



Government of South Australia

Department for Housing
and Urban Development

Concordia Infrastructure Scheme – Draft Outline

APPROVAL TO PROCEED WITH INITIATION OF A BASIC INFRASTRUCTURE DELIVERY SCHEME

Pursuant to section 163(3)(a) of the *Planning,
Development and Infrastructure Act 2016*

June 2025

Approved by:

A handwritten signature in blue ink, appearing to read "Nick Champion", written over a dotted line.

Hon Nick Champion

Minister for Planning

13/6/25

OFFICIAL

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1.Introduction

An Infrastructure Delivery Scheme under Part 13 of the *Planning, Development and Infrastructure Act 2016* (the Act) is proposed in relation to the provision of necessary infrastructure to support the development of the Concordia Growth Area, as outlined in the Concordia Code Amendment.

The Minister for Planning (the Minister) has initiated a Basic Infrastructure Scheme (the Scheme) for the Concordia Growth Area pursuant to section 163(3)(a) of the Act by preparing a draft outline of the Scheme (the Draft Outline).

This Draft Outline is consistent with the requirements set out in section 163(6) of the Act. It 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.

Consultation on the Draft Outline with the nominated individuals and entities has been carried out in accordance with section 163(10) of the Act.

The Minister has initiated the Scheme on advice of the State Planning Commission (Commission), as required by section 163(4) of the Act.

1.1 Rationale for the Scheme

The Concordia Growth Area (CGA) is shown in the *Greater Adelaide Regional Plan* (GARP) as a 'Future Greenfield Growth Area'. The designated growth area was also identified as 'Future urban growth areas - unzoned' and 'Planned Urban Lands to 2045 (Urban Boundary)' in both the 2010 and 2017 iterations of the former *30-Year Plan for Greater Adelaide* (30-Year Plan).

In April 2023, the Minister approved the initiation of the Concordia Code Amendment (the Code Amendment). This Code Amendment seeks to rezone land to facilitate a new, master planned residential community and provide for the broad range of land uses and activities required to service a community including mixed use activity centres, educational facilities, employment land, open space and recreation areas.

The proposed master planned residential community is expected to provide approximately 10,000-12,000 new homes for 25,000-30,000 residents. The increase in population would be large enough to support the provision of new infrastructure and social, education, recreation, commercial and retail services to support the new master planned community.

The Chief Executive of the Department for Housing and Urban Development (Chief Executive) is the 'Designated Entity' responsible for conducting this Code Amendment process given the significance of the growth area and the need for a cross-government approach to infrastructure coordination and delivery.

The Minister's approval of the Concordia Code Amendment Proposal to Initiate was also subject to the condition that all necessary agreements or deeds are executed as required to secure the funding and/or delivery of infrastructure required to accommodate the development of the CGA.

An Infrastructure Delivery Scheme under Part 13 of the Act was identified as the most appropriate infrastructure delivery mechanism to support the objectives of the proposed Code Amendment 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 necessary to support expected residential development.
- Significant trunk infrastructure is likely to reasonably necessary to support expected residential development.
- There are multiple landowners (45) over fragmented land ownership (75 parcels), 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.

In identifying the Scheme as the most appropriate mechanism, the assessment against key principles is summarised in **Appendix C**.

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

1.2 Designated Growth Area

The designated growth area for the Scheme is identified as the Concordia Growth Area (CGA), as identified in the proposed Code Amendment and as shown in the map in **Appendix A**.

Given the land within the CGA is subject to a proposed Code Amendment to increase development potential, including the division of land and future sale of resulting allotments, it is considered the CGA meets the definition of a *designated growth area* pursuant to section 162 of the Act.

In constituting the designated growth area, consideration has also been given to:

- the area which will benefit from the basic infrastructure to be provided under the proposed scheme (evidenced by the draft Code Amendment affected area)
- the extent to which the area will provide fair and sufficient funds over time with respect to the provision of the basic infrastructure under the proposed scheme
- the extent to which the designated growth area overlaps with other schemes under the Act, of which there are none at the time of the Scheme's initiation.

1.2.1 Concordia Growth Area (CGA)

The Concordia Growth Area (CGA) is located approximately 40 km north-east of the Adelaide CBD, to the immediate north-east of the Township of Gawler, and approximately 6 kilometres from the town of Lyndoch.

The CGA comprises approximately 980 hectares of land located entirely within the boundaries of The Barossa Council. The land is situated on both Kaurna and Ngadjuri Country.

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%).

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 B**.

2. Nature and Intended Scope

As outlined in section (162)(1) of the Act, basic infrastructure can include any of the following types of infrastructure:

- 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.

The Basic Infrastructure Scheme for Concordia is limited to the provision and funding arrangements for basic infrastructure considered to be reasonably necessary for the purposes of development that is proposed to be undertaken within the CGA (on account of the draft Code Amendment).

The basic infrastructure will support, service or promote significant development that is proposed or to be undertaken within the designated growth area, and it is reasonably necessary and efficient to coordinate the design, construction and funding of basic infrastructure under a scheme due to the scale of the proposed development and basic infrastructure to be provided.

2.1 Anticipated Development

The Scheme seeks to ensure appropriate agreements are in place to facilitate the coordination, funding, timing and delivery of basic infrastructure to support the development anticipated by the Concordia Code Amendment.

Pursuant to section 73(5) of the Act, the Concordia Code Amendment initiation was approved in April 2023, subject to conditions imposed by the Minister for Planning.

The Concordia Code Amendment Proposal to Initiate can be accessed via the [Plan SA website](#).

2.2 Intended Scope of Proposed Scheme

In accordance with section 163(7) of the Act, the following principles have been taken into account when considering the nature and intended scope of basic infrastructure captured within the proposed 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. **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:

- 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. **Appendix 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.

2.3 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.

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.

3.1 Preparation of Scheme

The preparation of a Basic 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 councils 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	<i>Harris Road/Cheek Avenue Railway Bridge</i> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> - 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	<i>Cheek Avenue Road Upgrade</i> <ul style="list-style-type: none"> • Road construction upgrade/ Concordia Boundary to Barossa Valley Way 	<ul style="list-style-type: none"> - Likely interim minimum upgrades for first stages of CGA development - Approximately 1.5km of road upgrade - Demolition of existing Road

Infrastructure Type	Existing Conditions/Capacity	Potential interventions required
	<ul style="list-style-type: none"> • Current road is at capacity • Major electrical service corridor • Untreated intersections exist 	<ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> • Intersection treatment likely required – medium to high risk • Intersection is at capacity 	<ul style="list-style-type: none"> - Signalised intersection or roundabout subject to further investigation. - Possible private property acquisitions
Roads/Bridges	Cheek Avenue Extension from Barossa Valley Way to Calton Road <p>Road construction upgrade Barossa Valley Way to Calton Road.</p>	<p>Likely interim minimum upgrades for first stages of CGA development</p> <ul style="list-style-type: none"> - Demolition of existing Road - New pavement - New kerbing - Widening of road Existing Service relocations Design consideration for existing dwellings and associated infrastructure
Roads/Bridges	New intersection at Cheek Avenue Calton Road <ul style="list-style-type: none"> • Intersection treatment likely required • Existing deed in place with separate developer 	<ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> • Road construction upgrade Calton Road to Schomburgk Drive • Existing deed in place with separate developer 	<ul style="list-style-type: none"> - 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

Infrastructure Type	Existing Conditions/Capacity	Potential interventions required
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>	<ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> • Intersection treatment likely required – medium to high risk • Potential safety hazards with current road network • Existing infrastructure re-locations 	<ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> • Road design may not anticipate uplift from CGA. • Possible realigning existing road • If connection to Harris Road isn't undertaken this intervention will likely be required. 	<ul style="list-style-type: none"> - 80kph road Investigation and upgrades - Significant infrastructure likely to require relocation - Road upgrade and pedestrian access likely required
Roads/Bridges	Kalbeeba Road, Barossa Valley Way Intersection <ul style="list-style-type: none"> • Intersection treatment likely required due to uplift in traffic volumes and new bypass construction bringing heavy vehicles into network. • Realigning existing road 	<ul style="list-style-type: none"> - 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	New Internal Road, Barossa Valley Way Intersection <ul style="list-style-type: none"> • Intersection treatment likely required 	<ul style="list-style-type: none"> - Major Intersection Investigation and Upgrade

Infrastructure Type	Existing Conditions/Capacity	Potential interventions required
	<ul style="list-style-type: none"> Realigning existing road 	
Roads/Bridges	<p><i>New Internal Road, Heavy Vehicle By-Pass</i></p> <ul style="list-style-type: none"> Extensive 80km/hr speed Road Will require limited intersections to new CGA development 	<ul style="list-style-type: none"> 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	<p><i>New Road and Bridge crossing North Para River for Heavy Vehicle By- Pass</i></p> <ul style="list-style-type: none"> Extensive bridge crossing for heavy vehicle by-pass. Designed to cater for future duplication of two laned road to 4 lanes. 	<ul style="list-style-type: none"> 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	<p><i>Sturt Highway Interchange</i></p> <ul style="list-style-type: none"> Extensive ramps and interchange connecting new heavy vehicle by-pass with Sturt Highway 	<ul style="list-style-type: none"> 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.
Roads/Bridges	<p>Roundabouts</p> <ul style="list-style-type: none"> Subject to the finalisation of the transport Investigations 	<ul style="list-style-type: none"> 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	<p>Signalised Intersections</p> <ul style="list-style-type: none"> Subject to the finalisation of the transport Investigations 	<ul style="list-style-type: none"> 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	<p>Retention/Detention Basins</p>	<ul style="list-style-type: none"> The basins will be required to restrict the flow of Stormwater coming from the site.

Infrastructure Type	Existing Conditions/Capacity	Potential interventions required
	<ul style="list-style-type: none"> The Stormwater Management Report has identified several key basins 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> The Stormwater Management Report has identified that several culverts and road crossings will be required 	<ul style="list-style-type: none"> Internal road culvert crossings Possible external road culvert crossings
Essential Water infrastructure	<ul style="list-style-type: none"> Limited capacity to service the proposed urban development 	<ul style="list-style-type: none"> Investigations underway to determine the extent of the portable water infrastructure required to cater for proposed urban development
Essential Sewer infrastructure	<ul style="list-style-type: none"> No reticulated sewerage provision to the existing community. 	<ul style="list-style-type: none"> Investigations underway to determine how wastewater will be treated <p>Substantial infrastructure and upgrades likely required to cater for proposed urban development</p>
Essential Communication network	<ul style="list-style-type: none"> NBN Co in-service infrastructure exists within the vicinity of the proposed development site 	<ul style="list-style-type: none"> Investigation underway to confirm the capacity to service the proposed urban development
Essential Electrical infrastructure	<ul style="list-style-type: none"> Existing 33kV overhead powerlines located within the proposed development site 33kv transformers located within proximity to the site Major upgrades required 	<ul style="list-style-type: none"> 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.

Infrastructure Type	Existing Conditions/Capacity	Potential interventions required
		(An interim solution to convert part of the 33KV system to 11KV could achieve 1.8MVA for some interim capacity.)
Essential Gas Infrastructure	<ul style="list-style-type: none"> No existing gas infrastructure within the CGA. Will require future upgrades. 	<ul style="list-style-type: none"> 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 oversight.

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. 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)	<p>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.</p> <p>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.</p> <p>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).</p>
Scheme contributions (Collection of contributions under Subdivision 8 of Part 13 of the PDI Act, including by	If a charge is utilised under Subdivision 7, then this contribution mechanism is unlikely to be required.

designating the relevant contribution area or areas)	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 accordance with section 163(9) of the Act, the proposal for the imposition of a charge under Subdivision 7 has taken into account:

- The extent that it is reasonable that other sources of funding be used instead; and
- Whether there are any schemes or arrangements (including with respect to the imposition of separate or other rates or charges) that are already in place, or already planned (and known to the Minister) 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).

In considering other funding methods that 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.

5. Infrastructure Delivery and Assets Transfer

The Scheme will have 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.

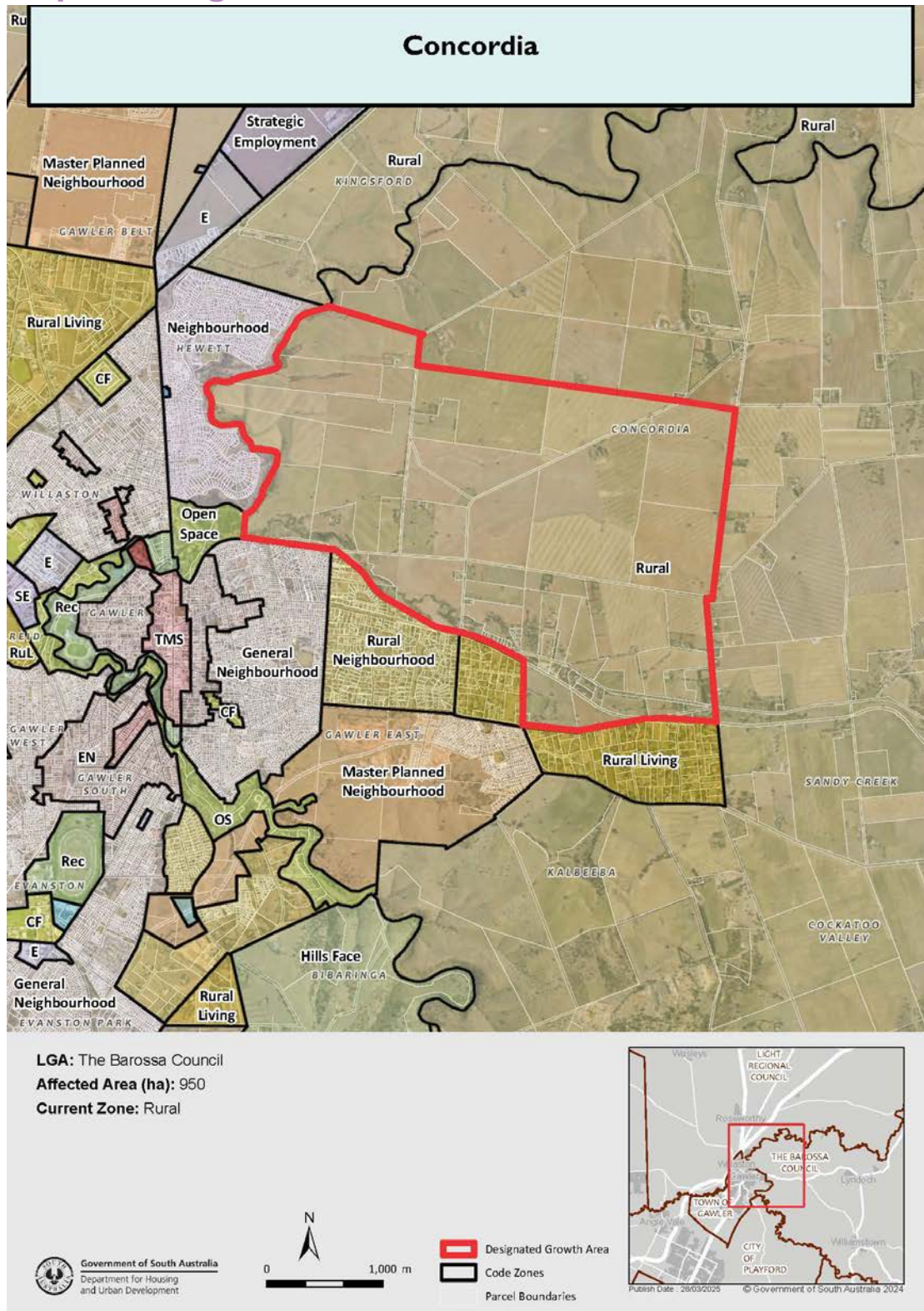
All public infrastructure delivered through the Scheme is anticipated to be ultimately vested to Council or the State Government. Any utility infrastructure provided is anticipated to be vested to a service provider such as SA Water.

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	<ul style="list-style-type: none"> • Developer and or • Department for Infrastructure and Transport 	Department for Infrastructure and Transport
Roads or causeways, bridges or culverts associated with Council roads	<ul style="list-style-type: none"> • Developer 	Barossa Council
Stormwater management infrastructure	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Trunk infrastructure - respective utility/service providers • Local network/connections - Developer 	Respective utility/service providers

Appendix A

Map of Designated Growth Area



Appendix 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
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 C

Infrastructure Scheme Principles

Principle	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	<p>Infrastructure should be properly scoped and costed, with the apportioned contribution relative to benefit.</p> <p><i>Costs are attributed to developers, should be confined to improvements necessitated by the development.</i></p>	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.	<p>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.</p> <p>The Scheme Coordinator will be responsible for monitoring and reporting on the Scheme, with details</p>

		<p>relating to the performance and operation of the Scheme provided in a public platform through the publishing requirements defined within the Act.</p> <p>This requires that the Draft Outline is published on the PlanSA website, which can include redacted information that it not suitable for public dissemination.</p>
Governance	<p>There should be appropriate governance and oversight to ensure accountability of decision-making around the delivery of the infrastructure required.</p>	<p>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.</p> <p>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.</p>
Timing and delivery	<p>Infrastructure design should be capable of being procured and delivered in a timely manner</p>	<p>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.</p>

Appendix D

Preliminary Infrastructure Investigations

Infrastructure Type	Issues Identified	Potential Treatment	Indicative Timing/ Priority
Roads/Bridges	Harris Road /Cheek Ave Railway Bridge <ul style="list-style-type: none"> Existing bridge to be removed-high risk New bridge is required to cross future rail 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Road construction upgrade/ Concordia Boundary to Barossa Valley Way 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Intersection treatment likely required – medium to high risk 	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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 Calton Road Intersection treatment likely required – medium to high risk	<ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> • Road construction upgrade Calton Road to Schomburgk Drive 	<ul style="list-style-type: none"> - 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>	<ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> • Intersection treatment likely required – medium to high risk • Realigning existing road • Location of Railway Station Possible Level Crossing 	<ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> • Intersection treatment likely required – medium to high risk 	<ul style="list-style-type: none"> - Major Intersection Investigation and Upgrade - Will be required depending on timing 	Medium Priority 5-10 Years

	<ul style="list-style-type: none"> • Realigning existing road 	of the Bypass Road works	
Roads/Bridges	<p><i>New Internal Road, Barossa Valley Way Intersection</i></p> <ul style="list-style-type: none"> • Intersection treatment likely required • Realigning existing road 	<ul style="list-style-type: none"> - Major Intersection Investigation and Upgrade - Will be required to facilitate access to land development 	High Priority 1-5 Years
Roads/Bridges	<p><i>New Internal Road, Heavy Vehicle By-Pass</i></p> <ul style="list-style-type: none"> • Extensive 80km/hr speed Road • Will require limited intersections to new CGA development 	<ul style="list-style-type: none"> - 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	<p><i>New Road and Bridge crossing North Para River for Heavy Vehicle By-Pass</i></p> <ul style="list-style-type: none"> • Extensive bridge crossing for heavy vehicle by-pass. • Designed to cater for future duplication of two laned road to 4 lanes. 	<ul style="list-style-type: none"> - 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 from Murray Street Gawler 	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	<p><i>Sturt Highway Interchange</i></p>	<ul style="list-style-type: none"> - Major Investigation and new road and connection. 	Medium Priority 5-10 Years

	<ul style="list-style-type: none"> • Extensive ramps and interchange connecting new heavy vehicle bypass with Sturt Highway 	<ul style="list-style-type: none"> - 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. 	(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>	<ul style="list-style-type: none"> - 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>	<ul style="list-style-type: none"> - 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 has identified several key basins</i>	<ul style="list-style-type: none"> - 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 	Medium-High Priority 5-10 Years

		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>	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - 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.	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> • NBN Co in-service infrastructure exists within the vicinity of the proposed development site 	<ul style="list-style-type: none"> - Investigation underway to confirm the capacity to service the proposed urban development 	High Priority Prior to occupation
Essential Electrical infrastructure	<ul style="list-style-type: none"> • Existing 33kV overhead powerlines located within the proposed development site • 33kv transformers located within proximity to the site 	<ul style="list-style-type: none"> - All 33KV Infrastructure will require upgrading to an 11KV network. - A further 66V transmission line will be required to run 	High Priority Interim solution prior to occupation

	<ul style="list-style-type: none"> Major upgrades required 	<p>parallel to the existing ElectraNet high voltage system together with two new substations to service the new 11/66KV system.</p> <ul style="list-style-type: none"> An interim solution to convert part of the 33KV system to 11KV could achieve 1.8MVA for some interim capacity. 	
Essential Gas Infrastructure	<ul style="list-style-type: none"> No existing gas infrastructure within the CGA. Will require future upgrades. 	<ul style="list-style-type: none"> 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