 Wheatsheaf Avenue CONCORDIA	CT5445/164	9 Lawes Court KALBEEBA
CT5629/237	319 Barossa Valley Way CONCORDIA	CT5445/153	390 Barossa Valley Way KALBEEBA
CT5923/652	329 Barossa Valley Way CONCORDIA	CT5848/33	166 Calton Road KALBEEBA
CT5982/490	353 Barossa Valley Way CONCORDIA	CT5619/515	8 Ann Milroy Lane KALBEEBA
CT5264/826	265 Barossa Valley Way CONCORDIA	CT5403/452	4 Concordia Road CONCORDIA
CT5923/651	337 Barossa Valley Way CONCORDIA	CT5569/880	Allot 375 Calton Road KALBEEBA
CT5482/469	341 Barossa Valley Way CONCORDIA	CT5482/469	341 Barossa Valley Way CONCORDIA

Appendix D- Preliminary Infrastructure Investigations

Infrastructure Type	Issues Identified	Potential Treatment	Indicative Timing / Priority
Road/Traffic	Cheek Avenue Railway Bridge - Existing bridge to be removed-high risk - New bridge is required to cross future rail	- Demolition of existing Bridge and Road - New road and pedestrian bridge - Road upgrade - Service easement pathway	High Priority
Road/Traffic	Cheek Avenue Road Upgrade Road construction upgrade/ Concordia Boundary to Barossa Valley Way	- Demolition of existing Road - New pavement - New kerbing - Widening of road - Existing Service relocations	High Priority
Road/Traffic	New intersection at Cheek Avenue Barossa Valley Way Intersection treatment likely required – medium to high risk	Signalised intersection or roundabout subject to further investigation.	High Priority
Road/Traffic	Cheek Avenue Extension from Barossa Valley Way to Calton Road Road construction upgrade Barossa Valley Way to Calton Road.	- Demolition of existing Road - New pavement - New kerbing - Widening of road - Existing Service relocations	High Priority
Road/Traffic	New intersection at Cheek Avenue Calton Road Intersection treatment likely required – medium to high risk	Signalised intersection or roundabout subject to further investigation.	High Priority

INFRASTRUCTURE SCHEME DRAFT OUTLINE

Road/Traffic	Cheek Avenue Extension from Calton Road to Schomburgk Drive Road construction upgrade Calton Road to Schomburgk Drive	- New pavement - New kerbing	High Priority
Road/Traffic	Internal Collector Road/s <i>Internal roads that are identified as being required under the scheme to interconnect separately owned land parcels</i>	Road construction early intervention	Medium Priority
Road/Traffic	Concordia Road, Barossa Valley Way Intersection - Intersection treatment likely required – medium to high risk - Realigning existing road - Location of Railway Station Possible Level Crossing	Major Intersection Investigation and Upgrade incl. railway station location	Medium Priority
Road/Traffic	Kalbeeba Road, Barossa Valley Way Intersection - Intersection treatment likely required – medium to high risk - Realigning existing road	Major Intersection Investigation and Upgrade	Medium Priority
Road/Traffic	New Internal Road, Barossa Valley Way Intersection - Intersection treatment likely required – medium to high risk - Realigning existing road	Major Intersection Investigation and Upgrade	Medium Priority
Road/Traffic	New Internal Road, Heavy Vehicle By-Pass - Extensive 80km/hr speed Road - Will require limited intersections to new CGA development	- Major Investigation and new road - Envisaged traffic from Sturt Highway to Barossa Valley Way travelling enroute to Murray Bridge	Medium Priority

INFRASTRUCTURE SCHEME DRAFT OUTLINE

		- Road designed to divert heavy vehicles from Murray Street Gawler - Initial phase two multi directional lanes with potential for future duplication.	
Road/Traffic	<i>New Road and Bridge crossing North Para River for Heavy Vehicle By- Pass</i> • Extensive bridge crossing for heavy vehicle by-pass. • Designed to cater for future duplication of two laned road to 4 lanes.	- Major Investigation and new road and Bridge Crossing - Envisaged traffic from Sturt Highway to Barossa Valley Way travelling enroute to Murray Bridge - Road designed to divert heavy vehicles from Murray Street Gawler	Medium Priority
Road/Traffic	<i>Sturt Highway Interchange</i> • Extensive ramps and interchange connecting new heavy vehicle by-pass with Sturt Highway	- Major Investigation and new road and connection. - Will connect Concordia with Roseworthy. - Will provide traffic diversion for heavy vehicles. - Will link Concordia to Light Regional and existing employment lands.	Medium Priority
Road/Traffic	<i>Roundabouts</i> <i>Subject to the finalisation of the transport Investigations</i>	- The transport investigation has highlighted the need for several roundabouts where internal roads connect to The Barossa Valley Way and the future heavy vehicle bypass road.	Medium Priority
Road/Traffic	<i>Signalised Intersections</i>	- The transport investigation has	Medium Priority

INFRASTRUCTURE SCHEME DRAFT OUTLINE

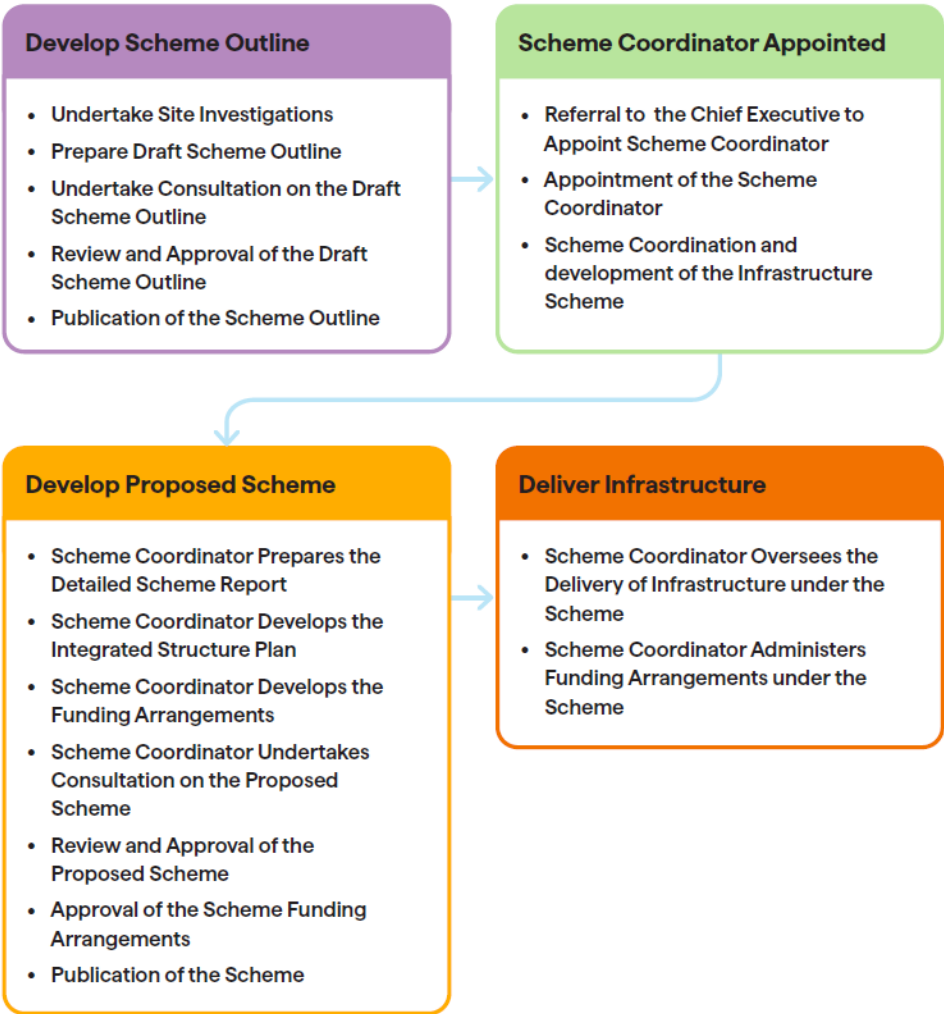
	<i>Subject to the finalisation of the transport Investigations</i>	highlighted the need for several signalised intersections where internal roads connect to The Barossa Valley Way and the future heavy vehicle bypass road.	
Stormwater	<i>Retention/Detention Basins</i> <i>The Stormwater Management Report has identified several key basins</i>	- The basins will be required to restrict the flow of Stormwater coming from the site. - The basins will need to be located in strategic locations to ensure they protect riparian areas and restrict the flows into North Para River and Whitelaw Creek to mitigate erosion.	Medium Priority
Stormwater	<i>Stormwater Culvert Road Crossings</i> <i>The Stormwater Management Report has identified that several culverts and road crossings will be required</i>	- Internal road culvert crossings - External road culvert crossings	Medium Priority



Appendix E- Infrastructure Scheme Process

Infrastructure Scheme Process

The process for developing and delivering an Infrastructure Scheme follows the stages shown in Figure 1 below.



Reference: 25/18011

18 February 2025

Ms Elinor Walker
Director Growth and Infrastructure Coordination Unit
Department of Housing and Urban Development

Dear Ms Walker,

Concordia Growth Area Infrastructure Scheme Draft Outline

I acknowledge receipt of your letter dated 30 January 2025 (Ref: DHUD-EB-2025-00213) regarding the development of a Draft Infrastructure Scheme Outline for the Concordia Growth Area (CGA).

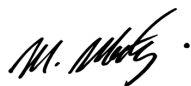
Feedback was sought from landowners, persons intending to undertake development within the CGA and Council.

Please find enclosed with this letter a summary of feedback from administrative staff of Council on the draft outline.

I look forward to receiving clarification of matters raised in the enclosed feedback and further engagement on this matter.

If any further information is required, please do not hesitate to contact me at mmccarthy@barossa.sa.gov.au or on 08 8563 8444.

Yours sincerely



Martin McCarthy
Chief Executive Officer

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TRIM Ref: 25/17934

Summary Feedback

Item: Draft Basic Scheme Outline**Date of Review: 14 February 2025**

Scope

It is noted that the Draft Outline registers the intent of the State Government to use Basic Infrastructure Scheme over Concordia Growth Area and how it may work, though detail still to come.

Feedback/Summary Notes

Feedback is provided below in summary, with areas of clarification sought.

Section 5.4, Page 25 - Social Infrastructure Deed/s:

Social infrastructure requirements will be included in the final Scheme, with the ISP to provide consideration toward optimum locations for required services, along with identifying relevant benchmarks and triggers for when this infrastructure is required.

Currently the legislation does not enable the provision of social infrastructure within an Infrastructure Scheme. In lieu of any future legislative changes in relation to the provision of social infrastructure, GICU proposes that a Social Infrastructure Deed/Developer Agreement is prepared in parallel with the Scheme.

Should this Scheme Outline be supported, GICU will prepare a Social Infrastructure Deed/Developer Agreement to capture open space (including parks, playgrounds, nature reserves, cycling and pedestrian paths); local community sporting or recreation areas or facilities; libraries, local community buildings or other multi-use local community facilities and issue it for execution by the respective landowners in parallel with the operation of the Basic Infrastructure Scheme.

It is noted that GICU will lead the preparation of the Deeds/Agreements for Social Infrastructure.

- Will GICU then bear the cost of preparing these?
- Is there a mechanism by which Social Infrastructure will form part of the Scheme now or in future, noting current legislation does not enable it?
- In the current context, does this mean the future deeds/agreements will be with GICU (State Government) or with Council or is it a tripartite agreement?
- Parallel scheme and deeds will result in additional administrative effort. Will the Scheme Coordinator administer Deeds? How will this work?
- Will the Minister hold off approving a code amendment without a Social Infrastructure deed in place?
- And/or does GICU anticipate a separate rate to apply over the area to provide some certainty?

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General questions and comments

- How will the scheme deal with an increase in standards and costs of infrastructure, where in kind works / claimed costs exceed earlier anticipated costs and result in reduced funding for other works?
- Are third party providers of infrastructure (e.g., Alano, Factor UTB, Opticomm) being engaged with? How will these entities be considered in/by the scheme?
- How is land acquisition for essential infrastructure being handled/managed under the scheme? Early identification and adequate scoping of essential infrastructure is critical.
- What is the relationship between the Integrated Structure Plan and the Concept Plan that will be in the Code?
- A clear staging plan is required.
- Seek written recognition in the Scheme outline and documents to follow, that the Scheme cannot be wound up without consultation with Council.
- Page 15 - GARP release imminent – will these be referenced?
- Page 17 – refers to township character and 'greenfield township' not always consistent with terminology used elsewhere in the report and should be.
- The outline does not detail how the scheme is accessed.
- The outline does not detail what happens if the funds in the scheme are exhausted.
- Spelling error – page 8, last paragraph – equitably (not equably).
- Page 16 – Target 4 – remove the line "the proposal will increase the number of people living within the Gawler region". Concordia sits within the Barossa Local Government Area and has proximity to both Gawler Local Government Area and Light Regional Council Area.

Section 2.5, Page 10 - Scheme Principles

- The outline does not detail what happens to any funds remaining in the Scheme. Propose a principle regarding refunds. Currently no principle for refunds, particularly given preliminary costings may have high contingencies. A successful infrastructure scheme and coordination could deliver under budget.
- We seek an overarching principle that delivery of infrastructure cannot be intentionally held back or designed to prevent connection of essential infrastructure to other landowners/developers.
- 'Fit for purpose' Concern with this principle. Infrastructure Schemes can fail when there is an absence of seed of upfront funding to commence infrastructure in advance of future repayment via development charges. For example, how will the Scheme Coordinator and detailed studies be funded until development has occurred?

Section 4.3, Page 22 - Future engagement

- Council not currently listed as a party to formal legislative consultation process, only landowners and relevant development. Council should be listed.

Section 5.1, page 23 - Structure Plan Status

- Copies of several investigations are sought and include Aboriginal Cultural Heritage Report, Transport Infrastructure Report, Detailed Infrastructure Analysis and Infrastructure Funding Plan.

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Section 5.3, Page 24 – Transport Infrastructure Scope

- Supportive of the inclusion of a vehicle by-pass to be constructed at the eastern and northern edge of the CGA and a road connection and major link to Sturt Highway to the north.
- There is mention that 'more detailed traffic investigations' will be conducted. We seek to understand what this is, who funds this investigation and when this will occur.
- Why is the rail line and station not part of the Transport Infrastructure Scope? Rail is required for Concordia.

Section 6.1. Page 27 - Infrastructure Investment Benefits

- Within 'administrative costs' the following has been incorporated:
 - Scheme coordinator
 - 'Any investigations required'.
 - Scheme coordinate support by DHUD or others implied.
- Further detail is sought on the governance framework and accountability/reporting mechanisms e.g., who / how will these budgets be set, transparency on funds remaining and performance against budget/deadlines, regularity of review to review to update timing of delivery of infrastructure/cost estimates/refine contributions/reimburse contributions and adjust indexing as required. Monitoring of scope creep in the provision of infrastructure. Regular and coordinated engagement with all stakeholders and scheme coordinator.

Section 6.2, Page 28 – Infrastructure Costs Investigations

- Will the Scheme Coordinator have authority to recoup funds from Council for additional investigations?

Section 6.3, Page 28 -Available funding

- Barossa Council contributed funds to the Social Infrastructure Investigations.

Section 6.4, Page 29 – Works in Kind.

- There is an apparent absence of any in kind or self-development costs for Council; reference is made to landowners and developers only (unless it is intended that Council is capture in the landowner definition). As an example, if Council delivers a Sport and Recreation ground in advance to take advantage of an opportunity or government grant program directly (outside the scheme), how is this catered for? Can scheme contributions be deferred until revenue streams come on to assist Council managing its cash flows? This is ambiguous in the cost recover section. Does the scheme also build in ongoing management of the infrastructure that Council has to look after to offset contribution requirements?
- *'in-kind contributions will need to align with Council's infrastructure analysis and adhere to the same quality standards as those delivered by the Council'*. Presumably, these are our own Land Division Guidelines? Earlier in this section, it notes *'handover of the asset must comply with the protocols and standards of the specific asset owner'*. We seek clarity on these statements. Further, there is uncertainty as to how this interrelates with the proposed state led Engineering Standards for Growth Areas.
- Proposed amendment by way of addition "Reimbursement for works in kind [add > and the timing of such reimbursement] will be at the

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discretion of the scheme coordinator'. Mitigate concerns around reprioritisation by Developers at the detriment of others.

- The creation of super lots is usually not a trigger for payment – this is not mentioned in the scheme outline.

Section 6.6, Page 30 - Funding options: 'one off charge'.

- What is the intent here?

Section 6.7, Page 30 – Cost recovery

- There is reference to situations where Council may be required to forward fund public infrastructure. Council has concerns about this. Reservations are held on this. What infrastructure is this intended to cover? This also places onus on 'alternative mechanisms' to be resolved prior to code amendment.
- With the State Government only able to deal in the 4 year Forward Estimates approach, how will works that aren't required until further into delivery be considered?
- If Council, State Government, Developers are forward funding infrastructure, will there be reimbursement of the finance costs?

Section 8.1, Page 32 - Infrastructure Asset Ownership

- Seek clarity on the following sentence "The scope of investigations for this Scheme includes utility infrastructure (water, communications, electrical) within the CGA which can also be delivered through a Basic Infrastructure Scheme." What does this mean?
- 'All' public infrastructure...is anticipated to ultimately vest to Council or State Government. This is a problematic sentence and needs revision. For instance, a privately provided wastewater scheme would remain with that provider. Council will only accept vested assets that are of its normal service provisions.

Appendix D, Page 38 – Preliminary Infrastructure Investigations

- Council has not had consultation on the indicative priorities and would seek reprioritisation in several areas e.g. The New Road and Bridge crossing North Para River and Sturt Highway Interchange has been labelled a medium priority – this is seen as extremely high priority [emphasis added].
- Refers to high priority, medium priority interventions. What does this mean? This needs to be tied to a milestone.
- This list is not comprehensive enough and should make statements about future rail, road, stormwater, and other provisions.
- The indicative timing / priority of many of the works will be influenced by the Staging Plan (which we have not seen yet).
- There are inclusions in this appendix that sit within other developer agreements largely pertaining to Cheek Avenue e.g., the Cheek Ave Extension from Calton Road to Schomburgk Drive should be a requirement of the Springwood development.

DEBATE REPORT

7.1 Office of the Mayor and CEO

7.1.6 POTENTIAL FOR 5 YEAR ELECTRICITY SMALL MARKET CONTRACT - PROCUREMENT DELEGATIONS EXTENSION

**Author: Chief Executive Officer
25/26244**

PURPOSE

To authorise the Chief Executive Officer or his delegate to enter into the proposed small market electricity contract which potentially will be greater than the current Procurement Policy limits.

RECOMMENDATION

That Council having reviewed the electricity small market contract report and the risk exposures outlined as to the administrative timing of procurement recommendations from Local Government Association Procurement and potential limited time to accept a best and final offer, authorise the Chief Executive Officer or his delegate to complete all necessary procurement needs and contractual arrangements to give effect to the final recommendations of Local Government Association Procurement for the small market electricity procurement process, should those recommendations extend beyond the delegations prescribed by the Clause 3.2 of the Procurement Planning, Sourcing and Selection Process.

REPORT

Background

The Barossa Council, with all other Councils, purchase electricity through a pooled contract through Local Government Association Procurement. For some components of the three types of contracts the State is also involved. The three contracts we hold through this arrangement are:

- Small market contract less than 160KWH – most of our sites.
- Large market contract above 160 KWH – five sites, Nuriootpa Centennial Park, Nuriootpa Principal Council Office, Tanunda and Nuriootpa CWMS sites.
- Street lighting and other unmetered such as traffic lights – which also includes the State.

Introduction

The current small electricity contract is up for renewal.

Discussion

The management of electricity procurement is undertaken by Local Government Association Procurement who have industry expertise, and by utilising the pooled purchasing power Councils receive much more competitive rates, and significantly so to residential, for instance.

The strategy to purchase through Local Government Association Procurement meets Council's procurement policy as one for the various preferred purchasing methods. The purchasing method is specified as meeting the necessary procurement principles through clause 3.6 of the Procurement Policy, link provided.

The Procurement Planning, Sourcing and Selection Process at table 1 under clause 3.2 Selecting a Market approach authorises procurement limits and approval processes required.

BAROSSA COUNCIL PROCUREMENT METHODOLOGY THRESHOLDS

Table 1 – Except Where Table 2 Applies

Value of Purchase (\$)	Method of Procurement	Approver
Up to 20,000	Direct Purchase Based on Advertised Price or Written Quotation	As per Council Delegation Register
\$20,001 - \$100,000	3 Written Quotations or 1 Written Quotation from Panel	As per Council Delegation Register
\$100,001 - \$250,000	Open Tender or Select Tender (minimum 3 tenderers) Where Justification Exists or 3 Written Quotations from Panel	Relevant Director Unless determined by the CEO that the tender is of Commercial or Community Sensitivity Whereby Approval Must Be Via the CEO
\$250,001 - \$1,000,000	Open Tender or Select Tender (minimum 3 tenderers) where Justification Exists	Chief Executive Officer Unless determined by the CEO that the tender is of Commercial or Community Sensitivity Whereby Approval Must Be Via Council
\$1,000,001 and above	Open Tender	Council

In the normal renewal processes to these contracts the length of contract is between 1 to 3 years and these thresholds provide the necessary delegation for either a Director or Chief Executive Officer to manage the procurement processes and contractual execution without coming to Council. There is a higher threshold for specific projects in Table 2 of the same clause but it does not apply to this market approach.

Recently I have been informed that due to the current market, it is possible that a 5-year contract may be warranted to lock in lower than expected market pricing.

As I am sure members are aware, the pricing of electricity in the national energy market is extremely volatile and changes not only through the day but can change in 15 minute intervals depending on a raft of market, environmental and production variables. This results in a market that will only price medium to long term contracts for a very short period of time.

Once the process is completed by Local Government Association Procurement (LGAP) and the best and final offers are assessed and approved by the LGAP, signatories to the contract, the Councils, can have less than 12 hours to agree to the contract.

Noting the above, should a five-year contract be the preferred model, the procurement amount will exceed the threshold of \$1,000,001 for the Chief Executive Officer to approve it and therefore it would need Council approval. There is

insufficient time for officers to develop the necessary reports to call a special meeting and get approval to achieve that requirement if the timeframe is less than 48 hours. The inherent risk is if we do not accept the offer by the deadline you are immediately excluded, there is no tolerance for delay. If that occurs Council will be required to negotiate its own contract outside of the pooled purchasing power arrangements through LGAP. There is absolutely no question this would result in significant cost increases as we simply have no purchasing power in the electricity market in our own right.

The small market contract spend is approximately \$225,000 per annum. Assuming a 5% increase in pricing and a 5-year contract this would mean a procurement value of \$1,181,250.

To mitigate the significant financial risk exposure, it is recommend Council delegate the power in the circumstance that a greater than 3-year contract is recommended by LGAP to the Chief Executive Officer to accept the offer and enter into the necessary contractual arrangements.

Summary and Conclusion

The electricity small market service is due for renewal. Due to current market conditions it is possible LGAP may recommend a 5-year contract renewal. Such a recommendation would exceed our procurement limits. To mitigate the significant risk of missing the pricing outcomes from the pool market approach delegation to the Chief Executive Officer is recommended to manage any such risk.

ATTACHMENTS OR OTHER SUPPORTING REFERENCES

Nil

Supporting references

[Procurement-Policy-Approved-21-November-2023.pdf](#)

COMMUNITY PLAN / CORPORATE PLAN / LEGISLATIVE REQUIREMENTS

Corporate Plan

- BS5 Enterprise Risk and Safety - The management of Council's Enterprise Risk profile including strategic and operational risk assessment, control and monitoring; internal control and audit; business continuity and disaster recovery planning; organisational emergency management; insurance portfolio management; and Work Health Safety system coordination
- BS6 Finance - Provision of financial and budgetary accounting services, treasury and investment services, management reporting, reconciliation and taxation services, asset accounting, internal control, accounts payable and receivable services
- BS7 Governance - Provision of governance advice and support in the discharge of legislative responsibilities for policy development, delegations and authorisations, internal review of Council decisions, delegations and authorisations, Native Title claims

RISK MANAGEMENT CONSIDERATIONS

These statements are qualitative in nature and designed to provide an indication of Council's general position when deciding to take or retain risk in pursuit of its objectives.

1. SERVICE DELIVERY

Refers to the delivery of services to the community, which includes the systems and physical assets that enable provision of these services, including structures (such as roads, buildings and facilities) as well as IT infrastructure, plant, vehicles & other equipment.

Nil, if this contract is not entered into Council will need to enter into a direct contract, therefore services will be unaffected.

2. SUSTAINABILITY & ENVIRONMENT

Relates to measures to preserve, protect and minimise impact on the natural environment, including sacred and indigenous lands, flora, fauna, heritage, water, waste, hazardous materials and pollution.

The contract will offer a recommended green energy component which is factored into the base pricing.

3. FINANCIAL

Refers to planning and control of Council's budget to align with the sustainable achievement of the desired outcomes articulated in its Community Plan.

Mitigates the risk of missing industry pricing and being exposed to significant pricing increases due to administrative needs.

4. PEOPLE

Relates to recruitment, retention, wellbeing and safety of employees and volunteers and engagement and management of contractors as well as the wellbeing and safety of the community.

Nil

5. REPUTATION

Relates to policy, decisions, actions and circumstances that may cause Council to lose credibility with the community, ratepayers, key stakeholders, other levels of government and its own employees and contractors.

Mitigates the risk of missing industry pricing and being exposed to significant pricing increases due to administrative needs.

COMMUNITY ENGAGEMENT

Nil recommended or required, LGAP will be conducting the market approach.