



Government of South Australia

Department for Housing
and Urban Development

Concordia Basic Infrastructure Scheme

FINAL SCHEME

Pursuant to section 167(1) of the *Planning,
Development and Infrastructure Act 2016*

Scheme Reference: B1.2025.1

Approved by:

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

Hon Nick Champion

Minister for Planning

19.12.25

Concordia Basic Infrastructure Scheme

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Executive Summary

Basic Infrastructure Delivery Scheme Overview

This Basic Infrastructure Delivery Scheme (the Scheme) has been prepared in accordance with Part 13 of the *Planning, Development and Infrastructure Act 2016* (the Act). The Scheme coordinates the funding and delivery of a range of basic infrastructure projects necessary to support urban development in the Concordia Growth Area (CGA).

The Scheme includes the following categories of infrastructure projects:



Roads, bridges and intersections



Stormwater management



Water supply



Wastewater

Funding Arrangement

The Scheme Funding Arrangement combines contributions from both State and private sources to fund delivery of the identified infrastructure projects. Private contributions include direct delivery of works by proponents and a Charge under Part 13, Subdivision 7 of the Act.

The Charge applies to all new residential and employment land uses within the Designated Growth Area identified in **Plan 5** (unless exempt), and is payable at the time of development.

Scheme Lifespan and Phasing

A Works Program sets out indicative staging and triggers for infrastructure delivery. The Scheme will operate for approximately 32 years (2026 - 2057) and is administered by the Scheme Coordinator, as identified on the [PlanSA Portal](#), with support from the Department for Housing and Urban Development.

To manage delivery of the Scheme over this timeframe, the Scheme is divided into three phases, with infrastructure works allocated against each phase:

Phase 0 - 600 allotments (2026-2029)

Phase 1 - 2000 allotments (2030-2036)

Phase 2 - Balance of allotments (2036-2057)

This phasing has been informed by advice from key infrastructure providers, including SA Water, focusing on existing connection points and ease efficiency of service delivery. This collaborative approach ensures efficient sequencing of infrastructure rollout, enabling cost-efficient and practical staging based on likely access to infrastructure and services.

Scheme Review and Adjustments

The Scheme is subject to review by the Scheme Coordinator at least every 5 years or earlier if initiated by the Minister. Amendments may also be considered upon request from a proponent within the Designated Growth Area.

Charge Contributions

The Charge outlined in Scheme Funding Arrangement covers contributions towards sewer and water infrastructure to be delivered in Phase 0 and Phase 1, in addition to required upgrades to local road networks and a cost share component for the central, internal road network.

Works Program Details

Under the Works Program, initial infrastructure delivery is limited to that servicing Phase 0 and Phase 1. Additional trunk infrastructure upgrades will be required beyond these phases. The Scheme recognises that delivery of a new connection to the Sturt Highway and associated arterial infrastructure will be critical for development beyond Phase 1. These works, including new intersections and bridges, are identified as State-led projects requiring coordination with the Department for Infrastructure and Transport (DIT).

Planning for these connections will occur progressively over the life of the Scheme. Detailed scope and timing will be refined during reviews of the Works Program, at least 24 months prior to Phase 1 completion or upon creation of the 1,900th allotment - whichever occurs first.

The refinement of the Works Program for infrastructure required to service Phase 2 will be treated as a variation to the Scheme. The variation process is set out in the Act and further outlined in the Reviews and Variations Procedure attached to this document.

Alignment with State Infrastructure Decisions

It is acknowledged that future government decisions regarding the location and timing of state infrastructure, such as medical and education facilities, may have implications for the Scheme. Pending formal commitments, such decisions will be reviewed and may trigger a variation to the Scheme to ensure alignment with broader state planning objectives.

Sewer Infrastructure Provision

The Scheme has been prepared on the basis SA Water is the primary sewer infrastructure provider, reflecting its statutory role under the Water Industry Act 2012 as provider of last resort. This ensures certainty of service delivery, compliance with regulated pricing by the Essential Services Commission of South Australia (ESCOSA), and adherence to the Developer Charges Pricing Policy Statement¹, supporting transparency and technical standards.

While SA Water's involvement underpins the current infrastructure charge, the Scheme allows for future engagement of alternative licensed providers under the *Water Industry Act 2012*.

The Act's contestability principles enable private operators or local government schemes to deliver sewer services, subject to licensing, technical compliance and governance requirements. Any proposal for alternative provision would require a formal variation to the Scheme and assessment against the Act's principles, including value for money, infrastructure quality and development viability.

Local Road Infrastructure

All local road projects identified in Phases 0 and 1 and assigned to the Scheme Coordinator are expected to progress to Level 4 concept estimate design (DIT Estimating Manual 2022) within 12 months of Scheme initiation. This step is essential to validate funding assumptions through detailed engineering analysis, scope clarification, and risk evaluation, ensuring accurate cost projections.

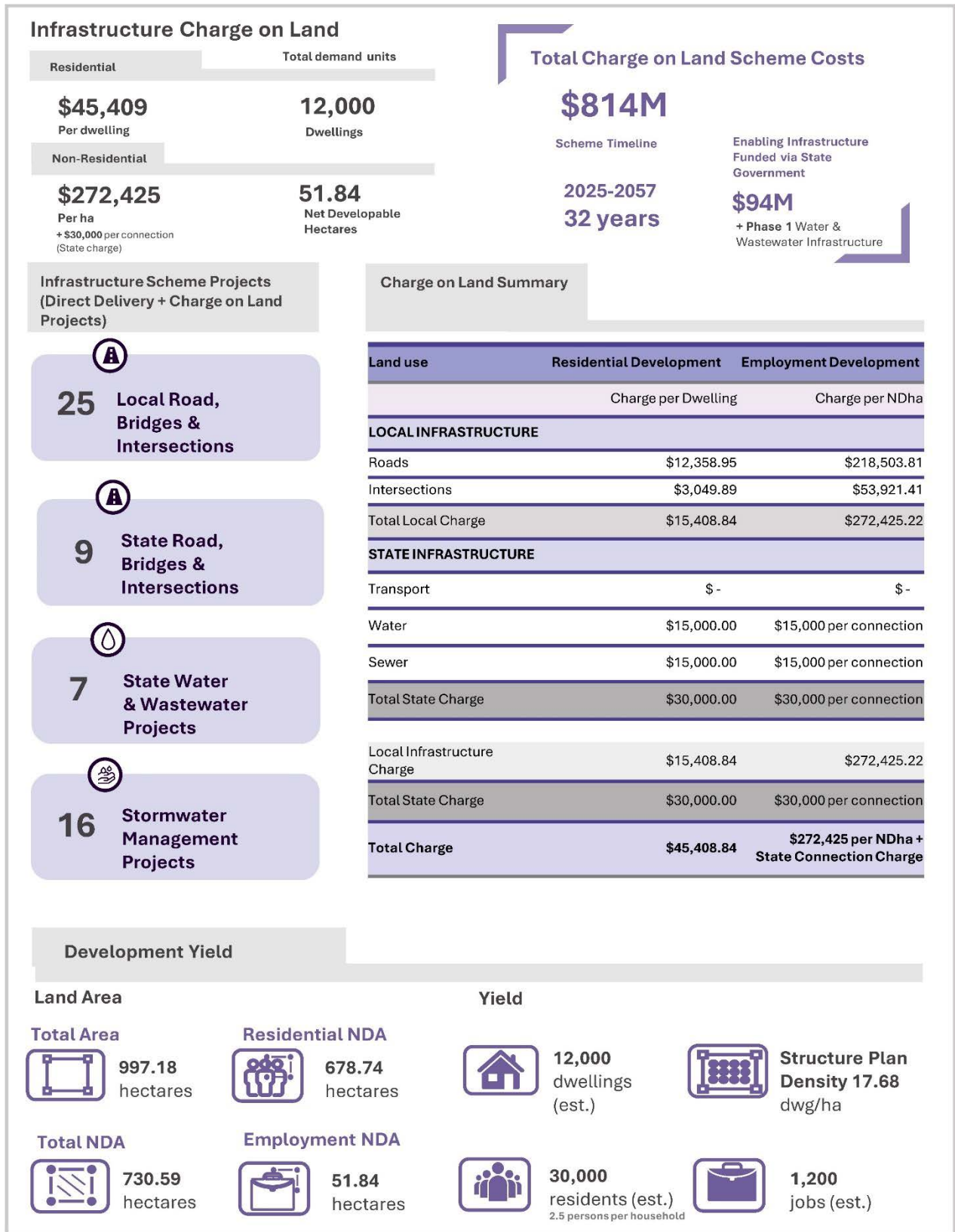
Figure 1 provides a snapshot of the Scheme Charge, project costs and development yield.

Figure 2 summarises the Scheme Infrastructure Projects, distinguishing between the projects to be directly delivered and the projects wholly or partly funded via the Charge.

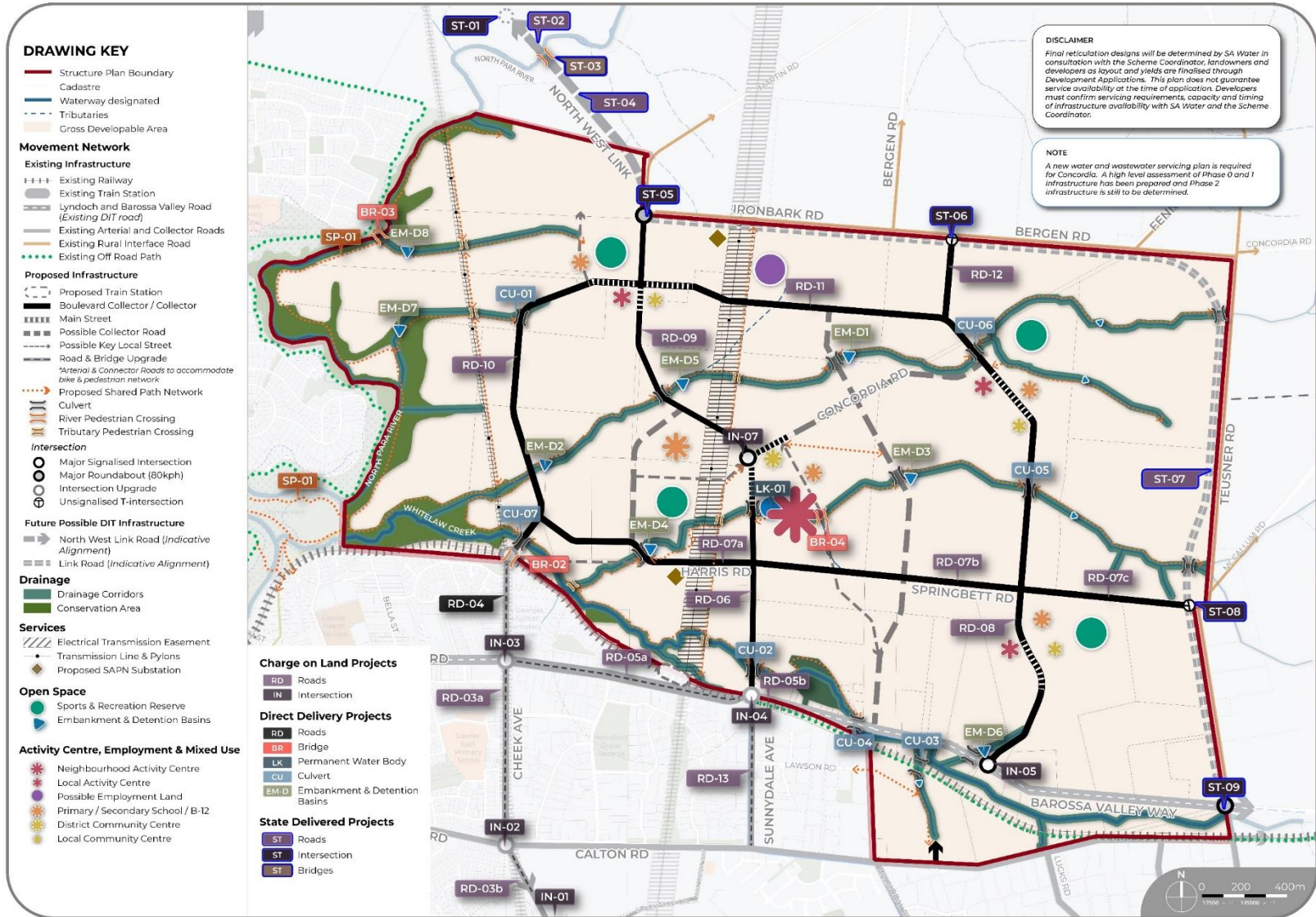
Plans 1-3 depicts the projects in each phase of delivery.

Figure 3 lists the projects in each phase in table form.

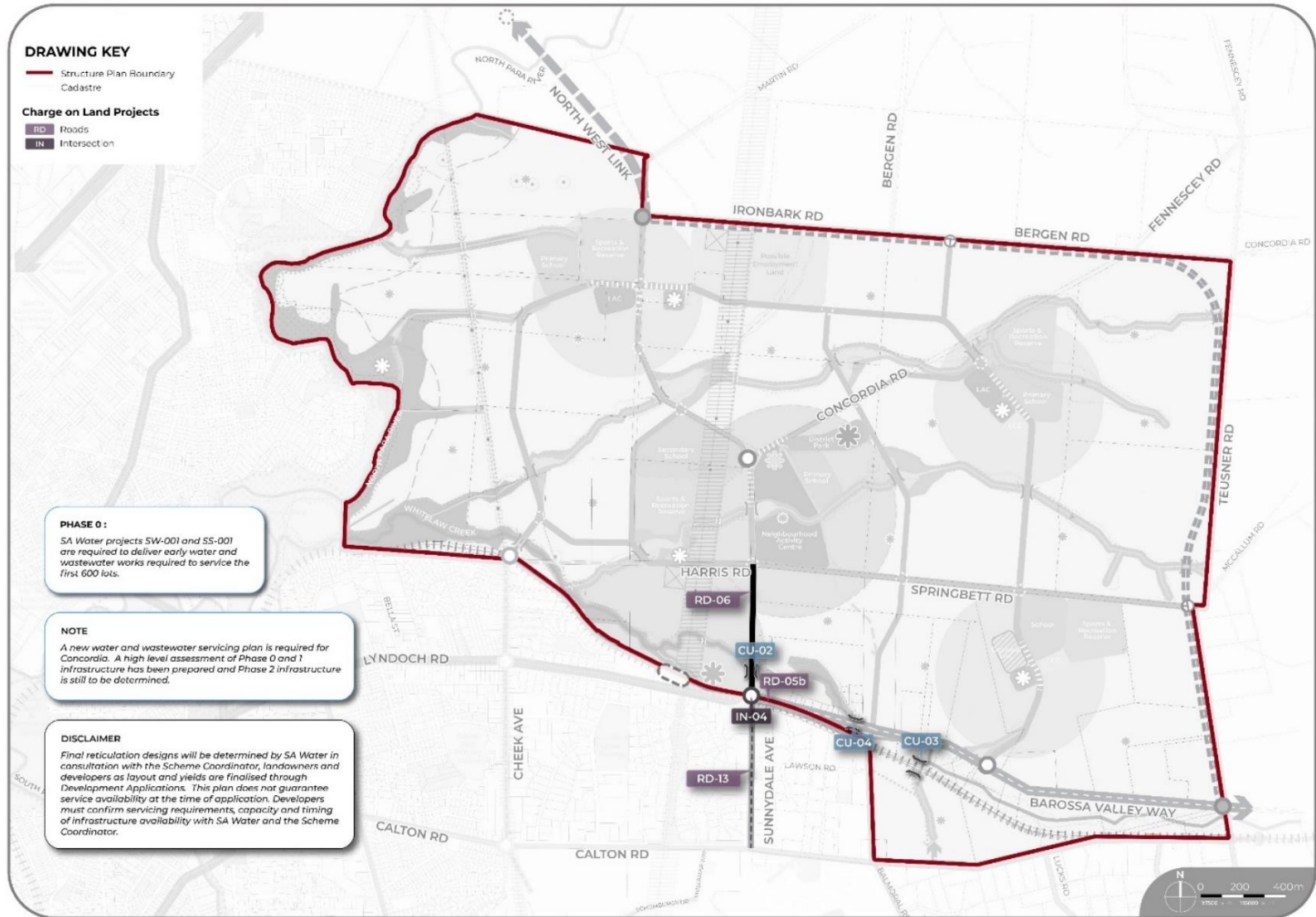
Figure 1: Summary of Concordia Scheme Charges, Project Costs and Development Yield



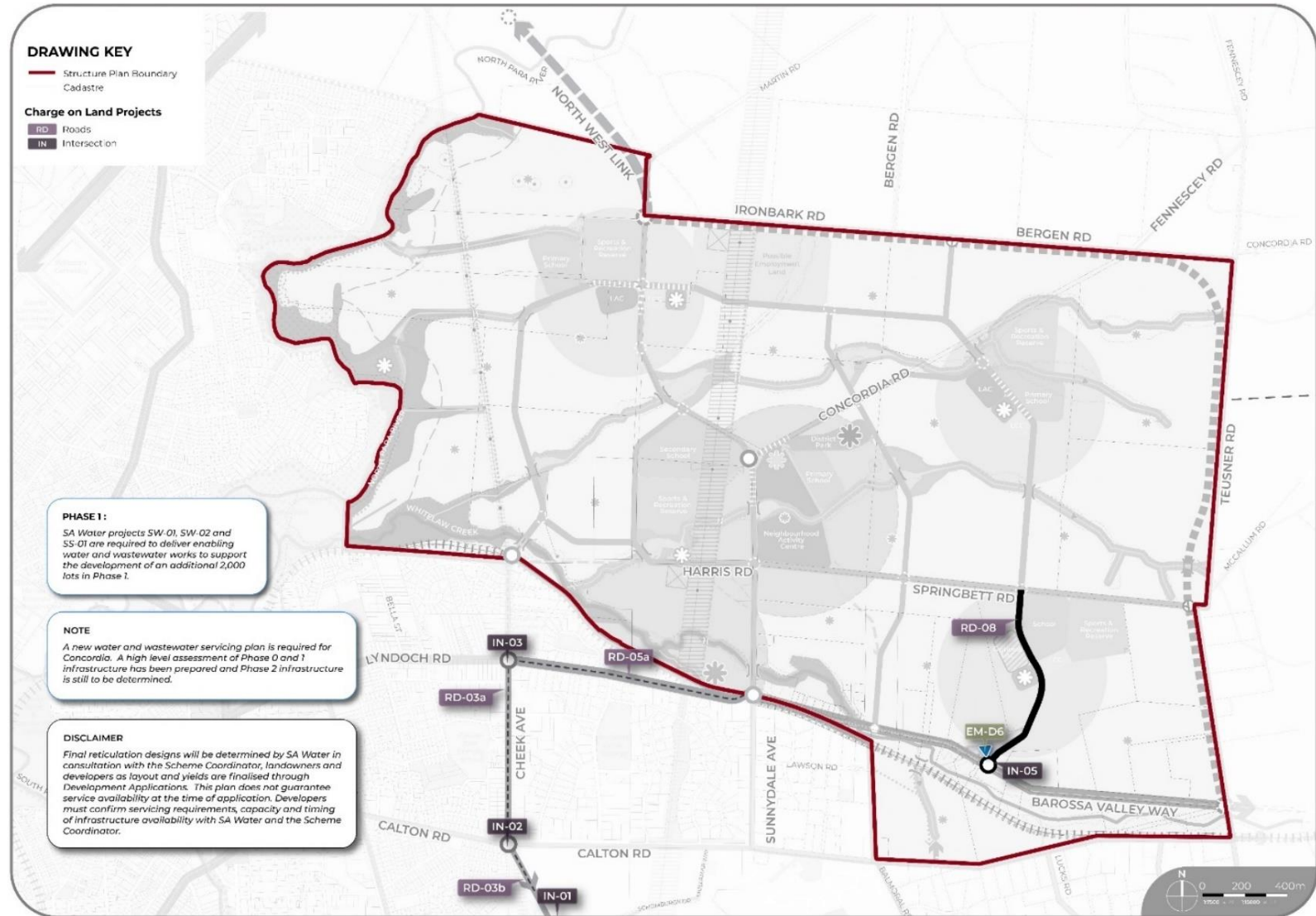
Plan 1: Concordia Scheme Projects and associated Funding Pathway



**Plan 2:
Phase 0
Concordia
Scheme
Projects Plan**



Plan 3:
Phase 1
Concordia
Scheme
Projects Plan



Plan 4: Phase 2 Concordia Scheme Projects Plan

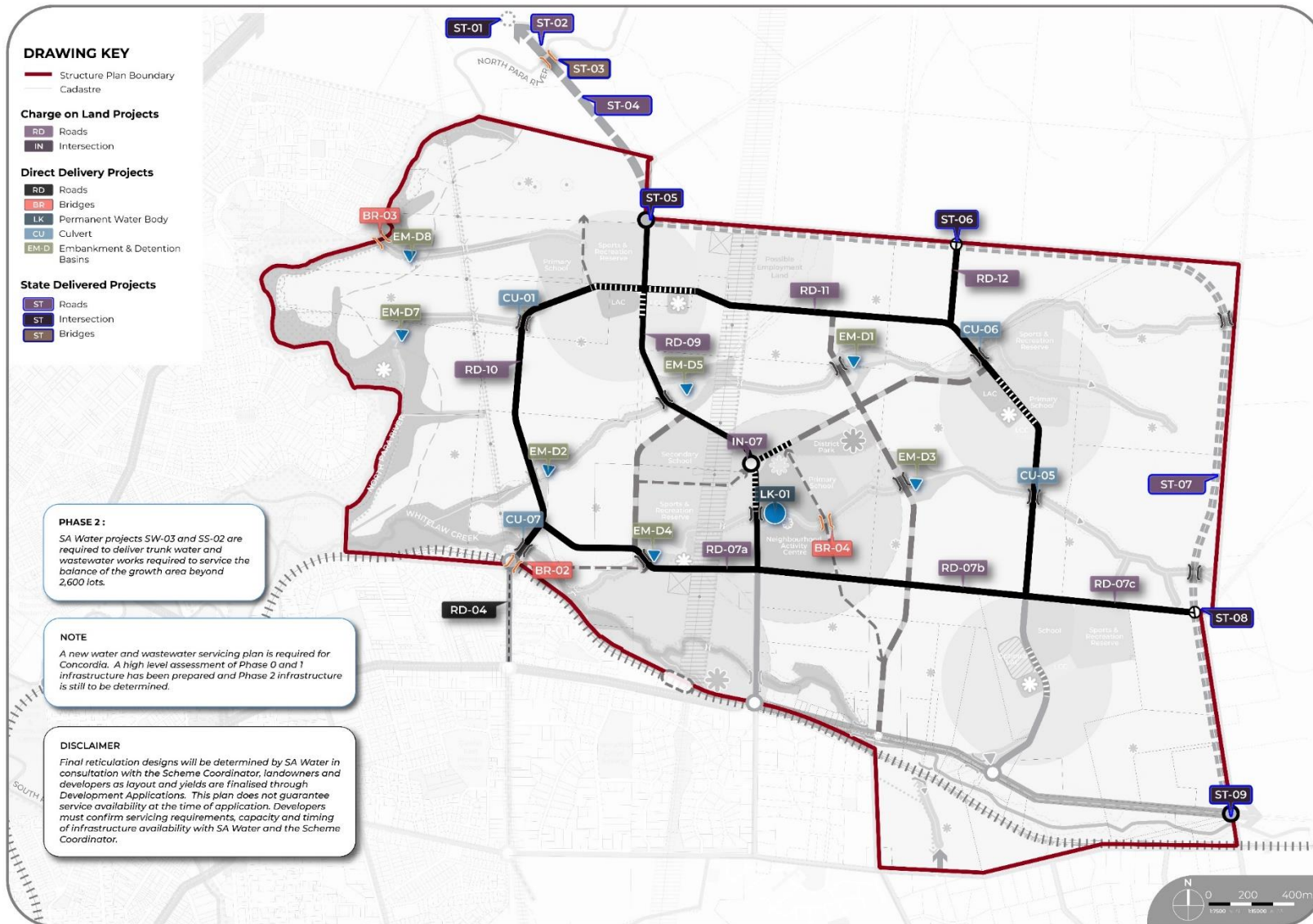


Figure 2: Phases of Infrastructure Delivery

Allotment Capacity	600 Lots	2, 600 Lots	Full development of CGA
Phase	Phase 0	Phase 1	Phase 2
Direct Delivery Infrastructure	SW-001 Early Water Works	All required stormwater management works	RD-04 Cheek Avenue
	SS-001 Early Wastewater Works		BR-02 Pedestrian Bridge Over Rail Corridor
	All required stormwater management works		BR-03 New Pedestrian Bridge Crossing
			BR-04 New Pedestrian Bridge Crossing
			All required stormwater management works
Charge on Land Infrastructure	RD-05b Barossa Valley Way	RD-03a Cheek Avenue	**RD-07a Harris Road
	**RD-06 Concordia Road	RD-03b McMillan Parade	**RD-07b Springbett Road
	RD-13 Sunnydale Avenue	RD-05a Barossa Valley Way	**RD-07c Springbett Road
	IN-04 BVW and Concordia Rd Intersection	**RD-08 New Connector Road within Metro Homes Land	**RD-09 New North-South Connector Road
		IN-01 McMillan Parade & Schomburgk Drive	**RD-10 New Internal Connector Road Loop
		IN-02 Carlton Rd & Cheek Ave	**RD-11 New Internal Connector Road Loop
		IN-03 Barossa Valley Way and Cheek Avenue Intersection	**RD-12 New Internal Connector Road
		IN-05 Barossa Valley Way into growth area	**IN-07 Concordia Road & Central Arterial
State Government Delivered Infrastructure		*SW-01 Water Enabling Works	*SW-03 Reticulated Water
		*SW-02 Water Internal Works	*SS-02 Trunk Sewer
		*SS-01 Wastewater Enabling Works	ST-01 Sturt Highway Interchange
			ST-02 Arterial Road Section
			ST-03 Arterial Road Bridge
			ST-04 Arterial Road Section
			ST-05 Major Arterial Intersection
			ST-06 Major Arterial Intersection
			ST-07 Arterial Road Link
			ST-08 Major Arterial Intersection
			ST-09 Major Arterial Intersection

*Projects partially funded via the Charge on Land.

**Projects RD-06, RD-07a, RD-07b, RD-07c, RD-08, RD-09, RD-10, RD-11, RD-12 and IN-07 to be delivered as works in kind and only 50% of the project cost is included within the Charge on Land and is therefore creditable under the Scheme. The remaining 50% project cost is apportioned directly to the developers and is considered a developer cost.

PART A – Scheme Preliminary

1. Introduction

This Scheme has been prepared by the Scheme Coordinator in accordance with Part 13 of the *Planning, Development and Infrastructure Act 2016* (the Act), with the support of the Department for Housing and Urban Development (Department).

Its purpose is to coordinate the funding and delivery of basic infrastructure projects required to support a new master-planned community in the Concordia Growth Area (CGA), as envisaged by the Concordia Code Amendment adopted by the Minister for Planning on 29 September 2025 ([Code Amendment ID 10014](#)).

The Scheme includes the following categories of infrastructure projects (known as Scheme Projects):

- Roads, bridges and intersections
- Stormwater management
- Water supply
- Wastewater services.

The Scheme Works Program sets out indicative staging and triggers for delivery of these projects, which is divided into three phases over the life of the Scheme:

- **Phase 0** - 600 allotments (2026-2029)
- **Phase 1** - 2000 allotments (2030-2036)
- **Phase 2** - Balance of allotments (2036-2057).

Phase 0 represents early works and seeks to leverage existing capacity without substantive additional infrastructure requirements. Scheme Projects in this phase are limited to those necessary to enable the first 600 allotments, and may include interim connecting works facilitated by developers.

Phase 1 provides for the delivery of approximately 2000 residential allotments. Scheme Projects in this phase include upgrades to the southern connecting road network and trunk water and wastewater works.

Phase 2 includes delivery of further trunk water and wastewater infrastructure, state road infrastructure and other Scheme Projects to enable delivery of the balance of the CGA.

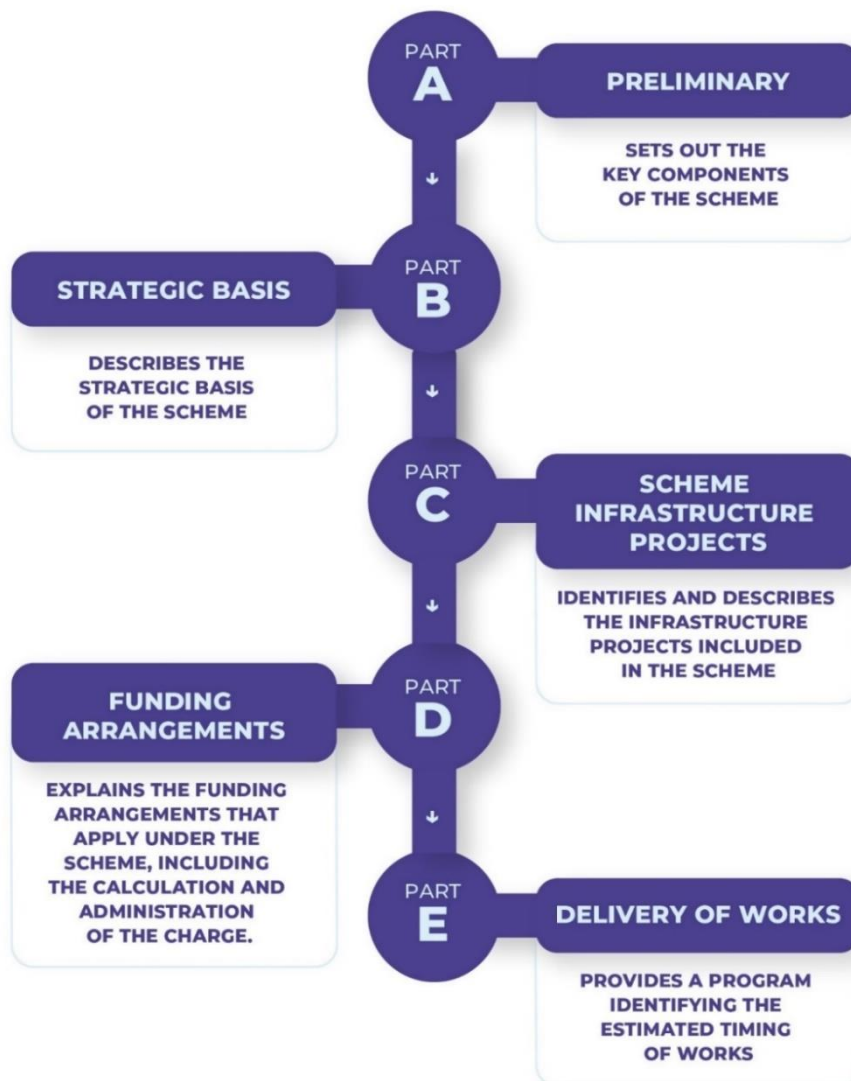
Phases 0 and 1 have been located to take advantage of nearby existing and future service connection points, established road networks, and the logical direction of service entry into the CGA. As most essential services enter from the south, this staging approach reduces capital costs, simplifies coordination, and limits the need for extensive headworks across multiple development fronts.

Although Phases 0 and 1 form the preferred starting sequence, infrastructure timing and staging may shift in response to development demand, enabling works, or developer-led delivery. The Scheme allows flexibility for alternative staging proposals where they support practical and efficient service delivery.

Infrastructure funding is shared across state government, local government, and private contributors. This includes a charge and provisions for direct delivery under Part 13, Subdivision 7 of the Act. The Charge applies to land within the Designated Growth Area and becomes payable when development occurs.

This Scheme document comprises five main parts as identified in Figure 3.

Figure 3: Infrastructure Scheme Components



1.1 Operating Authority

The Minister approved the Scheme for the Concordia Designated Growth Area on 19 December 2025, pursuant to section 167(1)(a) of the Act, and the Scheme was given effect with its publication in the Government Gazette on 15 January 2026.

The Scheme is published on the [PlanSA Portal](#) (Portal) and is referenced as: *Concordia Basic Infrastructure Scheme*, Version B1.2025.1.

1.2 Scheme Coordinator

The Scheme is administered by the Scheme Coordinator, as identified on the Portal, and supported by the Department. Reports and other publications associated with the administration of the Scheme can also be found on the Portal.

1.3 Scheme Lifespan and Review

The Scheme is expected to operate for approximately 32 years, from 2026 to 2057, or until such time as the Minister winds up the Scheme under section 184 of the Act.

While certainty around funding arrangements and infrastructure delivery is essential, the Scheme must remain adaptable to changes in development patterns and evolving community needs. To support this flexibility, and in accordance with section 169(2)(a)(ii) of the Act, the Scheme Coordinator will undertake periodic reviews of the Scheme, including the charge, at intervals not exceeding five (5) years.

In addition, the Minister may vary the Scheme at any time under section 167(5) of the Act. Variations may also be requested by a proponent within the Designated Growth Area. Details of the variation process are contained within this document.

1.4 Designated Growth Area

The Scheme applies to the Designated Growth Area identified as the Concordia Growth Area (CGA), as shown in **Plan 5: Concordia Designated Growth Area**.

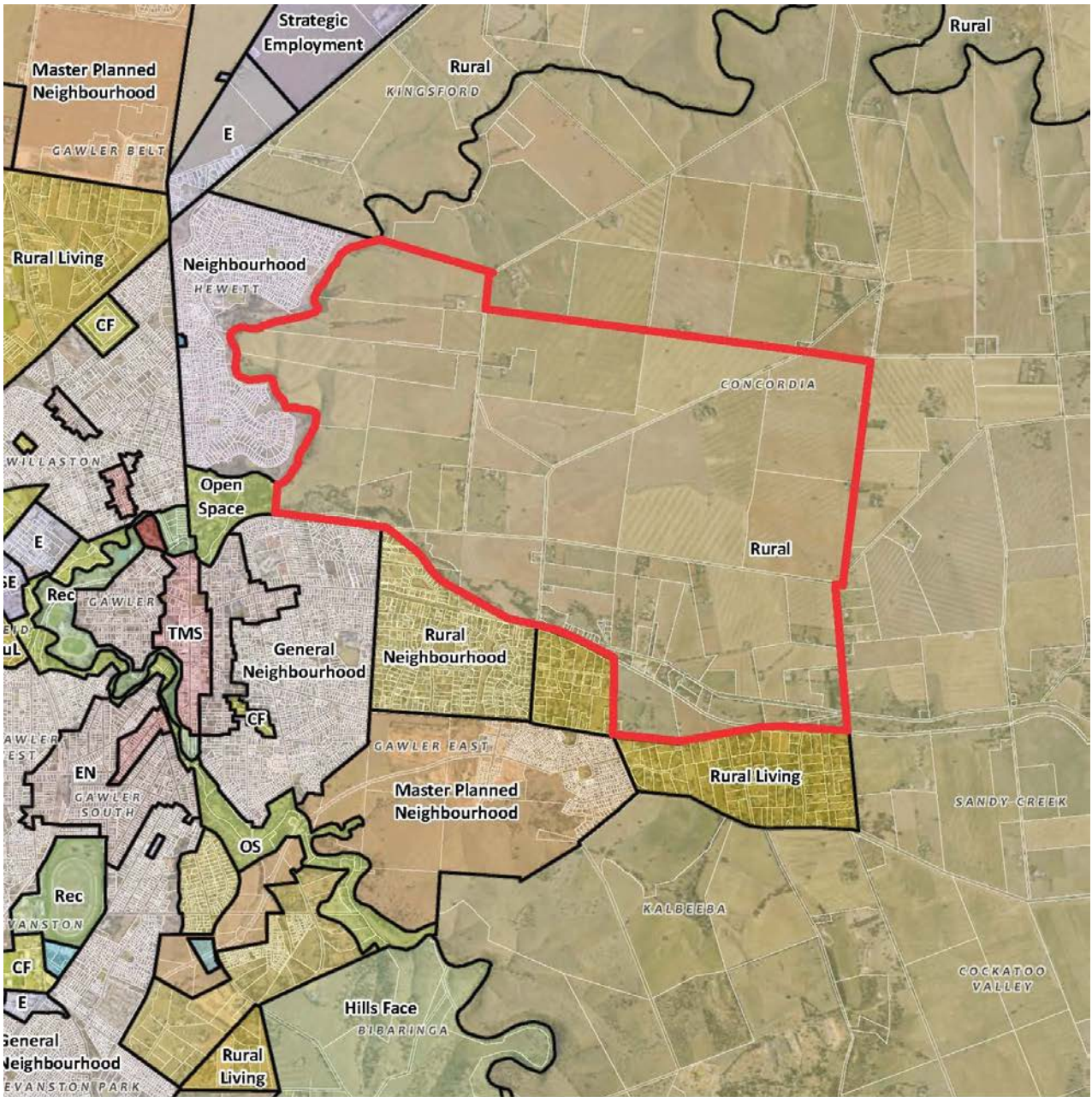
The CGA is located approximately 40 km north-east of the Adelaide CBD, immediately north-east of Gawler, and approximately 6 kilometres from the town of Lyndoch. It covers an area of approximately 997 hectares and is situated on Kurna and Ngadjuri Country.

There are 75 existing allotments within the boundaries of the following roads:

- Calton Road
- Barossa Valley Way
- Kalbeeba Road
- Teusner Road
- Bergen Road
- Ironbark Road
- Martin Road

Privately held land parcels affected by the Scheme are identified in **Appendix A**.

Plan 5: Concordia Designated Growth Area

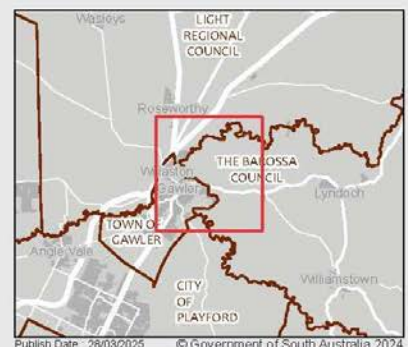


LGA: The Barossa Council
Affected Area (ha): 950
Current Zone: Rural

 Government of South Australia
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-  Designated Growth Area
-  Code Zones
-  Parcel Boundaries



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1.5 Interpretation

Definitions for terms and abbreviations used in the Scheme are provided in **Appendix B**.

Where a term is not specifically defined in the Scheme, it will have the same meaning as defined in the Act, where applicable. In the event of any inconsistency between a term defined in the Act and a term defined in other legislation, the definition in the Act will prevail for the purposes of the Scheme.

Where a term is not defined in this document or the relevant Act, it should be understood according to its common interpretation. Where no formal definition is provided for, the generally accepted meaning shall be adopted for the purposes of the Scheme.

1.6 Legislative Function

The Scheme does not remove the requirement for a development proponent to obtain all necessary consents under the Act, including (but not limited to) a development authorisation under section 101 of the Act.

It also does not remove any obligation to obtain consents or comply with requirements under other applicable State or Commonwealth legislation. This may include, but is not limited to, the following Acts:

- *Local Government Act 1999*
- *Roads (Opening and Closing) Act 1991*
- *Native Vegetation Act 1991*
- *State Development Coordination and Facilitation Act 2025*
- *Landscape South Australia Act 2019*
- *Aboriginal Heritage Act 1988*
- *Water Industry Act 2012*
- *Real Property Act 1886*
- *Community Titles Act 2011*

PART B – Strategic Basis

2. Strategic Context

The Concordia Growth Area (CGA) has long been identified in government strategic planning as a future source of urban land supply.

Previous iterations of the former *30-Year Plan for Greater Adelaide*² identified the CGA as ‘Future urban growth areas - unzoned’ and ‘Planned Urban Lands to 2045 (Urban Boundary).’ The CGA is designated in the *Greater Adelaide Regional Plan*³ as a ‘Future Greenfield Growth Area.’

The *Housing Roadmap*⁴ reaffirmed Concordia’s strategic importance for residential land supply as part of the *A Better Housing Future*⁵ plan and the pipeline of residential Code Amendments.

The rezoning of Concordia was recognised as a key opportunity to support residential development in the Outer North Region, where there is a known demand for long term greenfield land and a more diverse housing mix to accommodate Greater Adelaide’s growing population.

On 29 September 2025, the Minister adopted the Concordia Code Amendment, rezoning the CGA to the Master Planned Neighbourhood and Employment Zones in the Planning and Design Code (the Code). This policy came into effect on 4 December 2025.

3. Anticipated Development

The **Concordia Master Plan** (Master Plan)⁶ provides the urban development framework for delivering a master-planned community within the CGA. Together with the recent Code Amendment, the Master Plan supports a broad range of land uses and activities to serve the future community.

Future development applications will be guided by provisions of the Code, including details in **Concept Plan 160 – Concordia Growth Area: Basic Infrastructure** and **Concept Plan 161 – Concordia Growth Area: Land Use**. These plans guide location and scale of key land uses, facilities, and infrastructure necessary to service the CGA.

The CGA comprises approximately 997 hectares (ha) of land, of which around 730 ha is identified as net developable area.

The Scheme assumes:

- Residential density: **17.68 households per hectare**
- Household size: **2.5 persons per household**⁷

² [30-Year Plan for Greater Adelaide \(2017 Update\)](#), and [30-Year Plan for Greater Adelaide](#), Government of South Australia, 2010, 2017

³ [Greater Adelaide Regional Plan](#), Version GA2025.1, Government of South Australia, 2025

⁴ [Housing Roadmap](#), Government of South Australia, 2024

⁵ [A Better Housing Future](#), Government of South Australia, 2023

⁶ Concordia Master Plan, Mesh, April 2025

⁷ Based on comparable greenfield growth areas, demographic trends, spatial analysis and consistent with the Urbis Economic Strategy and AECOM Social Infrastructure Strategy reports.

Based on these assumptions, the CGA is expected to accommodate:

- **25,000 to 30,000 residents**
- Approximately **12,000 dwellings**
- Approximately **52 ha of employment land**, supporting up to **1,200 jobs**.⁸

Employment land is broken into 15 ha of dedicated employment lands and additional land required for schools and emergency services. This does not include future activity centres identified in the growth area which are included within the balance of the net-developable area.

3.1 Net Developable Area

The anticipated total development yield within the CGA was determined through a parcel-specific **Land Budget Plan (Appendix C)** and summarised in **Table 1**. This plan, informed by supporting investigations, forms the basis for calculation of the net developable area (NDA) for the CGA.

The NDA is calculated by subtracting land which is expected to be allocated for:

- Transport infrastructure
- Open space
- Community and social infrastructure facilities
- Drainage and utility services
- Other encumbered land

from the Gross Developable Area.

Table 1 outlines the Summary Land Use Budget and the detailed Land Budget Plan and supporting tables are provided in **Appendix C**.

⁸ Concordia Employment Lands Assessment, Urbis, April 2025, Page 33

Table 1: Summary Land Use Budget

Description	CONCORDIA GROWTH AREA INFRASTRUCTURE PLAN			Precinct Hectares					
	HECTARES	% OF TOTAL	% OF NDA	Concordia Land Trust	Teusner	Metro Homes	Others	Road Reserve	Rail
TOTAL PRECINCT AREA (ha)	997.18			632.95	112.38	135.22	76.00	37.26	3.37
Existing Transport									
Existing Public Road	32.60	3.27%	4.46%	0.00	0.00	0.00	0.00	32.60	0.00
Existing Railway Land	3.37	0.34%	0.46%	0.00	0.00	0.00	0.00	0.00	3.37
Total	35.97	3.61%	4.92%	0.00	0.00	0.00	0.00	32.60	3.37
Existing Open Space									
Conservation Reserve - Native Vegetation	53.33	5.35%	7.30%	49.31	0.00	0.00	3.96	0.07	0.00
Total	53.33	5.35%	7.30%	49.31	0.00	0.00	3.96	0.07	0.00
Existing Services									
Transmission Line - Future Active Open Space	2.02	0.20%	0.28%	2.02	0.00	0.00	0.00	0.00	0.00
Transmission Line - Future Passive Open Space	18.19	1.82%	2.49%	17.71	0.00	0.00	0.48	0.00	0.00
Total	20.21	2.03%	2.77%	19.73	0.00	0.00	0.48	0.00	0.00
TOTAL GROSS DEVELOPABLE AREA - (GDA) Ha	881.50	88%	125%	557.34	112.38	135.22	70.93	5.63	0.00
New Transport									
Link Road - Arterial	16.82	1.89%	2.30%	8.36	6.26	0.39	1.52	0.29	0.00
Road Widening/ New Connector Road	31.24	3.52%	4.28%	25.10	0.48	4.61	1.05	0.00	0.00
Total	48.06	5.41%	6.58%	33.46	6.74	5.00	2.56	0.29	0.00
New Open Space									
Sports and Recreation Reserve - Active	30.19	3.40%	4.13%	21.93	0.00	8.00	0.00	0.26	0.00
District Park	2.96	0.33%	0.40%	2.96	0.00	0.00	0.00	0.00	0.00
Neighbourhood Park	5.77	0.65%	0.79%	4.48	0.00	0.92	0.36	0.00	0.00
Total	38.91	4.38%	5.33%	29.37	0.00	8.92	0.36	0.26	0.00
New Community									
Local Community Centre	2.49	0.28%	0.34%	1.31	0.00	0.86	0.32	0.00	0.00
Total	2.49	0.28%	0.34%	1.31	0.00	0.86	0.32	0.00	0.00
New Drainage									
Drainage Corridor	37.00	4.17%	5.06%	19.01	8.10	1.83	7.72	0.34	0.00
Embankment	16.02	1.80%	2.19%	15.14	0.00	0.88	0.00	0.00	0.00
Retarding Basins	8.68	0.98%	1.19%	6.96	1.50	0.22	0.00	0.00	0.00
Total	61.70	6.95%	8.45%	41.12	9.60	2.93	7.72	0.34	0.00
New Services									
Sub-Station	2.22	0.25%	0.30%	2.22	0.00	0.00	0.00	0.00	0.00
Total	2.22	0.25%	0.30%	2.22	0.00	0.00	0.00	0.00	0.00
Total Land Required (ha)	153.36			107.46	16.34	17.71	10.96	0.88	0.00
TOTAL NET DEVELOPABLE AREA - (NDA) Ha	730.59	73%		456.44	96.04	117.51	60.60		
Residential NDA									
Residential - Standard Density	662.46	74.63%	90.68%						
Neighbourhood Activity Centre	12.08	1.36%	1.65%						
Local Activity Centre	7.33	0.83%	1.00%						
Total	681.87	76.81%	93.33%						
Employment NDA									
Employment	11.03	1.24%	1.51%						
Future Employment on Transmission Easement Land	3.98	0.45%	0.54%						
Primary School	21.92	2.47%	3.00%						
Secondary School	9.65	1.09%	1.32%						
Future Secondary School on Transmission Easement Land	2.95	0.33%	0.40%						
Emergency Services	2.36	0.27%	0.32%						
Total	51.89	5.85%	7.10%						
Total Existing Road Reserve - Redundant	3.72							3.72	0.00
Total NDA including Redundant Road Reserve	734.30								

The detailed Land Budget Plan is shown in **Appendix C**.

4. Infrastructure Context

At the time of the Scheme's initiation, the CGA was a large, contained growth area with consolidated land ownership. The area was predominantly bordered by rural residential dwellings, and several basic infrastructure constraints were identified:

- Limited access to, and capacity within, the existing transport network
- Insufficient capacity in water and wastewater services to meet future urban demand
- Limited capacity within the downstream stormwater network.

Technical investigations (outlined in Section 4.1) identified opportunities for a logical staged infrastructure delivery approach to support development:

- **Phase 0 Works:** Infrastructure required to service the initial 600 residential allotments.
- **Phase 1 Works:** Enabling transport, trunk water, and wastewater infrastructure needed before a further 2000 allotments can be created
- **Phase 2 Works:** Further infrastructure, including a regional transport link to the Sturt Highway and additional trunk water and wastewater works, required to support the development of the remaining growth area.

Delivery of a new connection to the Sturt Highway and associated arterial works is essential to enable development beyond Phase 1. These projects are identified as State-led interventions and will require close coordination with DIT to ensure integration with regional transport planning.

The scope and justification for all infrastructure projects provided for under the Scheme are detailed in **Part C – Summary of Scheme Projects**.

4.1 Background Technical Work

Preparation of the Scheme was informed by the Master Plan and a suite of technical reports. These reports provide strategic justification, scope, and costings for the infrastructure projects required to service the CGA, as required under section 166(1)(a)(b) and (d) of the Act.

- *Concordia Transport Infrastructure Strategy*, AECOM, Revision D - 13 February 2025
- *Concordia Transport Infrastructure Strategy Addendum*, AECOM Rev C October 2025
- *Cheek Avenue Corridor Study*, AECOM, Revision B - 17 April 2025
- *Sunnydale Upgrade Investigation*, AECOM - 8 October 2025
- *Concordia Social Infrastructure Strategy*, AECOM - 27 November 2024
- *Concordia Growth Area Final Stormwater Management Strategy*, Tonkin - 15 April 2025
- *Concordia Infrastructure Funding Plan*, MESH - December 2025
- *Reticulated Services Investigations*, SA Water - 9 October 2025.
- *Concordia Growth Area Economic Strategy*, Urbis - November 2024
- *Concordia Growth Area Employment Land Assessment - Version April 2025*
- *Cost Estimate Report for Gawler East Traffic Interventions*, RLB - xxxx 2025

The Concordia Code Amendment and its supporting investigations (both the draft and the adopted versions)¹⁰ were reviewed and considered alongside the preparation of the Draft Outline and Draft Scheme to ensure alignment and uphold principles of integrated planning.

The **Final Scheme Report**¹¹ prepared by the Scheme Coordinator provides further detail on the technical investigations undertaken and how they informed the Scheme.

4.2 Scheme Nature and Scope

The [Concordia Growth Area Infrastructure Scheme Draft Outline](#) (Draft Outline) identified the nature and intended scope of infrastructure projects to be further investigated.

Further detailed investigations have informed the categories of basic infrastructure that have been included in the Scheme, which are outlined in **Table 2**, along with the rationale for their inclusion or exclusion.

Table 2: Basic infrastructure included and excluded from Scheme - based on the relevant test(s) in the Act


Category	Sub-category	Rationale for inclusion or exclusion in nature of Scheme	Relevant section(s) of Act
Roads, bridges and culverts	State-maintained roads/bridges (including intersections)	Included Enabling works that will support significant development and benefit the entire growth area.	163(2)(c) 163(2)(d) 163(2)(e)
	Collector roads/bridges across parcel boundaries	Included Coordination of local collector road infrastructure is reasonably necessary and efficient across boundaries due to scale of development.	163(2)(e)
	Local roads internal to parcel boundaries	Not included Except for key collector roads and bridges as specified above, internal and lower order roads can efficiently be provided for within a development application. Identified zoning promotes flexibility for this to be addressed at land division stage.	163(2)(e)
Stormwater management	Catchment works within CGA	Included Broader higher order works that support and benefit significant development in the CGA and require coordination across boundaries.	163(2)(c) 163(2)(d) 163(2)(e)
	Local drainage internal to parcel boundaries	Excluded Can efficiently be provided for within a development application which promotes flexibility of land division layout and design.	163(2)(e)

¹⁰ [Concordia Code Amendment - for consultation](#) and [Concordia Code Amendment Engagement Report](#), Department for Housing and Urban Development, 2025

¹¹ *Final Scheme Report for the Concordia Basic Infrastructure Scheme*, Scheme Coordinator, December 2025

Category	Sub-category	Rationale for inclusion or exclusion in nature of Scheme	Relevant section(s) of Act
Water supply	Trunk and enabling water infrastructure	Included Enabling works that will support significant development and benefit the entire growth area and are of a size and capacity which exceed the ability to be delivered by landowners.	163(2)(c) 163(2)(d) 163(2)(e)
	Local servicing and allotment connections	Not Included Site specific servicing and connecting works for individual development sites can be efficiently planned and delivered via land division and development application process.	163(2)(e)
Wastewater	Trunk and enabling wastewater infrastructure	Included Enabling works that will support significant development and benefit the entire growth area and are of a size and capacity which exceed the ability to be delivered by landowners.	163(2)(c) 163(2)(d) 163(2)(e)
	Local servicing and allotment connections	Not Included Site specific servicing strategies and provision of connecting works which are able to be delivered by development and can be planned to match land division and development applications.	163(2)(e)
Energy – Electricity	Local servicing and allotment connections	Not Included Provision is adequately provided for under existing regulatory and augmentation funding pathways, and infrastructure can be provided via established delivery frameworks. Future substations to support residential growth, have been identified at a conceptual level in the concept plans through the Code Amendment and recognised in land budget assumptions, and are subject to specific negotiation between service providers and relevant landowners.	163(2)(e)
Energy – Gas	Local servicing and allotment connections	Not Included Provision is adequately provided for under existing regulatory and augmentation funding pathways, and infrastructure is able to be provided via existing and established delivery frameworks.	163(2)(e)
Communications	Local servicing and allotment connections	Not Included Provision is adequately provided for under existing regulatory and augmentation funding pathways, and infrastructure is able to be provided via existing and established delivery frameworks.	163(2)(e)

Note: All categories include embankments, wells, channels, drains, drainage paths, or other forms of works or earthworks connected with provision of the basic infrastructure.



Where basic infrastructure is not included in the Scheme, existing pathways for funding and delivery are expected to be used, such as standard land division and service connection processes associated with land development. Other mechanisms and/or pathways apply to infrastructure that does not meet the definition of basic infrastructure under the Act.

For basic infrastructure categories forming part of the Scheme, the principles in Section 163(7) of the Act were considered when scoping and costing Scheme Projects. These principles are summarised below.

4.3 Project Scope Guiding Principles

Section 163(7) of the Act provides guidance for determining the nature of basic infrastructure under the Scheme. These principles seek to facilitate the provision of infrastructure that is:

- **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).
- **Designed to build future capacity**, where appropriate,
- **Designed and constructed to an appropriate standard**
- **Able to be procured and delivered in a timely manner** to facilitate and promote orderly and economic development.

These principles have been applied in developing the scope of specific Scheme Projects, as detailed in **Part C – Summary of Scheme Projects**.

These principles have been taken into account in developing the scope of specific Scheme Projects, as detailed in the background technical report Appendix 1 of the Final Scheme Report to the Draft Scheme – the MESH Infrastructure Funding Plan in **Appendix 1**.

PART C – Summary of Scheme Projects

This section lists each of the Scheme Projects that form part of the Scheme, grouped in tables for each infrastructure category, and identifies the evidence-base used to support the project's inclusion in the Scheme.

For each project, the tables also detail:

- Apportionment to Growth Area
- The phase and trigger for when it is required
- Delivery responsibility
- Asset ownership.

Further detail on the scope of each Scheme Project is provided in **Appendix F**.

Part D of the Scheme outlines how these projects are allocated across funding arrangements, identifying the projected pathways for infrastructure delivery and providing detail relating to indicative timing.

Part E includes the Works Program which sets out indicative timeframes for infrastructure delivery. These indicative timeframes do not constitute a commitment or guarantee of delivery at the specified times. Actual timing will depend on development progression, market conditions, and landowner preferences. The Scheme Coordinator may update the Works Program to reflect changes in development staging and infrastructure needs.

Interpretation of Part C Tables

For the purposes of interpreting the tables in **Part C**, definitions of table headings are provided below:

Term	Definition
Strategic Justification	Strategic justification explains why a particular infrastructure project is included in the scheme. It outlines how the project aligns with broader planning goals and responds to identified needs within the CGA. This justification is based on supporting investigations, with the relevant investigation cited as the reference point for the table.
Apportionment to Growth Area	Apportionment to the Growth Area describes how demand and associated infrastructure costs are distributed across growth areas or other land parcels. The aim is to allocate contributions fairly based on expected demand, land-use intensity, and the benefits provided by the asset. This approach promotes transparency in funding and supports equitable cost-recovery arrangements.
Delivery Responsibility	Delivery responsibility identifies the party initially accountable for planning and constructing the infrastructure project. This may be a government agency, local council, private developer, or a partnership between these groups. If the nominated party cannot deliver the project within the timeframe required by the Scheme, the Scheme Coordinator will arrange for an alternative party to procure and deliver the project as appropriate.
Trigger for Delivery	The trigger for delivery sets out the condition or event that should prompt construction or provision of an infrastructure project. Typical triggers include reaching a population threshold, completing a development stage, or progressing development on specific adjoining land parcels. Clear triggers help align infrastructure rollout with growth, preventing premature investment or service gaps.
Phase	Phase identifies the likely order of infrastructure delivery based on funding and expected growth patterns. Each phase outlines the projects included and any dependencies. Phasing supports orderly development by ensuring access to basic infrastructure and services, avoiding uncoordinated or ad-hoc growth. It also allows flexibility to adjust to future servicing needs and demand.
Indicative Timing	Indicative timing provides the anticipated timeframe in calendar years for when an infrastructure project is likely to be delivered, and is linked to a demand trigger such as number of allotments developed. It offers stakeholders a sense of when projects are likely to occur and helps coordinate land development with infrastructure provision.

5. Roads, Bridges and Intersections



The Transport Infrastructure Strategy by AECOM (TIS)¹² informed the staged approach to transport infrastructure delivery, aligned with the anticipated development phases of

¹² Concordia Transport Infrastructure Strategy, AECOM, Revision D February 2025, and addendum October 2025

the CGA, promoting flexibility through a network grid design to allow for adjustments as development progresses.

Enabling Transport Works

Several Phase 1 enabling Scheme Projects - including IN-01, IN-02, IN-03, RD03a and RD-03b - are captured under an existing Deed between the Town of Gawler, the developers of the Gawler East Development, and DIT. This Deed was established to fund road upgrades required due to increased traffic volumes resulting from the expansion of Gawler East and broader local growth.

The development of the CGA creates additional demand on these road corridors beyond what was anticipated in the original Deed. Updated assumptions are detailed in the Cheek Avenue Corridor Study.¹³ To ensure the CGA contributes appropriately, the Scheme incorporates existing cost-sharing arrangements and accounts for the additional demand as outlined in the Infrastructure Funding Plan.¹⁴

Conceptual traffic modelling undertaken for the CGA shows that a proportion of traffic using the Cheek Avenue route will be attributable to the CGA. Modelling also indicates that a new road connection to the Sturt Highway will be required once 2,500 to 3,000 residential allotments have been created. This connection may also require a new bridge over the North Para River to provide additional network capacity. These works are identified for Phase 2 and will be further refined as development timing becomes clearer.

The TIS identifies these state road projects as critical to the CGA's transport network. Without them, substantial upgrades, potentially including duplication, would be required to existing southern roads and internal routes, particularly the north-south link road.

Internal road network

The TIS recommends an internal road network made up of collector and local roads, supported by a regional arterial link road around the CGA's perimeter. No additional arterial roads are required within the CGA itself; instead, the network relies on an interconnected system of collector and local roads. This includes provision for duplicating the central north-south collector road due to its strategic role in connecting to the broader network.

These roads, along with key intersections and bridges, are essential for linking future neighbourhoods to activity centres and regional transport routes. The Scheme therefore includes several internal collector roads and intersections identified in the TIS. Where Scheme roads cross watercourses or swales, cost estimates include culvert infrastructure.

The north-south collector road, the circular collector road network, and connections to Barossa Valley Way are considered strategically significant due to their role in linking the growth area. Although these roads could technically be delivered through standard land division processes, 50% of their cost has been included in the Scheme charge to support coordinated delivery of these key links and the central intersection.

As such, 50% of the construction cost of these roads is apportioned to the Scheme Charge and is therefore creditable when these projects are delivered in-kind to the specifications of the asset owner. The remaining 50% construction cost is considered a direct developer cost and is not creditable under the Scheme. Further detail is provided in **Part D**.

¹³ Cheek Avenue Corridor Study, AECOM, Revision B, 17 April 2025

¹⁴ Infrastructure Funding Plan, MESH, October 2025

Table 3 outlines the **Roads, Bridges and Intersection Scheme Projects** that form part of the Scheme.

Table 3: Summary of Roads, Bridges and Intersection Scheme Projects

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Phase and indicative timing	Asset Owner
RD-03a	Cheek Avenue Upgrade to existing collector road between Barossa Valley way/Lyndoch Road and Calton Road	Transport Infrastructure Strategy (TIS), AECOM April 2025 & Addendums, 27648-251202-Gawler East Traffic Interventions - RLB Cost Estimate Report	17.01%	Developers and/or Town of Gawler	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 1 2027-2030	Town of Gawler
RD-03b	McMillan Parade Construction of McMillan Parade between Calton Road and Schomburgk Drive	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 27648-251202-Gawler East Traffic Interventions - RLB Cost Estimate Report	42.70%	Developers and/or Town of Gawler	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 1 2027-2030	Town of Gawler
RD-04	Cheek Avenue Upgrade to existing collector road between Barossa Valley way/Lyndoch Road and Harris Road	N/A	100.00%	Developers and/or Town of Gawler	At the time of development proposes access via BR02.	Phase 2 2040+	Town of Gawler
RD-05a	Barossa Valley Way Upgrade to existing road between Cheek Avenue and Concordia Road	TIS, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	100.00%	Developers and/or Town of Gawler	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 1 2027-2030	DIT
RD-05b	Barossa Valley Way Upgrade to side roads associated with Concordia Road intersection and others	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	100.00%	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 0 2026-2028	DIT
RD-06	Concordia Road Upgrade to existing road between Barossa Valley Way to Harris Road/Springbett Road	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50.00%**	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 0 2026-2028	Barossa Council
RD-07a	Harris Road Upgrade to existing road between RD-10 and RD-07b. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50.00%**	Developers	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase	Phase 2 2034	Barossa Council

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Phase and indicative timing	Asset Owner
RD-07b	Springbett Road Upgrade to existing road between RD-07a and RD-07c. Existing reservation is 20m, an additional widening is required from the northern side of the road to provide the required reservation.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50.00%**	Developers	At the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase	Phase 2 2036	Barossa Council
RD-07c	Springbett Road Upgrade to existing road between RD-07b and the new bypass road. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50.00%**	Developers	At the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase	Phase 2 2037	Barossa Council
RD-08	New Collector Road Construction of a new connector connecting the south eastern activity centre between Barossa Valley Way and Springbett Road.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50.00%**	Developers	At the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase	Phase 1 2032	Barossa Council
RD-09	New North-South Collector Road Construction of a new collector road that utilises existing the Concordia Road, Martin Road and a paper road which has a width of 20m, road widening is required to deliver the new road	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50.00%**	Developers	At the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase	Phase 2 2036	Barossa Council
RD-10	New Internal Collector Road Loop Construction of a new collector road between RD-07a and RD-09.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50.00%**	Developers	At the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase	Phase 2 2043	Barossa Council
RD-11	New Internal Collector Road Loop Construction of a new collector road between RD-09 and Springbett Road.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50%**	Developers	At the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise	Phase 2 2045	Barossa Council

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Phase and indicative timing	Asset Owner
					specified for delivery in a relevant phase		
RD-12	New Internal Collector Road Construction of a new connector road between RD-11 and the link road (bypass)	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	50%**	Developers	At the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase	Phase 2 2048	Barossa Council
RD-13	Sunnydale Avenue Upgrade of existing road via LATM treatments	TIS, AECOM April 2025 & Addendums . 60735510 Transport Infrastructure Strategy, Order of Magnitude Cost Estimate Rev1B	100%	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 2 2026	Barossa Council
INTERSECTIONS							
IN-01	McMillan Parade & Schomburgk Drive Construction of a roundabout	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report	29.37%	Developers and/or Town of Gawler	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 1 2027-2030	Town of Gawler
IN-02	Calton Road & Cheek Avenue Upgrade to roundabout	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report	58.39%	Developers and/or Town of Gawler	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 1 2027-2030	Town of Gawler
IN-03	Barossa Valley Way and Cheek Avenue Intersection New Intersection	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Commercial & Infrastructure Road Estimate	67.42%	Developers and/or Town of Gawler	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 1 2027-2030	DIT
IN-04	Barossa Valley Way and Concordia Road Intersection New intersections	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	0.00%	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	Phase 0 2026-2028	DIT
IN-05	Barossa Valley Way into growth area New signalised intersection at	Transport Infrastructure Strategy, AECOM April 2025 & Addendums .	100.00%	Developers	As required at the time of development which proposes	Phase 1 2032	DIT

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Phase and indicative timing	Asset Owner
	Barossa Valley Way and a new road connected to the proposed South East Activity Centre	60735510 Transport Infrastructure Strategy Order of Magnitude Cost Estimate Rev1B			access through the intersection		
IN-07	Concordia Road & central arterial New Intersection.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums . 60735510 Transport Infrastructure Strategy Order of Magnitude Cost Estimate Rev1B	50.00%**	Developers	As required at the time of development of land on either side of project, or as otherwise specified for delivery in a relevant phase	Phase 2 2036	Barossa Council
BRIDGES							
BR-02	North end of Harris Road/ Cheek Avenue Bridge construction of vehicle and/or pedestrian bridge over rail corridor	N/A	0.00%	TBD	If vehicle connection to the North end of Cheek Avenue is required, a vehicle bridge otherwise a pedestrian bridge shall be constructed	Phase 2 2040	DIT/ Town of Gawler
BR-03	New pedestrian bridge crossing of North Para River	N/A	0.00%	Developers	When required to deliver the shared path network	Phase 2 2042	Barossa Council
BR-04	New pedestrian bridge crossing of waterway connecting to central activity centre	N/A	0.00%	Developers	When required to deliver the shared path network	Phase 2 2038	Barossa Council
STATE TRANSPORT INFRASTRUCTURE							
ST-01	Sturt Highway Interchange	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT
ST-02	Arterial Road Section	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT
ST-03	Bridge Across North Para River. Arterial Road Bridge	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT
ST-04	Arterial Road Section	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Phase and indicative timing	Asset Owner
ST-05	Major Intersection.	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT
ST-06	Intersection	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT
ST-07	Arterial Link Road around the perimeter of the CGA.	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT
ST-08	Intersection from Growth Area to Link Road. Major Arterial Intersection	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT
ST-09	Intersection at Barossa Valley Road and Link Road. Major Arterial Intersection	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	TBD	DIT	TBD	Phase 2 TBD	DIT

*Percentages resulting from cost difference between the proposed Town of Gawler Deed interventions and Interventions required for the traffic uplift expected by the Concordia development. Cost breakdown represented in Table 4.

**Percentages represent the 50% of the project cost that is included within the Charge and is therefore creditable under the Scheme. The remaining 50% project cost is apportioned directly to the developers and is considered a developer cost.

*** RD-04 and BR02 are identified as an optional developer direct delivery projects. These interventions are not considered essential to overall traffic flow, as alternative routes via Concordia Road and the proposed Sturt Highway connection will be available. The ultimate form and function of any bridge—whether for vehicles or pedestrians—will be determined by the developer following further investigations, including rail status and network requirements at the time.

6. Stormwater Management



Urban development within the CGA will substantially increase impervious surfaces, resulting in higher runoff volumes and peak flows that can lead to flooding, erosion, and downstream water quality degradation.

The Stormwater Management Strategy (SWMS)¹⁵ identifies a series of embankments and detention basins aligned with:

- Existing watercourses and flow paths
- The road network
- Culverts crossing prescribed waterways.

Strategically located catchment scale embankment storages will reduce both runoff volumes and peak flows leaving the CGA. Each basin is assigned an allowable discharge and proposed culvert size, and storages are integrated into the road network where feasible to serve dual purposes:

¹⁵ Concordia Stormwater Management Strategy (SWMS), Tonkin - April 2025

- **Retention storage:** reduces runoff volumes through infiltration and evaporation.
- **Detention storage:** attenuates peak flows during major rainfall events.

Modelling indicates that this approach could reduce post development average annual runoff volumes by up to 56%. At the regional scale, the SWMS positions structures and catchments to reduce overall runoff from the CGA to pre-development peak discharge for the 1% AEP event. Consequently, some downstream sub catchments adjacent to Whitelaw Creek and the North Para River do not require regional basins for peak flow management; in these areas, installing peak mitigation structures is impractical because rapid drainage during major events is critical to managing peak flows across the broader site.

This framework enables the separation of detention requirements and aligns stormwater infrastructure with land holdings, reducing reliance on downstream systems and supporting multiple development fronts. Future basins have been identified in sub catchments Cat34, Cat40, and Cat04 to allow detention and retention storages to be apportioned in line with ownership. Additional catchment scale investigations are required to confirm storage volumes, allowable discharge rates, and outflow structures that maintain pre-development flow conditions.

Delivery will be coordinated through the Scheme, with the major stormwater infrastructure projects identified in **Table 4** included as direct delivery projects to achieve consistent outcomes across the growth area. Embankment basins and associated pipes/culverts will be constructed to manage post development flows to pre-development rates, and road culverts will be designed to meet a 1% AEP drainage standard. This allows proponents to deliver infrastructure in accordance with the SWMS, EPA water quality standards, and established engineering requirements, while integrating assets with the final road layout to minimise costs and land take.

Implementation will be progressively refined through catchment-based Stormwater Management Plans (SMPs), incorporating detailed design by development proponents to ensure alignment with the preferred urban layout, SWMS objectives, and site-specific design intents. SMPs will also define allotment scale and streetscape scale approaches:

- **Allotment scale:** Water Sensitive Urban Design (WSUD) measures (as recommended in the SWMS) manage stormwater at source and help reduce mains water demand.
- **Street scale:** features such as raingardens, swales, and tree pits should be integrated where practicable, noting that the steep terrain of the CGA may limit widespread implementation.

Over time, these measures may be further refined, and SMPs can link sub catchments aligned with the watercourses identified within the CGA to maintain coherent stormwater management outcomes.

Table 4: Summary of Stormwater Scheme Projects

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery	Phase and indicative timing	Asset Owner
EM-D1	Embankment, 3.5ha Detention Area & Pipes/Culverts	CGA Draft Stormwater Management Strategy, Tonkin, 20 December 2024	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2040	Barossa Council

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery	Phase and indicative timing	Asset Owner
EM-D2	Embankment, 3.5ha Detention Area & Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2040	Barossa Council
EM-D3	Embankment, 4.3ha Detention Area & pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2045	Barossa Council
EM-D4	Embankment, 3.2ha Detention Area & Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2035	Barossa Council
EM-D5	Embankment, 5.1ha Detention Area & Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2037	Barossa Council
EM-D6	Embankment, 1.1ha Detention Area & Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2032	Barossa Council
EM-D7	Embankment, .38ha Detention Area & Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2045	Barossa Council
EM-D8	Embankment, .62ha Detention Area & Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2045	Barossa Council
LK-01	Lake, 1.5ha Detention Area & Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2035	Barossa Council
CU-01	Pipes/Culverts	As above	0.00%	Developers	Construction of RD-10, Development of parcels in the corresponding drainage catchment	Phase 2 2045	Barossa Council
CU-02	Pipes/Culverts	As above	0.00%	Developers	Construction of RD-06, Development of parcels in the corresponding drainage catchment	Phase 2 2027	Barossa Council
CU-03	Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 2027	Barossa Council
CU-04	Pipes/Culverts	As above	0.00%	Developers	Development of parcels in the corresponding drainage catchment	Phase 2 n/a	Barossa Council
CU-05	Pipes/Culverts	As above	0.00%	Developers	Construction of RD-08, Development of parcels in the corresponding drainage catchment	Phase 2 2037	Barossa Council
CU-06	Pipes/Culverts	As above	0.00%	Developers	Construction of RD-08, Development of parcels in the	Phase 2 2039	Barossa Council

Project ID	Title and Description	Strategic Justification	Apportionment to Growth Area	Delivery Responsibility	Trigger for Delivery	Phase and indicative timing	Asset Owner
					corresponding drainage catchment		
CU-07	Pipes/Culverts	As above	0.00%	Developers	Will only be constructed if BR-02 is delivered. Development of parcels in the corresponding drainage catchment	Phase 2 2044	Barossa Council

7. Water Supply



SA Water have highlighted that significant investment in water infrastructure is required to enable the development of the CGA. The existing water system servicing the CGA has limited capacity available to service additional allotments. To support the anticipated development:

- **Phase 0:** New connections will be required for the initial 600 allotments.
- **Phase 1:** New enabling water infrastructure will be needed to support the first 2,600 dwellings.
- **Phase 2:** Long-term infrastructure will be required to accommodate the remaining growth.

The CGA will be supplied through the existing Sandy Creek water supply zone. Meeting projected demand will require:

- Two additional storage tanks within the Sandy Creek water supply zone.
- Approximately 37 km of large connecting trunk infrastructure (between 300DN to 1700DN).

Due to higher ground elevations throughout Concordia, a new pressure zone will be established before development occurs in the corresponding drainage catchment pressure zone. This will include two tanks at higher elevations than Sandy Creek to maintain adequate water pressure and flow for the CGA.

Enabling trunk infrastructure (identified in Table 5) will be sized to also benefit other surrounding growth areas. SA Water has indicated that the CGA will benefit from approximately 20% of the water capacity provided by this infrastructure.

In addition, further internal trunk infrastructure will be required within the CGA to circulate services as the development progresses. Based on assumed collector road layouts, these services would have scope for location in these corridors, with detailed design to progress in parallel with land development.

Table 5: Summary of Water Supply Scheme Projects

Project ID	Title and Description	Delivery Responsibility	Trigger for Delivery	Phase and indicative timing	Asset Owner
SW-01	Water Supply – Trunk enabling Works	SA Water	To service up to 2600 dwellings	Phase 1 2026-2029	SA Water
SW-02	Water Supply - Internal enabling Water Works	SA Water	To service up to 2600 dwellings	Phase 1 2026-2030	SA Water
SW-03	Reticulated Water Internal infrastructure for reticulated water - 2035 onwards	SA Water	Beyond 2600 dwellings	Phase 2 TBD	SA Water

8. Wastewater



SA Water has identified complexities in servicing the CGA due to its geographic scale, lack of existing network capacity and distance from the existing Bolivar Wastewater Treatment Plant. A staged servicing approach is preferred to accommodate growth.

- **Phase 0 (600 dwellings):** Sewer tankering via developer constructed wastewater tankering stations.
- **Phase 1 (2000 dwellings):** Standalone wastewater treatment plants within the CGA, with treated water disposed on-site via dispersed irrigation in line with Australian Guidelines
- **Phase 2 (balance of CGA):** Additional trunk infrastructure and long-term servicing solutions

Phase 1 will include standalone wastewater treatment plants within the CGA, with treated water managed on-site through dispersed irrigation in accordance with Australian Guidelines. This initial infrastructure will provide capacity for an additional 2,000 dwellings, after which Phase 2 infrastructure will be required to support the balance of the growth area (as outlined in **Table 6**).

SA Water is currently assessing a range of servicing options for Phase 2, taking into account broader agency strategies and regional growth forecasts. A final servicing strategy will be confirmed by SA Water either by the 1,900th allotment or at least 24 months before Phase 1 is expected to be completed, whichever occurs first.

Table 6: Summary of Wastewater Scheme Projects

Project ID	Title and Description	Delivery Responsibility	Trigger for Delivery	Phase and indicative timing	Asset Owner
SS-01	Enabling Wastewater – Internal wastewater enabling supply	SA Water	To service up to 2600 dwellings	Phase 1 2026-2030	SA Water
SS-02	Completion of wastewater servicing - Trunk sewer for entire growth area	SA Water	Beyond 2600 dwellings	Phase 2 TBD	SA Water

Alternative Wastewater Service Providers

The Scheme is based on SA Water acting as the primary service provider for sewer services within the CGA. This reflects SA Water's statutory role under the *Water Industry Act 2012* as the provider of last resort, ensuring essential sewerage services can be delivered where no other licensed provider is available or appropriate.

SA Water's involvement at this stage provides confidence that the necessary sewer infrastructure can be delivered, allowing the Scheme to progress with certainty. As a statutory corporation operating under regulated pricing frameworks set by ESCOSA and the Developer Charges Pricing Policy Statement, SA Water provides transparency, consistency, and adherence to established technical standards. This creates a reliable foundation for determining infrastructure charges and planning delivery in line with government policy and regulatory requirements.

However, the Scheme does not prevent future consideration of alternative sewer service providers, as allowed under the *Water Industry Act 2012*. The Act establishes a licensing framework for water industry entities and enables private operators to deliver sewerage services, provided they meet required technical standards, customer protections, and pricing regulations.

The Scheme recognises that several licensed entities currently operate in South Australia—including private providers and local government community wastewater management schemes—and that these or future licensees may offer viable servicing options for the CGA.

Contestability and Legislative Framework

Consistent with contestability and innovation principles embedded in the *Water Industry Act* and broader government policy, the Scheme Coordinator will maintain flexibility to consider alternative providers where such proposals are sought through a variation.

Any proposal for alternative servicing will be evaluated against the statutory principles in Part 13 of the Act, including value for money, infrastructure quality, and the provider's capacity to service the growth area. These principles require consideration of efficient and cost-effective delivery, equitable distribution of charges, and minimisation of adverse impacts on housing affordability and development viability.

This approach aligns with the South Australian Government's *Housing Roadmap*, which explicitly contemplates developer-led delivery of water and wastewater infrastructure under appropriate governance arrangements, alongside SA Water's investment program to expand network capacity for housing growth. Engagement with alternative providers will be subject to licensing, technical compliance, and environmental safeguards to ensure that any non-SA Water solutions meet or exceed standards for reliability, public health, and environmental protection.

PART D – Funding Arrangements

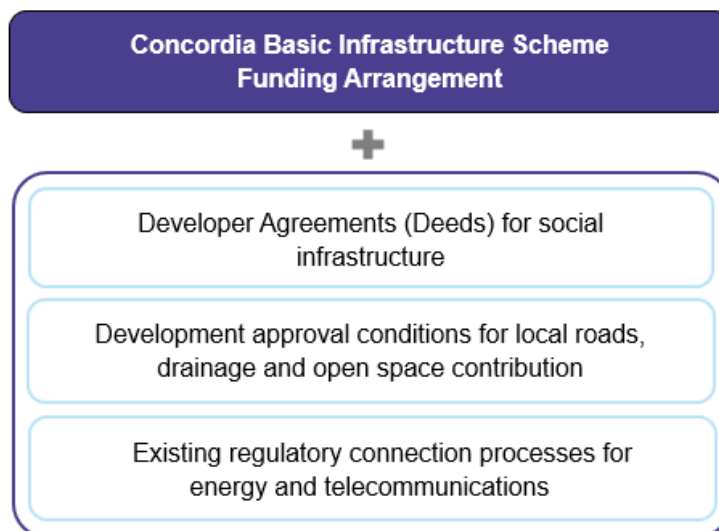
9. Funding Context

The Act provides several mechanisms for charging or contributions to ensure infrastructure delivery occurs alongside the development that it supports. Different mechanisms are suited to different types of infrastructure.

The Scheme is one of several funding and delivery mechanisms that together will enable the full range of infrastructure required for the CGA, as illustrated in **Figure 4**.

The Scheme’s Funding Arrangement applies only to **basic infrastructure** (as defined in the Act) and in specific circumstances. Infrastructure excluded from the Scheme, as identified in Section 4.3, can be delivered through other processes, such as development conditions for land division applications and existing arrangements for energy and telecommunication connections.

Figure 4: Funding Mechanisms for the Concordia Growth Area

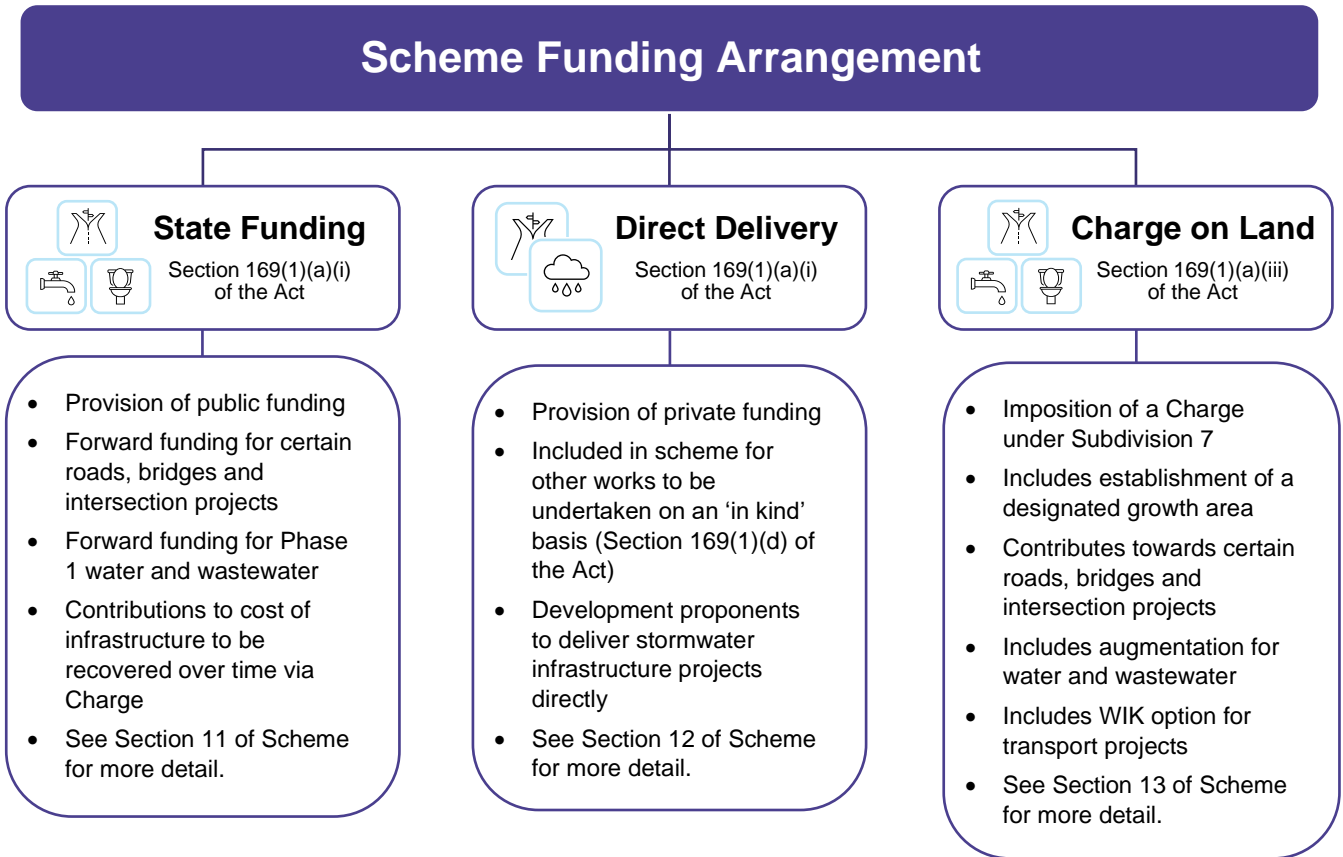


10. Scheme Funding Arrangement


In accordance with section 166(1)(d) of the Act, the Scheme Coordinator has developed the Funding Arrangement for the Scheme. This Funding Arrangement includes the following arrangements provided for under section 169(1)(a) of the Act (see **Figure 5**).


Each component of the Funding Arrangement is then explained further in the following sections of the Scheme.

Figure 5: Funding Arrangement for the Concordia Growth Area



11. Provision of State Funds

 This component of the Funding Arrangement has been developed in accordance with Section 169(1)(a)(i) of the Act.

 The State Government has acknowledged its significant role in funding major trunk and enabling infrastructure for roads, sewer and wastewater. These works are of a scale and cost beyond what the CGA could reasonably deliver and would not typically be provided by a single growth area.


 The Funding Arrangement allows the State Government to underwrite a portion of funds so that infrastructure works can commence early, with contributions later recovered through the Scheme Charge.

Table 7 identifies projects where government contributions through the Scheme will, or are likely to, be required to support development of the CGA:

Table 7: Scheme Projects with State Government Funding Contributions

Project ID	Phase	Project Title and Description
Intersections		
IN-01	1	McMillan Parade and Schomburgk Drive - Construction of a roundabout
IN-02	1	Calton Road and Cheek Ave - Upgrade to roundabout.
IN-03	1	Barossa Valley Way and Cheek Avenue Intersection
IN-04	0	Barossa Valley Way and Concordia Road Intersection
Roads		
RD-03a	1	Cheek Avenue - Upgrade to existing connector road between Barossa Valley way/Lyndoch Road and Calton Road
RD-03b	1	McMillan Parade - Construction of McMillan Parade between Calton Road and Schomburgk Drive.
RD-05a	1	Barossa Valley Way - Upgrade to existing road between Cheek Avenue and Concordia Road
RD-05b	0	Upgrade to side roads associated with Concordia Road intersection and others
State Transport Infrastructure		
ST-01	2	Sturt Highway Interchange Arterial Interchange
ST-02	2	Arterial Road Section between Interchange and Bridge across North Para. Arterial Road Section
ST-03	2	Bridge Across North Para River. Arterial Road Bridge
ST-04	2	Arterial Road Section between Interchange and Bridge across North Para. Arterial Road Section between Interchange and Bridge across North Para
ST-05	2	Major Intersection. Major Arterial Intersection
ST-06	2	Intersection from Growth Area to Link Road. Major Arterial Intersection
ST-07	2	Arterial Link Road around the perimeter of the CGA. Arterial Link Road around the perimeter of the CGA
ST-08	2	Intersection from Growth Area to Link Road. Major Arterial Intersection
ST-09	2	Intersection at Barossa Valley Road and Link Road. Major Arterial Intersection
Water		
SW-01	1	SA Water - Water Enabling Works - Internal Water Supply
SW-02	1	SA Water - Water Internal Works - Internal Water Enabling Supply
SW-03	2	SA Water - Reticulated Water.
Wastewater		
SS-01	1	SA Water - Wastewater Enabling Works- Internal Wastewater Enabling Supply
SS-02	2	SA Water - Trunk Sewer. Completion of Trunk sewer for entire growth area

12. Direct Delivery



This component of the Funding Arrangement has been developed in accordance with Sections 169(1)(a)(i) and 169(1)(d) of the Act.



This involves developer funded and delivered infrastructure projects that are of a nature and scale that would be provided for through the development of land as provided for under the

zone, however are strategically important for the efficient function of the CGA and require some level of coordination.

This category is limited to local road infrastructure and stormwater infrastructure. Through the Funding Arrangement, provision has been made for the provision of this infrastructure as the land is developed and through a Development Approval process.

Local Road Infrastructure

The **Concordia Transport Infrastructure Strategy (AECOM, 2025)** recommends an internal road network comprising collector and local roads, supported by a regional arterial link road around the CGA's perimeter. The internal collector road network, including key intersections and pedestrian bridges, is strategically designed to facilitate connectivity between future residential neighbourhoods, mixed-use activity centres, employment precincts, and regional transport corridors.

These collector roads and associated infrastructure are not classified as arterial roads but are of strategic importance due to their role in enabling coordinated development across multiple landholdings. The Strategy identifies the key north-south collector road and circular collector road which will facilitate key vehicle movements within the site, and it is noted that a portion of the cost of these roads would be apportioned to the wider growth area in recognition of this function. The delivery of these roads would therefore be able to occur as a direct delivery intervention by landowners, with 50% of the cost of delivery able to be recovered as Works in Kind or be constructed by the scheme with costs recovered. This is detailed within the document in below sections.

The remaining internal collector road network is essential to ensure the CGA functions as a cohesive urban environment, with integrated transport access and equitable infrastructure provision. The scale and function of these roads exceed typical local road requirements and require consistent standards and alignment across parcel boundaries, which cannot be efficiently achieved through isolated development applications.

Accordingly, the Scheme includes internal collector roads which are not included within the charge, intersections, and pedestrian bridges as direct delivery projects under Section 169(1)(d) of the Act. These projects are identified in **Table 8** below. These works are to be delivered by development proponents as development of applicable parcels of land occurs, in a manner consistent with the construction requirements of the relevant asset owner. This approach ensures infrastructure is delivered in a timely, coordinated, and cost-effective manner, aligned with the broader transport network and urban design principles outlined in the Scheme. The inclusion of these projects in the Scheme reflects their strategic function of the infrastructure, not their classification as arterial infrastructure. Their direct delivery supports the objectives of the Scheme by enabling early development phases, reducing reliance on external funding, and ensuring infrastructure is built to a consistent standard across the CGA.

Stormwater Management Infrastructure

The **Concordia Stormwater Management Strategy (SWMS) (Tonkin, 2025)** identifies a network of embankments, detention basins, and culverts aligned with natural watercourses and the proposed road network. These works are designed to manage stormwater runoff generated by urban development within the CGA.

The SWMS confirms that stormwater management can be effectively delivered across the CGA due to the consolidated landownership structure, with approximately 90% of the area controlled by three parties at the time of issue. This enables strategic coordination of stormwater infrastructure across

parcel boundaries, allowing integrated design and delivery of detention systems aligned with development staging and land division processes.

The infrastructure identified in the SWMS supports the entire CGA, including regional detention systems that reduce peak flows and runoff volumes. These works are critical for sustainable development outcomes and mitigating downstream impacts. Their potential to be aligned with the road network also enables efficient land use and cost savings through shared corridors and construction sequencing.

Given their strategic importance and the ability of landowners to deliver these works directly, the Scheme includes strategic stormwater infrastructure as direct delivery projects under Section 169(1)(d) of the Act. Development proponents are responsible for delivering these works in accordance with the SWMS, with infrastructure vesting in the relevant asset owner (typically Council) upon completion, noting the flexibility in how targets provided for in the SWMS may be achieved.

This delivery model ensures stormwater infrastructure is integrated with urban design, supports multiple development fronts, and reduces reliance on offsite infrastructure. It also enables flexibility in basin location and design, allowing refinement through detailed engineering and alignment with final land division layouts. The inclusion of these projects in the Scheme reflects their strategic function and the need for coordinated delivery to support the CGA's long-term growth.

The SWMS provides a high-level, strategic framework that outlines possible approaches to stormwater management across the CGA, it provides a foundational direction and is not intended to be exhaustive or final. It reflects the Government's commitment to sustainable urban development while allowing flexibility for site-specific solutions. Ongoing collaboration with relevant authorities, stakeholders, and the community will ensure that stormwater outcomes remain responsive, locally informed, and aligned with broader planning and environmental objectives.

Stormwater infrastructure must meet the following requirements:

- Ensuring that downstream stormwater infrastructure has sufficient capacity to adequately capture and treat the runoff from the approved division.
- Ensuring runoff is maintained at predevelopment levels.
- Ensuring groundwater resources are not impacted.
- Mitigating flood risk.

The water quality of the stormwater runoff from the site should be in accordance with the *Environmental Protection (Water Quality) Policy 2015*, to achieve the following:

- Reduce mean annual pollutant loads when compared to the unmitigated stormwater runoff.
- Control erosion and limit sediment movement into natural watercourses.

All works within the watercourse and management of stormwater discharge to the watercourse should be in accordance with the following documents:

- Environment and Heritage Technical Manual – Protecting Waterways Guideline¹⁶
- [Environment Protection \(Water Quality\) Policy 2015](#) including the Stormwater Pollution Prevention - Code of Practice for the Building and Construction Industry
- Water Affecting Activities Control Policy.¹⁷

¹⁶ Department for Infrastructure and Transport, 2021

¹⁷ [Water Affecting Activities Control Policy, Green Adelaide - 2022](#)

Although the SMWS addresses water quality, environmental impacts, erosion, and social wellbeing, its guidance remains broad. This provides scope for catchment-based Stormwater Management Plans (SMP's) to be developed at a detailed stage by respective developers and assessed by the relevant referral agencies once further information is available.

Table 8: Scheme Projects included in Directly Delivery Arrangement

Project ID	Project Title and Description	Trigger for Delivery
ROADS		
RD-04	Cheek Avenue - Upgrade to existing collector road between Barossa Valley way/Lyndoch Road and Harris Road.	As required at the time of development which proposes access via BR02.
BRIDGES		
BR-02	North end of Harris Road/ Cheek Avenue Bridge construction of pedestrian and or vehicle bridge over rail corridor	If a vehicle connection to the North end of Cheek Ave is required a vehicle bridge otherwise a pedestrian bridge shall be constructed.
BR-03	New pedestrian bridge crossing of North Para River.	When required to deliver the shared path network
BR-04	New pedestrian bridge crossing of waterway connecting to central activity centre.	When required to deliver the shared path network
STORMWATER		
EM-D1	Embankment, 3.5ha Detention Area & Pipes/Culverts	Development of parcels in the corresponding drainage catchment
EM-D2	Embankment, 3.5ha Detention Area & Pipes/Culverts	
EM-D3	Embankment, 4.3ha Detention Area & Pipes/Culverts	
EM-D4	Embankment, 3.2ha Detention Area & Pipes/Culverts	
EM-D5	Embankment, 5.1ha Detention Area & Pipes/Culverts	
EM-D6	Embankment, 1.1ha Detention Area & Pipes/Culverts	
EM-D7	Embankment, .38ha Detention Area & Pipes/Culverts	
EM-D8	Embankment, .62ha Detention Area & Pipes/Culverts	
LK-01	Lake, & 1.5ha Detention Area 6 x Pipes/Culverts	
CU-01	Pipes/Culverts	
CU-02	Pipes/Culverts	
CU-03	Pipes/Culverts	
CU-04	Pipes/Culverts	
CU-05	Pipes/Culverts	
CU-06	Pipes/Culverts	
CU-07	Pipes/Culverts	

13. Charge on Land



This component of the Funding Arrangement has been developed in accordance with Section 169(1)(a)(iii) of the Act, and involves the imposition of a Charge under Part 13 Subdivision 7 of the Act on the land parcels within the Designated Growth Area.



The Charge has been developed to contribute to the funding of key road, sewer and water infrastructure required to service the growth area. Infrastructure projects of benefit to parties within the CGA were scoped and costed as a means to inform the development of the Charge.



Through the collection of this Charge, monetary contributions will be directed and retained in a fund specifically set up to fund infrastructure for the CGA. The funds may then be used by the Scheme Coordinator to reimburse a party (landowner/developer) for works undertaken, to recover costs incurred by government or to undertake the works required by the Scheme.

The Charge applicable to the CGA comprises three elements to contribute to the following:

1. Water infrastructure
2. Wastewater infrastructure
3. Traffic infrastructure

The proposal to impose the Charge has considered Section 163(9) of the Act, which requires having regard to:

- 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).

Reasonableness of Using Other Funding Sources

In considering other funding methods that might otherwise be available, it is recognised that the rezoning of the CGA is largely driving the requirement to upgrade or construct infrastructure outside of standard asset renewal programs which may exist. Aside from this, it is acknowledged that the Act makes provision for the inclusion of other funding methods for basic infrastructure either through funds or delivery of works in-kind.

Existing agreements are in place for the upgrade of infrastructure to the road network south of the CGA and existing obligations under these agreements have been considered as a funding source towards relevant infrastructure projects, with the Charge to provide for any increase in scope driven by the CGA.

Further, the Act and Scheme identifies that the Scheme Coordinator will work to explore future opportunities for provision of funds through Federal grant programs or state budgetary submissions, as may be appropriate for the relevant infrastructure. This may result in a review of the Charge in the future.

Beyond these considerations, infrastructure identified in the Scheme to be delivered by proponents has resulted in such infrastructure projects being excluded from the Charge. In part, this approach

has been informed by the requirements of the Act in determining the Charge, which should be developed so as to not impede the development of the growth area (section 166 (2)(b)(iii) of the Act).

The Charge is to be applied to all land titles within the CGA, and is only payable if the land is developed. Any delivery of works as Works in Kind is an opportunity to offset the payment of the Charge and to bring forward the timing of development.

Land within Phase 0 is included in the Charge because it forms part of the Designated Growth Area and contributes to overall infrastructure demand. While Phase 0 relies on interim servicing measures, access to water and wastewater was provided on the basis that future augmentation works under the Scheme would restore and expand network capacity to offset the capacity allocated to Phase 0. This ensures early development benefits from the same strategic infrastructure as later phases and that costs are equitably distributed across all land benefiting from the Scheme. Accordingly, Phase 0 land is treated as a beneficiary of water and wastewater augmentation works and is subject to the Charge in accordance with the principles of fairness and orderly development under Part 13 of the Act.

Traffic reporting for the CGA highlights that changes in timing for the bypass road has potential to change the form and function of internal and external roads to cater for increased traffic volumes, requiring scope or specification changes. This may result in additional beneficiaries for these projects, which could be reflected in the Funding Arrangement and Charge for Phase 2 of the Scheme.

While the Charge applies to all land within the Designated Growth Area; development outside Phase 0 and Phase 1 is unlikely until trunk infrastructure is delivered under subsequent phases. The Scheme provides for refinement of the Works Program for future phases at least 24 months prior to Phase 1 completion or upon creation of the 1,900th allotment, whichever occurs first. Infrastructure planning and cost apportionment will occur progressively over the life of the Scheme to maintain alignment with development sequencing and servicing requirements.

Consideration of Funding from Other Sources

Development of the Funding Arrangement has included consideration of other funding sources in accordance with Section 168(3) of the Act.

Traffic investigations supporting the CGA and the Scheme identified that existing infrastructure delivery mechanisms already provide for upgrades to existing infrastructure along Cheek Avenue for land located to the south. Funding from this source has been considered based on an apportioned share of infrastructure demand, having regard to likely traffic demand and works funded through the existing Deed and increases to infrastructure scope and specification driven through the development of the CGA.

Further analysis by RLB (*Gawler East Traffic Interventions - Concept Design Estimate*) compared the costs of infrastructure provided under the existing mechanisms with the upscaled projects required to accommodate the increased volume of traffic generated by the CGA.

Given these existing funding pathways, provision of such funds has been accounted for in the Funding Arrangement. Through the Government underwriting detailed earlier, these works will be funded and delivered to support initial CGA development, with costs recovered by Government as contributions received from the CGA and the development to the south.

The following Phase 1 infrastructure projects - IN-01, IN-02, IN-03, RD03a and RD-03b - relating to upgrades along the Cheek Avenue corridor are captured within an existing Deed. The costs outlined in the Deed were established to fund road upgrades required due to increased traffic volumes resulting from the expansion of Gawler East and general growth in local traffic. However, development of the CGA requires further upgrades beyond those envisaged under the original Deed due to increased traffic generation. This is further detailed within the Cheek Avenue Corridor Study (AECOM, 2025 which assessed changes in Cheek Avenue's function and identified the construction scope required to cater for the additional traffic generated by the CGA.

Based on this assessment, the cost share for Cheek Avenue has been calculated as the difference between:

- The transport project costs allocated under the existing Deed; and
- The updated transport project designs prepared by AECOM.

The original Deed projects were costed by RLB in 2017 dollars and based on a project scope determined at the time. AECOM prepared updated designs based on current standards, which were then costed by RLB, in addition to a costing being undertaken of the original projects based on expected current delivery costs.

The scheme Funding Arrangement identifies that the applicable apportionment of these upgrades to the existing area and associated deeds or agreements will form part of the Funding Arrangements. These funds will be recovered from land outside the growth area by a form of agreement between the applicable parties to recover against delivery of infrastructure.

The cost share arrangement for Cheek Avenue between the Existing Deed and the CGA is represented below (**Table 9**) whereby the CGA is apportioned the cost difference between the total construction cost minus contributions included in the existing Deed, based on AECOM's design.

Table 9: Proposed Cost Apportionment of Cheek Avenue Projects between the existing Deed and future Concordia Infrastructure Scheme

Project ID	Title and Description	RLB costs associated with Deed	RLB costs AECOM designs	CGA cost share
IN-01	McMillan Parade & Schomburgk Drive Construction of a roundabout	\$3,593,853.00	\$5,088,066.00	\$1,494,213.00
IN-02	Calton Road & Cheek Avenue Update to roundabout	\$3,273,901.00	\$7,868,539.00	\$4,594,638.00
IN-03	Barossa Valley Way & Cheek Avenue Intersection	\$5,861,458.39	\$17,988,304.98	\$12,126,846.59
RD-03a	Cheek Avenue Upgrade to existing connector road between Barossa Valley Way / Lindoch Road and Calton Road. Likely interim minimum upgrades for first stages of CGA development.	\$8,675,870.00	\$10,454,663.00	\$1,778,793.00

	Approximately 1.5km of road upgrade			
RD-03b	McMillan Parade Construction of McMillan Parade between Calton Road and Schomburgk Drive.	\$3,587,407.00	\$6,260,511.00	\$2,673,104.00
TOTAL		\$24,992,489.39	\$47,660,083.98	\$22,667,594.59

Appendix J of the Infrastructure Funding Plan provides further justification to the before and after Concordia Scenarios.

The Infrastructure Funding Plan identifies further detail on costing assumptions for the whole of the Growth Area at 5.7.1 and Appendix I.

Dual contribution infrastructure

To recognise the strategic importance of key internal roads within the CGA and ensure their orderly and coordinated delivery, a dual funding model is proposed for selected projects. This approach promotes equity, efficiency, and alignment with the principles of the infrastructure scheme

Under this model:

- **50% of the delivery cost** will be borne by the landowner undertaking development within the CGA. This reflects the established principle that road infrastructure is an inherent and expected component of land development and subdivision. Roads of the proposed form and function, which provide local access and connectivity, are typically delivered by landowners as part of their development obligations.
- **The remaining 50% of project costs** will be distributed across all landowners undertaking development within the CGA through the infrastructure charge. This acknowledges that the benefits of a consolidated and coordinated internal collector road network extend beyond individual development parcels. A well-connected road system enhances accessibility, supports efficient traffic movement, and underpins the overall functionality of the growth area. Consequently, all landowners derive a measurable benefit from these strategic links, justifying a shared contribution toward their delivery.

The cost-sharing arrangement achieves two key objectives:

1. Equity – Ensuring that developers who trigger demand contribute proportionately, while recognising the broader network benefits enjoyed by all landowners.
2. Efficiency – Providing a mechanism to deliver higher-order internal roads that may exceed the reasonable capacity of individual developers, thereby avoiding fragmented or delayed infrastructure outcomes.

The list of affected projects is provided in **Table 10**.

Table 10: Dual Funding Internal Transport Infrastructure

Project ID	Project Title & Description	Scope
RD-06	Concordia Road Upgrade to existing road between Barossa Valley Way to Harris Road/Springbett Road	Construction of 400 linear metres of Concordia Road to create a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-07a	Harris Road Upgrade to existing road between RD-10 and RD-07b. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	Construction of a 1, 319 linear metres of Harris Road to create a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-07b	Springbett Road Upgrade to existing road between RD-07a and RD-07c. Existing reservation is 20m, an additional widening is required from the northern side of the road to provide the required reservation.	Construction of 554 linear metres along Springbett Road to create a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-07c	Springbett Road Upgrade to existing road between RD-07b and the new bypass road. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	Construction of 788 linear metres along Springbett Road to create a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-08	New Collector Road Construction of a new connector connecting the south eastern activity centre between Barossa Valley Way and Springbett Road.	Construction of 954 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-09	New North-South Collector Road Construction of a new collector road which utilises existing the Concordia Road, Martin Road and a paper road which has a width of 20m, road widening is required to deliver the new road.	Construction of 1,842 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-10	New Internal Collector Road Loop Construction of a new collector road between RD-07a and RD-09.	Construction of 2,054 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-11	New Internal Collector Road Loop Construction of a new collector road between RD-09 and Springbett Road.	Construction of a 2,885 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
RD-12	New Internal Collector Road Construction of a new connector road between RD-11 and the link road (bypass)	Construction of a 344 linear metres for a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.
IN-07	Concordia Road & central arterial New Intersection.	Signalised intersection at new roads adjacent to the proposed Neighbourhood Activity Centre.

13.1 Consideration of Charge

This section sets out how the Charge is created, the method applied to calculate the charge, the charge rate amount required per demand unit and how the Charge liability is calculated.

13.1.1 Constitution of Designated Growth Area

In establishing the Designated Growth Area (as identified in **Plan 5**), section 163(8) of the Act has been considered, noting:

- the area will benefit from the Scheme Infrastructure Projects included in the Charge
- the area will provide fair and sufficient funds over time with respect to the provision of the Scheme Infrastructure Projects included in the Charge
- the area does not overlap with a contribution area under Subdivision 3 of the Act.

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

13.1.2 Charge Principles

The Act states the Scheme Coordinator, in developing a Charge under Subdivision 7, should seek to act consistently with the principles set out in Section 166(2) of the Act. **Table 11** describes how these principles were applied.

Table 11: Principles for Developing a Charge

Section	Principle	Application in Scheme
166(2)(a)	The charge should be limited to recovering the reasonable capital costs of the basic infrastructure based only on infrastructure that is not excessive and that is not produced or delivered at a cost or price that is unreasonable in the circumstances.	The Charge is limited to recovering the reasonable capital costs of the basic infrastructure. The need for the infrastructure has been determined through the Concordia Master Plan, CGA Infrastructure Funding Plan and supporting investigations referenced in these documents.
166(2)(b)	The charge should not have an excessively adverse impact on: <ul style="list-style-type: none"> • the development of a designated growth area • housing or living affordability within a designated growth area • employment, investment or economic viability associated with a designated growth area. 	To avoid the Charge having an excessively adverse impact on the development, housing or living affordability or employment, investment or economic viability the Charge considers the costs of and contributions required towards other infrastructure. 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

Section	Principle	Application in Scheme
		the provision of basic infrastructure or the undertaking of works in the designated growth area (or in an adjacent or related area). Detail of this is provided for within Section 13 of this document
166(2)(c)	The charge must be based on a scheme under which a payment or payments under the charge become payable (or commence to become payable) on a specified event or events.	Payment of the Charge would be due at defined trigger points as per the specified events in Section 13.4 of the Scheme,
166(2)(d)	Funding should recognise the need to provide value for money in connection with funding arrangements including, as appropriate, through contestable provision of basic infrastructure.	The Scheme has been developed to allow for the competitive delivery of infrastructure to ensure cost efficiency and transparency. This is provided through the ability to delivery Works in Kind, and the role of the Scheme Coordinator in identifying and pursuing opportunities to improve or reduce the costs of infrastructure provided for in the Scheme.
166(2)(e)	Rebates for charges should be available in appropriate circumstances.	The Scheme allows for rebates where infrastructure is delivered as Works in Kind. Consideration of rebates will sit with the Scheme Coordinator.
166(2)(f)	Exemptions from the imposition of the charge should be considered depending on the circumstances of the case.	Exemptions have not been accounted for in the application of the charge on land titles. Exemptions for the Scheme would generally be considered as per section 13.3.1 of this document.

13.2 Creation of Charge

The Charge is registered on the Certificate of Title of all parcels of land within the Designated Growth Area in accordance with section 173(3)(c) of the PDI Act.

Exemptions

In applying the Charge, it is not proposed that an exemption would be applied to any Certificate of Title within the Designated Growth Area given that all Titles were accounted for in considering likely infrastructure requirements and associated costings.

Rebates

A rebate against the Charge would apply to land subject to open space or community facilities provided under the social infrastructure deed administered by Council. The Minister for Planning may also specify any land use or uses where a rebate would apply.

13.3 Specified Events for Payment

In accordance with sections 166(2)(c) and 166(3) of the Act, the Charge becomes payable (or begins to become payable) on the specified events related to when development is undertaken in **Table 12**.

Table 12: Specified Events for Charge Payment

For Development Applications involving:	Specified Event relating to Section 166(3)(a) and (b)
Land Division which results in the creation of residential allotments suitable for detached dwellings*	Prior to a Land Division Certificate being issued under section 138 of the PDI Act.
Applications resulting in employment or commercial type land uses, or creation of allotments for other dwelling types provided for under the Planning & Design Code	Upon commencement of works under a Development Approval or upon receipt of invoice for such contribution following commencement
Change in Use (no Land Division)	Upon commencement of a new use, or upon receipt of invoice for such contribution following commencement of use
Building Work (no Land Division or Change of Use)	Before release of certificate of occupancy upon receipt of invoice for such contribution following occupation.

** The Scheme coordinator shall be responsible for determining if a created allotment can reasonably be considered to be suitable for a detached dwelling. This consideration should have regard to the proposed allotment size and dimension and comparison to the form and typologies of comparable forms of division both within the Growth Area and other greenfield development areas to apply a practical consideration to the likely use of the allotment being created.*

Payments may be staged or deferred to a later date or specified event at the discretion of the Scheme Coordinator, subject to the owner of the land to which the Charge relates entering into an agreement to pay the Charge at the alternative date or event.

13.4 Calculation of Charge

Table 15 identifies the levies assigned to each Scheme Project. This section explains how the Charge on land is calculated.

13.4.1 Scheme Project Costs

Each Scheme Project funded via the Charge has a cost specified for either capital works or land (**Table 13**).

Table 13: Summary of Phase 0 and 1 Project Costs by Infrastructure Category

Infrastructure Type	Total Project Land Cost	Total Project Construction Cost	Total Project Cost	Total Phase 0 & Phase 1 Charge	Total Cost Apportioned to CGA
Local Transport					
Roads	\$0	\$279,865,101	\$279,865,101	\$32,133,276	\$64,869,461
Intersections	\$4,155,000	\$53,292,910	\$57,447,910	\$7,929,709	\$34,069,698
Total - Local	\$4,155,000	\$333,158,011	\$337,313,011	\$40,062,985	\$98,939,158
State Infrastructure					
Transport	TBD	TBD	TBD	NA	TBD
Phase 1 Water	\$4,900,000	\$295,085,809	\$299,985,809	\$39,000,000	\$180,000,000**
Phase 1 Wastewater*	\$11,200,000	\$165,513,337	\$176,713,337	\$39,000,000	\$180,000,000**
Phase 2 Water*	TBD	TBD	TBD	NA	TBD
Phase 2 Wastewater*	TBD	TBD	TBD	NA	TBD
Total - State	\$16,100,000	\$460,599,146	\$476,699,146	\$78,000,000	\$360,000,000
Total Local + State Projects	\$20,685,000	\$707,348,189	\$728,033,189	\$115,480,118	\$536,678,305

*The total project cost is based on high level estimates Phase 1 infrastructure. Phase 0 and 2 costs are still to be determined.

**The apportioned amount to the CGA is calculated based on the \$15,000 charge per dwelling for water and wastewater infrastructure.

13.4.2 Project Timing

Indicative project timing as required to service the development of the CGA are summarised in the Works Program provided for in **Appendix D**.

13.4.3 External Usage

For the **Cheek Avenue** projects, an assessment was undertaken to compare predicted traffic volumes and costing for different infrastructure scopes. This analysis determined the value of transport projects included under the existing Town of Gawler Transport Deed versus the current value of new scope and designed transport projects required to accommodate increased traffic volumes generated by the CGA.

The cost attributed to the CGA Scheme represents the difference between these two components. Further detail, including a table and explanatory commentary, is provided in the Funding Plan.

13.4.4 Cost Apportionment Infrastructure

The cost of each Scheme Infrastructure Project has been apportioned based upon the likelihood of usage by residents and workers within the Designated Growth Area.

The CGA is considered a single catchment area, as the projects required to be delivered are required to support development of the entire growth area. Accordingly, the cost of Charge projects has been attributed to the total development area.

The common demand unit is **one net developable hectare (NDA)**, with a total of 730.58 net developable hectares in the CGA at the time of issue (see **Table 14**).

A residential dwelling density of **17.7** dwellings per NDA hectare has been assumed, as outlined earlier in Section 3.1. Based on a residential NDA of **678.74** hectares, a per-dwelling Charge for residential development has been adopted.

For application of the Charge:

- Allotments of **1,000 m² or less** will be charged at the residential allotment rate.
- Allotments **greater than 1,000 m²** will be charged at the per-hectare rate.

The Scheme Coordinator will review expected versus actual dwelling densities during Scheme reviews to ensure projections remain consistent with infrastructure capacity and design considerations.

Table 14: Demand Units and Estimated Yield

Land Use	Demand units (Net Developable Area (ha))	Estimated Yield
Residential	678.74	12,000 Dwellings
Employment	51.84	1,200 Jobs
Total	730.58	

**Employment land uses include industrial, schools and Emergency Services. For Activity Centre uses ie: commercial/retail etc the charge per NDA will apply.*

13.5 Infrastructure Charge

13.5.1 Charging Basis

The Scheme imposes a charge for both residential and employment development within the CGA.

Table 15 sets out the basic infrastructure charge required to be paid for residential and employment land use. Residential development is charged on a per dwelling basis and employment land use is charged on a per net developable hectare basis.

Table 15: Infrastructure Charges

Land Use	Unit of Charge	Development Charge rate (\$)
Residential	Allotments of 1,000m ² or less shall be charge at a Single Dwelling rate	\$45,409 per single dwelling

Land Use	Unit of Charge	Development Charge rate (\$)
	Allotments greater than 1,000m ² shall be charged at the per developable hectare rate.	\$272,425 per NDha + Sewer and Water Connection Charge Water: \$15,000 Sewer: \$15,000
Non-residential uses or other dwellings types as provided for under the Planning and Design Code, including but not limited to the following:	Per net developable hectare	\$272,425 per NDha + Sewer and Water Connection Charge Water: \$15,000 Sewer: \$15,000
<ul style="list-style-type: none"> • Group Dwelling • Residential Flat Building • Dual Occupancy 		

The individual charge generated for each infrastructure project is set out in **Table 16** below.

Table 16: Infrastructure Charge breakdown by Infrastructure Type/Classification

Land use	Residential Development	Non Residential Development
	Charge per Dwelling (Phase 0 & Phase 1) for allotments of 1,000m ² or less, Charge per NDha for allotments greater than 1,000m ²	Charge per NDha (Phase 0 & Phase 1)
Local Transport		
Roads	\$12,358.95	\$218,503.81
Intersections	\$3,049.89	\$53,921.41
Est. Local Transport Charge Rate	\$15,408.84	\$272,425.22
State		
Transport	\$-	\$-
Water	\$15,000.00	\$15,000 per connection
Sewer	\$15,000.00	\$15,000 per connection

Land use	Residential Development	Non Residential Development
Total State Charge Rate	\$30,000.00	\$30,000 per connection
Total Charge Rate	\$45,408.84	\$272,425.22 per NDha + State Sewer and Water Connection Charge

It should be noted that the full cost recovery charge for water and wastewater infrastructure works is \$238,350 per lot. However, in accordance with the Charge Principles outlined in Section 13.2.2 and **Table 11**, a fixed water and wastewater augmentation charge has been established for **Phase 0** and **Phase 1**.

13.6 Calculation of Charge Liability

The total Charge liability is calculated by multiplying the total Charge units by the Charge rate. Activity Centre non-residential land uses are charged on the per hectare rate as the areas are not defined and subject to change overtime.

14. Payment of Charge

14.1 Payment of Charge Liability

The Charge liability can be satisfied via:

- Payment of the Charge and/or
- Construction of a Scheme Infrastructure Project (Works in Kind contribution).

14.2 Works in Kind Contributions

The Scheme Coordinator may accept the provision of a works contribution in lieu of monetary payment of the Charge.

In determining whether to accept a works in kind proposal the Scheme Coordinator will have regard to criteria set out in the *Works in Kind (WIK) Procedure* and consult with the relevant asset authority when assessing offers for works in kind. Provisions relating to Works in Kind are contained within this document

14.3 Credits

Where use of the Works in Kind (WIK) option is elected, landowners are entitled to obtain a credit for the construction of works in lieu of a Charge.

The Scheme Coordinator can apply credits against the charge liability where an applicant proposes to deliver works in kind.

The value and determination relating to consideration of WIK are provided for within the *Works in Kind (WIK) Procedure* contained within the Appendices to this document.

14.4 Temporary or Staged Works

Temporary works are not eligible for WIK credits against this Scheme.

It may be appropriate to deliver some Scheme projects in a staged manner based on the needs of the development or the functionality of the asset, however any eligibility for these works to be credited as works in kind must be agreed to by the Scheme Coordinator.

14.5 Enforcement of Charge

If, on the advice of the Scheme Coordinator, a person fails to comply with the terms and conditions of a Charge, the Minister may enforce the Charge in accordance with proceedings in section 175 of the Act.

14.6 Cancellation of Charge

When the Charge has been paid in full and/or satisfied through a WIK contribution through the issue of credits by the Scheme Coordinator, the Minister is to give notice to the Registrar-General and advise that the charge is to be cancelled, unless such power is delegated to the Scheme Coordinator, in which case the Scheme Coordinator will advise.

Upon receipt of the advice, the Registrar-General will remove the notation of the Charge from the relevant Certificate of Title.

15. Administration of Charge

15.1 Establishment of Fund and Reporting Requirements

Monies payable under the Funding Arrangement will be paid into the *Concordia Basic Infrastructure Scheme Fund* (the **Fund**), as established by the Chief Executive of the Department in accordance with section 182 of the Act.

The Fund will comprise of a non-interest-bearing account.

Monies in the Fund will be used to:

- Deliver infrastructure included in this Scheme, in accordance with any directions or approvals of the Treasurer as set out in the Scheme; or
- Reimburse payments already made for eligible works.

The Scheme Coordinator is to keep proper records of:

- The area and location of all portions of the Designated Growth Area for which a Charge to the Fund has been paid; and
- Disbursements across multiple infrastructure categories, ensuring funds are allocated appropriately to each category and related works.

Where a credit has been obtained in relation to the delivery of Works in Kind, its application against future contributions under the Charge shall be limited to the same infrastructure category to which

the Credit was applied. For the avoidance of doubt, the balance of the Charge relevant to other infrastructure categories shall be payable at the Specified Event relevant to the Charge.

In accordance with section 183 of the Act, the Fund forms part of the accounts of the Department for the purposes of the *Public Finance and Audit Act 1987*.

15.2 Indexation

The Charge is subject to annual indexation on 1 July in accordance with the following indices:

Table 17: Charge Indexation

Infrastructure Category	Indices	Timing
All	Australian Bureau of Statistics Producer Price Indexes Road & Bridge Construction Index, South Australia Catalogue 6427.0, Table 17 Output of the Construction Industries	1 July
Land	Estimate of land value will be revised annually in accordance with the below provisions	1 July

The Scheme Coordinator must undertake an annual review of land values within the Designated Growth Area, acting on advice provided by the Valuer-General. This review must commence within thirty (30) days of the beginning of each Financial Year, or as soon thereafter as is reasonably practicable. Its purpose is to establish land values where recognition is required in association with the delivery of Scheme projects.

Estimates of land value will be revised annually by the Valuer General or a registered valuer based on a broad hectare methodology. This approach determines an average land value for the growth area, applied irrespective of improvements, constraints or existing approvals. The average value shall be calculated on an 'englobo rate', ensuring it is not skewed by residential land rates.

The Scheme Coordinator will publish the amended charge and details of Average land value within 14 days of the adjustments being made and notify relevant stakeholders.

Where an infrastructure project has been delivered by a developer as provided for in this document, any credit issued shall be indexed at a rate consistent with the provisions of the table in this clause, with regard to the applicable form of infrastructure delivered.

PART E – Delivery of Works

16. Works Program

16.1 Infrastructure Staging and Prioritisation

Under Section 168 of the Act, the Scheme Coordinator is required to develop a Works Program outlining the infrastructure to be delivered under the Funding Arrangement, providing expected timeframes for the design and construction of infrastructure.

These timeframes are not fixed and will be subject to regular review and updates, forming a rolling schedule of projects that can be adjusted in response to changes in development patterns, infrastructure prioritisation, or variations to the Scheme itself.

The timing and staging shown in the Works Program are indicative only and based on current assumptions regarding likely development sequencing, infrastructure delivery and access to infrastructure. These assumptions may change as development progresses and will be updated by the Scheme Coordinator as required.

Infrastructure delivery beyond Phase 1 will be refined as the CGA develops. A review of the Works Program will occur at least 24 months prior to Phase 1 completion or upon creation of the 1,900th allotment, whichever occurs first. This review will consider updated development patterns, servicing needs, and cost apportionment.

Infrastructure planning will continue throughout the life of the Scheme to ensure timely delivery of trunk infrastructure and maintain consistency with strategic objectives and orderly development principles.

The Works Program will incorporate planning for State-led projects, including the Sturt Highway connection and associated arterial works, which are critical to supporting Phase 2 and subsequent development.

All timeframes within the works program are indicative and based on the Scheme Coordinator's best understanding of prevailing circumstances, including projected development activity, creation of allotments, cashflow forecasts, and availability of funds.

The program must remain flexible and subject to ongoing review, allowing for projects to be reprioritised in response to changes in development patterns or Scheme variations. Infrastructure delivered by State agencies or other providers will be included at an indicative level only and remains subject to government funding processes.

Infrastructure required for Phase 0 and Phase 1 of the CGA has been identified and summarised in **Table 18 and Table 19**.

Infrastructure for subsequent phases will be published progressively based on detailed design and delivery planning through the Scheme and as outlined in the Works program.

Table 18: Phase 0 Scheme Projects

Project ID	Allotment Trigger	Project Title & Description	Total Estimated Project Cost	Funding Mechanism	% Apportionment to CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme Charge on land	Potential Projects to be delivered as Works in Kind or by land owners	Included in State Government enabling funding
LOCAL TRANSPORT INFRASTRUCTURE								
ROADS								
RD-05b	Prior to creation of a lot north of Barossa Valley Way	Barossa Valley Way Upgrade to side roads associated with Concordia Road intersection and others	\$ 22,120,463	Concordia Basic Infrastructure Scheme	100%	\$ 22,120,463	No	Yes
RD-06	Prior to creation of a lot north of Barossa Valley Way	Concordia Road Upgrade to existing road between Barossa Valley Way to Harris Road/Springbett Road	\$ 8,135,588	Concordia Basic Infrastructure Scheme	50%	\$ 4,067,794	Yes	No
RD-13	Prior to creation of allotments on the northern side of Barossa Valley Way	Sunnydale Avenue Upgrade of existing road via LATM treatments	\$ 937,000	Concordia Basic Infrastructure Scheme	100%	\$ 937,000	Yes	No
SUB-TOTAL			\$ 31,193,051			\$ 27,125,257		
INTERSECTIONS								
IN-04	Prior to creation of a lot north of Barossa Valley Way	BVW and Concordia Rd Intersectio New intersections	incl in RD05B	Concordia Basic Infrastructure Scheme	incl in RD05B	incl in RD05B	No	Yes
SUB-TOTAL			\$ -			\$ -		
STORMWATER INFRASTRUCTURE								
CU-02	Pipes/Culverts	New Stormwater Infrastructure Required	Direct Delivered	Concordia Basic Infrastructure Scheme Direct Delivery by Developers	0%	n/a	No	No
CU-03	Pipes/Culverts	New Stormwater Infrastructure Required	Direct Delivered	Concordia Basic Infrastructure Scheme Direct Delivery by Developers	0%	n/a	No	No
CU-04	Pipes/Culverts	New Stormwater Infrastructure Required	Direct Delivered	Concordia Basic Infrastructure Scheme Direct Delivery by Developers	0%	n/a	No	No
SUB-TOTAL			\$ -			\$ -		
SUB-TOTAL (LOCAL)			\$ 31,193,051			\$ 27,125,257		



Project ID	Allotment Trigger	Project Title & Description	Total Estimated Project Cost	Funding Mechanism	% Apportionment to CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme Charge on land	Potential Projects to be delivered as Works in Kind or by land owners	Included in State Government enabling funding
WATER AND WASTEWATER INFRASTRUCTURE								
Water								
SW-001	Prior to creation of any allotment	Phase 0- SA Water early Water works into stage 1 and 1b	TBD	Directly funded via developers as agreed with SA Water	0%	Nil	n/a	n/a
SUB-TOTAL			\$ -			\$ -		
Wastewater								
SS-001	Prior to creation of any allotment	Phase 0- SA Water early Wastewater works for first 600 lots into stage 1 and 1b	TBD	Directly funded via developers as agreed with SA Water	0%	Nil	n/a	n/a
SUB-TOTAL			\$ -			\$ -		
SUB-TOTAL (STATE)			\$ -			\$ -		
TOTAL (LOCAL + STATE)			\$ 31,193,051			\$ 27,125,257		

Table 19: Phase 1 Scheme Projects

Project ID	Allotment Trigger	Project Title & Description	Total Estimated Project Cost	Funding Mechanism	% Apportionment to CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme Charge on land	Potential Projects to be delivered as Works in Kind	Included in State Government enabling funding
LOCAL TRANSPORT INFRASTRUCTURE								
ROADS								
RD-03a	300 allotments on the northern side of Barossa Valley Way	Cheek Avenue Upgrade to existing collector road between Barossa Valley way/Lyndoch Road and Calton Road	\$ 10,454,663	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	17%	\$ 1,778,793	No	Yes
RD-03b	300 allotments on the northern side of Barossa Valley Way	McMillan Parade Construction of McMillan Parade between Calton Road and Schomburgk Drive.	\$ 6,260,511	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	43%	\$ 2,673,104	No	Yes
RD-05a	300 allotments on the northern side of Barossa Valley Way	Barossa Valley Way Upgrades to Barossa Valley Way to allow for uplift in traffic volumes resulting from the CGA. New kerbing, re alignment, tie into existing roads and future intersections, tree removals and shoulder treatments	\$ 24,160,198	Concordia Basic Infrastructure Scheme	100%	\$ 24,160,198	No	Yes
RD-08	600-2,600 allotments to align with development on adjoining parcels	New Collector Road Construction of a new collector road connecting the southeastern activity centre between Barossa Valley Way and Springbett Road.	\$ 18,264,216	Concordia Basic Infrastructure Scheme	50%	\$ 9,132,108	Yes	No
SUB-TOTAL			\$ 59,139,589			\$ 37,744,204		
INTERSECTIONS								
IN-01	300 allotments on the northern side of Barossa Valley Way	McMillan Parade & Schomburgk Drive Construction of a roundabout	\$ 5,088,066	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	29%	\$ 1,494,213	No	Yes
IN-02	300 allotments on the northern side of Barossa Valley Way	Calton Rd & Cheek Ave Construction of a roundabout	\$ 7,868,539	Concordia Basic Infrastructure Scheme, Existing Deed	58%	\$ 4,594,638	No	Yes
IN-03	300 allotments on the northern side of Barossa Valley Way	Barossa Valley Way and Cheek Avenue Intersection New Intersection	\$ 17,988,305	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	67%	\$ 12,126,847	No	Yes
IN-05	When required for access via adjoining development	Barossa Valley Way into growth area New signalised intersection at Barossa Valley Way and a new road connected to the proposed south east activity centre.	\$ 15,854,000	Concordia Basic Infrastructure Scheme	100%	\$ 15,854,000	Yes	No
SUB-TOTAL			\$ 46,798,910			\$ 34,069,698		

Project ID	Allotment Trigger	Project Title & Description	Total Estimated Project Cost	Funding Mechanism	% Apportionment to CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme Charge on land	Potential Projects to be delivered as Works in Kind	Included in State Government enabling funding
STORMWATER INFRASTRUCTURE								
EM-D6	Pipes/Culverts	New Stormwater Infrastructure Required	Direct Delivered	Concordia Basic Infrastructure Scheme Direct Delivery by Developers	0%	n/a	No	No
SUB-TOTAL			\$ -			\$ -		
SUB-TOTAL (LOCAL)			\$ 105,938,499			\$ 71,813,901		
IFP Project ID	Allotment Trigger	Project Title & Description	Total Estimated Project Cost	Funding Mechanism	% Apportionment to CGA	Total Cost Recovered by Infrastructure Scheme Charge on land	Potential Projects to be delivered as Works in Kind	Included in Government enabling funding
WATER AND WASTEWATER INFRASTRUCTURE								
Water								
SW-01	300 allotments on the northern side of Barossa Valley Way	WATER SA Water - Water Supply Works. (up to 2,000 Lots)	\$ 62,685,809	State/ Concordia Basic Infrastructure Scheme Charge on Land	TBD	TBD	TBD	n/a
SW-02	300 allotments on the northern side of Barossa Valley Way	WATER SA Water - Water- Water Enabling Works Works. (up to 2,000 Lots)	\$ 237,300,000	State/ Concordia Basic Infrastructure Scheme Charge on Land	TBD	TBD	TBD	n/a
Wastewater								
SS-01	300 allotments on the northern side of Barossa Valley Way	WATER SA Water - Wastewater Enabling Works. (up to 2,000 Lots) - Internal Wastewater Enabling Supply	\$ 176,713,337	State/ Concordia Basic Infrastructure Scheme Charge on Land	TBD	TBD	TBD	n/a
SUB-TOTAL (STATE)			\$ 476,699,146			TBD		
TOTAL (LOCAL + STATE)			\$ 582,637,645			TBD		

Table 20: Phase 2 Scheme Projects

Project ID	Allotment Trigger	Project Title & Description	Total Estimated Project Cost	Funding Mechanism	% Apportionment to CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme Charge on land	Potential Projects to be delivered as Works in Kind	Included in State Government enabling funding
LOCAL TRANSPORT INFRASTRUCTURE								
ROADS								
RD-07a	2,600+	Harris Road Upgrade to existing road between RD-10 and RD-07b. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	\$ 25,249,152	Concordia Basic Infrastructure Scheme	50%	\$ 12,624,576	Yes	No
RD-07b	2,600+	Springbett Road Upgrade to existing road between RD-07a and RD-07c. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	\$ 10,603,308	Concordia Basic Infrastructure Scheme	50%	\$ 5,301,654	Yes	No
RD-07c	2,600+	Springbett Road Upgrade to existing road between RD-07b and the new bypass road. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	\$ 15,083,999	Concordia Basic Infrastructure Scheme	50%	\$ 7,542,000	Yes	No
RD-09	2,600+	New North-South Collector Road Construction of a new collector road which utilises existing the Concordia Road, Martin Road and a paper road which has a width of 20m, widening is required to deliver the new road.	\$ 37,468,733	Concordia Basic Infrastructure Scheme	50%	\$ 18,734,367	Yes	No
RD-10	2,600+	New Internal Collector Road Loop Construction of a new collector road between RD-07a and RD-09.	\$ 39,321,526	Concordia Basic Infrastructure Scheme	50%	\$ 19,660,763	Yes	No
RD-11	2,600+	New Internal Collector Road Loop Construction of a new collector road between RD-09 and Springbett Road.	\$ 55,212,907	Concordia Basic Infrastructure Scheme	50%	\$ 27,606,454	Yes	No
RD-12	2,600+	New Internal Collector Road Construction of a new collector road between RD-11 and the link road (bypass)	\$ 6,592,835	Concordia Basic Infrastructure Scheme	50%	\$ 3,296,417	Yes	No
SUB-TOTAL			\$ 189,532,461			\$ 94,766,231		
INTERSECTIONS								
IN-07	2,600+	Concordia Rd & central arterial New major signalised intersection. Design dependant on ultimate road outcomes	\$ 10,649,000	Concordia Basic Infrastructure Scheme	50%	\$ 5,324,500	Yes	No
SUB-TOTAL			\$ 10,649,000			\$ 5,324,500		



Project ID	Allotment Trigger	Project Title & Description	Total Estimated Project Cost	Funding Mechanism	% Apportionment to CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme Charge on land	Potential Projects to be delivered as Works in Kind	Included in State Government enabling funding	
STORMWATER INFRASTRUCTURE									
EM-D1-EM-D8 & CU-01-CU-07	Pipes/Culverts/Embankments	All remaining Stormwater Infrastructure	Direct Delivered	Concordia Basic Infrastructure Scheme Direct Delivery by Developers	0%	n/a	No	No	
SUB-TOTAL			\$ -			\$ -			
SUB-TOTAL (LOCAL)			\$ 200,181,461			\$ 100,090,731			
SA WATER & DIT INFRASTRUCTURE									
SA Water									
SW-03	2,600+	WATER SA Water - Reticulated Water . Reticulated water, Phase 2 2035 onwards	TBD	State/ Concordia Basic Infrastructure Scheme Charge on Land	TBD	TBD	TBD	TBD	
SUB-TOTAL			\$ -			\$ -			
Wastewater									
SS-02	2,600+	SEWER SA Sewer - Trunk Sewer. Completion of Trunk sewer for entire growth area, work to be completed in Phase 2 between 2034-44	TBD	State/ Concordia Basic Infrastructure Scheme Charge on Land	TBD	TBD	TBD	TBD	
SUB-TOTAL			\$ -			\$ -			
Transport									
ST-01	Prior to development of more than 2,600 allotments within the CGA	Sturt Highway Interchange. Major Arterial Interchange	TBD	TBD	TBD	TBD	No	No	
ST-02		Arterial Road Section between Interchange and Bridge across North Para. Arterial Road Section	TBD	TBD	TBD	TBD	No	No	
ST-03		Bridge Across North Para River. Arterial Road Bridge	TBD	TBD	TBD	TBD	No	No	
ST-04		Arterial Road Section between Interchange and Bridge across North Para. Arterial Road Section between Interchange and Bridge across North Para	TBD	TBD	TBD	TBD	No	No	
ST-05		Major Intersection. Major Arterial Intersection	TBD	TBD	TBD	TBD	No	No	
ST-06		2,600+	Intersection from Growth Area to Link Road. Major Arterial Intersection	TBD	TBD	TBD	TBD	No	No
ST-07		2,600+	Arterial Link Road around the perimeter of the CGA. Arterial Link Road around the perimeter of the CGA	TBD	TBD	TBD	TBD	No	No
ST-08		2,600+	Intersection from Growth Area to Link Road. Major Arterial Intersection	TBD	TBD	TBD	TBD	No	No
ST-09		2,600+	Intersection at Barossa Valley Road and Link Road. Major Arterial Intersection	TBD	TBD	TBD	TBD	No	No
SUB-TOTAL			\$ -			\$ -			
SUB-TOTAL (STATE)			\$ -			\$ -			
TOTAL (LOCAL + STATE)			\$ 200,181,461			\$ 100,090,731			

16.2 Works Schedule

Reflecting the Works Program, the Scheme Coordinator will keep a rolling schedule that advises:

- a) The expected timing for construction of infrastructure projects to be delivered under the Scheme; and
- b) The expected timing for construction of any other infrastructure projects to be delivered by land developers, for the subsequent four-year period.

This Works Schedule will be provided for on the Plan SA Portal to update stakeholders on the status of Scheme Projects.

16.3 Adjustments to Project Scopes

For projects without an existing level of design, **Order of Magnitude Costings (OoM Costs)** have been used to inform Scheme development and Charge formulation. Where possible, Level 2 costings have been applied to provide more refined infrastructure costings.

All projects will require further design processes prior to construction. During detailed design, the Scheme Coordinator - or a development proponent with the Scheme Coordinator's consent - may amend or modify aspects of a project, provided the overall outcomes and intent remain consistent with the requirements and scope outlined in the Scheme.

All local road infrastructure projects identified within **Phase 0** and **Phase 1**, and designated for delivery by the Scheme Coordinator, are anticipated to advance to Level 3 concept estimate design within 12-months of Scheme approval. This progression is critical to validate preliminary assumptions underpinning the Funding Arrangement and refine them through detailed design analysis.

The Level 3 concept estimate design process will incorporate:

- Updated engineering assessments
- Scope clarifications
- Risk evaluations

This will provide a more accurate representation of anticipated project costs.

Development of Level 3 concept estimates will enable the Scheme Coordinator to reassess the financial framework supporting the Scheme. Revised costings derived from detailed design, will improve certainty in funding assumptions and resource allocation. This refinement process will also consider any changes in:

- Material costs
- Construction methodologies
- Regulatory requirements

Upon completion of revised costings, the Scheme Coordinator will seek a **formal variation to the Scheme** to account for any changes in infrastructure costs. This variation will include corresponding adjustments to the local infrastructure charge to ensure equitable cost recovery and maintain the financial sustainability of the Scheme.

The variation process will comply with statutory requirements and governance protocols, with transparent communication to stakeholders regarding the rationale and implications of updated charges.

Except where changes result in minor amendments to the Scheme, all variations shall be in accordance with the *Infrastructure Scheme Review and Variation Procedure* that forms part of the Scheme.

17. Infrastructure Delivery

Delivery of a Scheme Project includes:

- a) Completion of site investigations
- b) Determination of the required scope of works
- c) Detailed design
- d) Negotiation with relevant asset owner about required design standards and any security or Approvals required
- e) Procurement
- f) Construction, authorisation and contract management; and
- g) Project completion, asset handover (if relevant) and reporting.

Table 21, which also identifies proposed construction responsibilities and assets expected to be transferred upon Scheme completion.

All public infrastructure delivered through the Scheme is anticipated to vest with Council or the State Government. Utility infrastructure will typically vest with the relevant service provider (such as SA Water).

Where construction is undertaken by developers, approval, design, construction, and handover of assets must comply with the protocols and standards of the relevant asset owner

Where a nominated delivery agency fails to deliver, or does not demonstrate the capacity to deliver the required project which may be assigned to a party, the Scheme Coordinator shall use all reasonable and best endeavours to procure the delivery of such infrastructure in an efficient and timely manner.

This will be undertaken only within the limits of the available Scheme funds and in accordance with the principles of cost-efficiency, value for money, and orderly development. The Scheme Coordinator's intervention is intended to ensure continuity of infrastructure delivery and uphold the Scheme objectives, without creating any guarantee beyond the financial and statutory limits of the Scheme.

Table 21: Scheme Infrastructure Types

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 	<ul style="list-style-type: none"> • Department for Infrastructure and Transport
Roads or causeways, bridges or culverts associated with Council roads	<ul style="list-style-type: none"> • Developer 	<ul style="list-style-type: none"> • Barossa Council • Town of Gawler Council
Stormwater management infrastructure	<ul style="list-style-type: none"> • Developer • Council (in cases where upgrades are required for existing infrastructure) 	<ul style="list-style-type: none"> • Barossa Council • Town of Gawler 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) 	<ul style="list-style-type: none"> • Barossa Council • Town of Gawler Council
Essential infrastructure, such as that required for water or sewerage infrastructure	<ul style="list-style-type: none"> • Trunk infrastructure - respective utility/service providers • Local network/connections - Developer 	<ul style="list-style-type: none"> • Respective utility/service providers

APPENDIX A – 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

Certificate of Title (CT)	Property Details	Certificate of Title (CT)	Property Details
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		

APPENDIX B – Definition of Terms

Term / Acronym	Definition
Act	<i>Planning, Development and Infrastructure Act 2016</i>
Actual Costs	The amount actually and reasonably incurred by a State Agency, Council (or a Landowner or Other Landowner as applicable) in undertaking or causing the undertaking of any Infrastructure Works for which Landowner Financial Contributions must be paid and includes (without limitation) all expenses reasonably incurred by such persons (or their consultants or contractors or agents) in designing, procuring and undertaking the Infrastructure Works and includes the cost of all Approvals reasonably related to those works.
Approvals	Any approval, authorisation, agreement, licence, permit, consent, qualification, accreditation, registration, certificate, declaration or exemption and any renewal and variation of them by or with a Government Agency or council.
Affected Party	Any party which seeks to undertake, cause or permit development within the Designated Growth Area
Asset	As per Treasurer's Instructions 18 — Procurement . Asset of a public authority means— <ul style="list-style-type: none"> (a) a present, contingent or future legal or equitable estate or interest in any goods or property of a public authority; or (b) a present, contingent or future right, power, privilege or immunity in relation to goods of, or services provided by, a public authority
Asset Owner	Any public authority - local or state government - which is identified within the Infrastructure Scheme as having a present, contingent or future legal or equitable estate or interest in any goods or property
Average Land Value	Average land value is the indicative rate per hectare for raw land within a growth area, based on englobo sales. It excludes site-specific improvements, constraints, and individual residential lot values, providing a general benchmark for the purposes of infrastructure funding and planning.
Balance Allotments	Allotments (that are not residential allotments and associated roads and reserves) created or resulting from the division of the Site into portions and that are intended for future or further development including without limitation, Super Lots
Business Day	A day that is not a Saturday, Sunday or a public holiday in Adelaide, South Australia
CGA	Concordia Growth Area, identified as the Designated Growth Area
Charge	A charge imposed under Part 13, subdivision 7 of the PDI Act
Chief Executive	Chief Executive of the Department for Housing and Urban Development
Commencement Day	The date that the Infrastructure Scheme was Adopted by the Minister for Planning pursuant to Part 13 of the PDI Act
Council	The Council or Councils in which the Designated Growth Area is located and as identified within the Infrastructure Scheme

Term / Acronym	Definition
Code Amendment	An amendment to the Planning and Design Code under section 73 of the PDI Act
Department	Department for Housing and Urban Development
Design Standard	A statutory instrument, forming part of the Planning Rules, relating to the public realm or infrastructure for the purposes of the PDI Act. A design standard may— <ul style="list-style-type: none"> • be linked to any spatial layer in the Planning and Design Code; and • apply to any location specified in the Planning and Design Code, an infrastructure delivery scheme under Part 13 Division 1, or a scheme established under Part 15 Division 2
Designated Growth Area	Designated Growth Area as per definition in section 162 of the PDI Act
Draft Outline	The draft outline of Concordia Basic Infrastructure Scheme as described in section 163(6) of the PDI Act
Employment Land Use	Relates to non-residential land uses which may occur within the Growth Area and include but are not limited to industrial, commercial and retail.
ESCOSA	Essential Services Commission of South Australia
Fund	The fund established by the Chief Executive for the purposes of the Scheme, in accordance with section 182 of the PDI Act
Minister	Minister for Planning
Net developable area	Net Developable Area (NDA) refers to the portion of land within a development site that is actually available for development. It excludes areas that are not usable for development.
Planning and Design Code	The planning instrument under the Act that sets the planning rules for development assessment purposes, classified into zones, subzones and overlays.
Proponent	A person or body interested in the provision or delivery of infrastructure proposing a Basic Infrastructure Scheme and requesting the Minister to approve the initiation of its preparation
Scheme	Concordia Basic Infrastructure Scheme established under Part 13 of the PDI Act
Scheme Coordinator	The Scheme Coordinator appointed by the Chief Executive pursuant to section 165(1) of the PDI Act in relation to the Concordia Basic Infrastructure Scheme
Scheme Project	A basic infrastructure project forming part of the Scheme
SWMS	Stormwater Management Strategy – An overarching document that outlines the management of stormwater for the CGA
Works in Kind	The provision of infrastructure works that are nominated within a Scheme, where the value of the works is offset against any Charge or Contribution liability owed by the landowner. These projects can also include the provision of land.
Works Program	The program of Scheme Infrastructure Projects.

APPENDIX C – Parcel Specific Land Budget Table and Plan

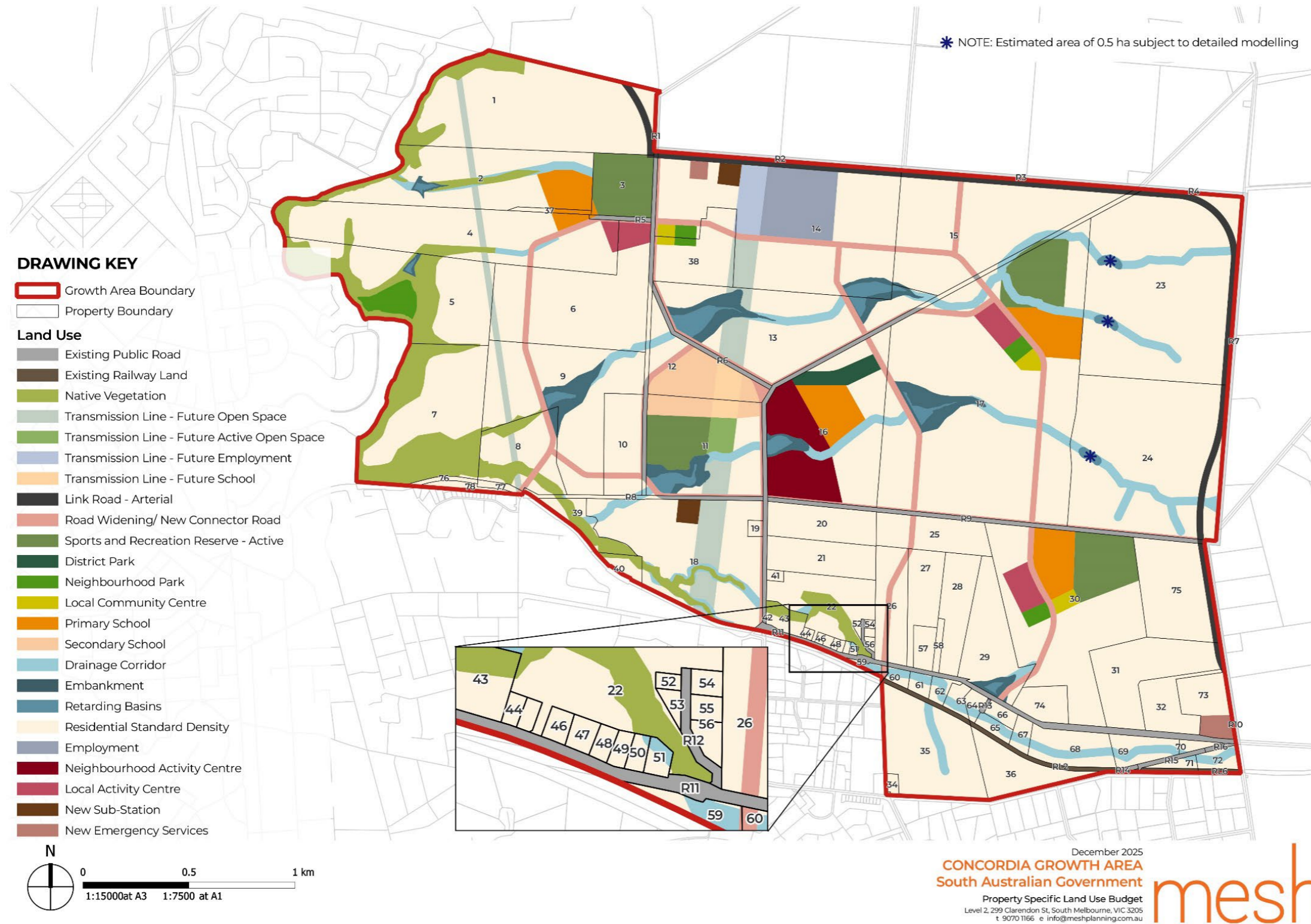


Table 22: Parcel Specific Land Budget for Concordia Growth Area

CONCORDIA GROWTH AREA INFRASTRUCTURE PLAN																																						
PROPERTY ID	ADDRESS	TOTAL AREA (HA)	Existing					TOTAL GDA (HA)	New					TOTAL NDA (HA)	Net Developable Area (NDA)							NDA % of Property	Public Purpose Land				Dwelling Yield @17 dwelling/nda											
			Transport	Open Space	Services	Transport	Open Space		Community	Drainage	Services	Residential NDA	Employment NDA						Land Required - New Transport (Ha)	Land Required - New Open Space (Ha)	Land Required - New Community (Ha)		Land Required - New Services (Ha)															
			Existing Public Road	Existing Railway Land	Conservation Reserve - Native Vegetation	Transmission Line - Future Active Open Space	Transmission Line - Future Passive Open Space		Link Road - Arterial	Road Widening/ New Connector Road	Sports and Recreation Reserve - Active	District Park	Neighbourhood Park	Local Community Centre	Drainage Corridor	Embankment	Retarding Basins	Sub-Station		Residential - Standard Density	Neighbourhood Activity Centre	Local Activity Centre	Employment	Future Employment on Transmission Easement Land	Primary School	Secondary School	Future Secondary School on Transmission Easement Land	Emergency Services										
Concordia Land Trust																																						
1		43.55	-	-	5.24	-	0.99	37.31	1.18	-	-	-	-	-	-	-	-	-	36.13	36.13	-	-	-	-	-	-	-	-	-	82.97%	1.18	-	-	-	1.18	3.17%	639	
2		29.35	-	-	4.18	-	0.76	24.41	-	-	-	-	-	-	1.82	0.38	0.24	-	21.97	17.89	-	-	-	4.09	-	-	-	-	-	74.86%	-	-	2.44	2.44	9.99%	316		
3		8.33	-	-	-	-	-	8.33	0.04	-	8.15	-	-	-	-	-	-	-	0.13	-	-	-	0.13	-	-	-	-	-	1.56%	0.04	8.15	-	8.20	98.44%	-			
4		36.85	-	-	3.35	-	0.68	32.81	-	1.25	-	-	-	-	0.62	-	-	-	30.95	29.24	-	0.80	-	0.91	-	-	-	-	84.01%	1.25	-	0.62	1.86	5.67%	531			
5		30.22	-	-	11.51	-	0.61	18.10	-	-	-	2.98	-	-	0.27	0.11	-	-	14.74	14.74	-	-	-	-	-	-	-	-	48.78%	-	2.98	0.38	3.36	18.58%	261			
6		30.03	-	-	-	-	0.53	29.50	-	1.12	-	-	-	-	0.30	-	-	-	28.08	26.37	-	1.71	-	-	-	-	-	-	93.49%	1.12	-	0.30	1.43	4.84%	496			
7		31.53	-	-	15.98	-	-	15.56	-	-	-	-	-	-	-	-	-	-	15.56	15.56	-	-	-	-	-	-	-	-	49.33%	-	-	-	-	0.00%	275			
8		12.12	-	-	3.57	-	0.57	7.98	-	1.24	-	-	-	-	0.39	-	-	-	6.36	6.36	-	-	-	-	-	-	-	-	52.41%	1.24	-	0.39	1.63	20.40%	112			
9		31.05	-	-	0.23	-	1.17	29.64	-	1.68	-	-	-	-	0.84	2.62	0.50	-	24.01	24.01	-	-	-	-	-	-	-	-	77.34%	1.68	-	3.95	5.63	19.00%	424			
10		8.65	-	-	-	-	-	8.65	-	0.80	-	-	-	-	0.06	-	-	-	7.79	7.79	-	-	-	-	-	-	-	-	90.00%	0.80	-	0.06	0.87	10.00%	138			
11		25.10	-	-	-	2.02	1.77	21.31	-	1.20	6.65	-	-	-	1.15	1.95	1.25	-	9.11	4.54	-	-	-	-	3.53	1.03	-	-	36.30%	1.20	6.65	4.35	12.20	57.24%	80			
12		12.18	-	-	-	-	-	12.18	-	1.15	-	-	-	-	0.47	-	-	-	10.56	2.53	-	-	-	-	6.12	1.91	-	-	86.72%	1.15	-	0.47	1.62	13.28%	45			
13		33.93	-	-	-	-	2.98	30.96	-	2.09	-	-	-	-	2.11	4.20	2.39	-	20.16	20.16	-	-	-	-	-	-	-	-	59.40%	2.09	-	8.71	10.80	34.89%	356			
14		59.04	-	-	-	-	2.32	56.71	3.66	3.80	-	0.60	0.48	0.00	0.77	1.16	1.05	-	45.18	29.54	-	-	11.03	3.91	-	-	0.70	76.54%	7.47	0.60	0.48	2.98	11.53	20.33%	522			
15		37.79	-	-	-	-	-	37.79	3.47	2.11	-	-	-	-	0.82	0.07	-	-	31.32	31.32	-	-	-	-	-	-	-	-	82.88%	5.58	-	0.89	6.47	17.12%	554			
16		36.59	-	-	-	-	-	36.59	-	0.93	-	2.96	-	-	1.71	0.83	0.67	-	29.50	11.97	12.08	-	-	5.45	-	-	-	-	80.61%	0.93	2.96	3.21	7.10	19.39%	425			
17		104.24	-	-	-	-	-	104.24	-	7.14	7.13	0.90	0.83	6.25	3.66	0.64	-	-	77.70	69.91	-	2.32	-	5.46	-	-	-	-	74.54%	7.14	8.02	0.83	10.55	26.54	25.46%	1,277		
18		34.36	-	-	2.49	-	5.33	26.54	-	0.60	-	-	-	-	2.67	-	-	1.17	22.10	22.10	-	-	-	-	-	-	-	-	64.32%	0.60	-	3.84	4.44	16.72%	391			
20		8.26	-	-	-	-	-	8.26	-	-	-	-	-	-	-	-	-	-	8.26	8.26	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	0.00%	146			
21		8.24	-	-	-	-	-	8.24	-	-	-	-	-	-	-	-	-	-	8.24	8.24	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	0.00%	146			
22		11.55	-	-	2.75	-	-	8.79	-	-	-	-	-	-	0.19	-	-	-	8.60	8.60	-	-	-	-	-	-	-	-	74.47%	-	-	0.19	0.19	2.21%	152			
SUB-TOTAL		633.49	0.00	0.00	49.31	2.02	17.71	563.92	8.36	25.10	21.93	2.96	4.48	1.31	19.01	15.14	6.96	2.22	456.44	395.26	12.08	4.82	11.03	3.91	16.04	9.65	2.95	0.70					107.48	19.06%	7,287			
Teusner																																						
23		60.99	-	-	-	-	-	60.99	3.90	-	-	-	-	-	4.13	-	1.00	-	51.96	51.96	-	-	-	-	-	-	-	-	85.19%	3.90	-	-	5.13	9.03	14.81%	919		
24		51.39	-	-	-	-	-	51.39	2.36	0.48	-	-	-	-	3.97	-	0.50	-	44.08	44.08	-	-	-	-	-	-	-	-	85.77%	2.84	-	4.47	7.31	14.23%	779			
SUB-TOTAL		112.38	0.00	0.00	0.00	0.00	0.00	112.38	6.26	0.48	0.00	0.00	0.00	0.00	8.10	0.00	1.50	0.00	96.04	96.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00					6.74	0.00	9.60	16.34	14.54%	1,698
Metro Homes																																						
25		8.34	-	-	-	-	-	8.34	-	0.44	-	-	-	-	-	-	-	-	7.90	7.90	-	-	-	-	-	-	-	-	94.72%	0.44	-	-	0.44	5.28%	140			
26		8.31	-	-	-	-	-	8.31	-	1.49	-	-	-	-	-	-	-	-	6.82	6.82	-	-	-	-	-	-	-	-	82.04%	1.49	-	-	1.49	17.96%	121			
27		6.27	-	-	-	-	-	6.27	-	0.06	-	-	-	-	-	-	-	-	6.21	6.21	-	-	-	-	-	-	-	-	99.00%	0.06	-	-	0.06	1.00%	110			
28		7.57	-	-	-	-	-	7.57	-	-	-	-	-	-	-	-	-	-	7.57	7.57	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	0.00%	134			
29		12.39	-	-	-	-	-	12.39	-	0.50	-	-	-	-	0.38	0.88	0.22	-	10.40	10.40	-	-	-	-	-	-	-	-	83.95%	0.50	-	1.48	1.99	16.05%	184			
30		45.22	-	-	-	-	-	45.22	-	2.11	8.00	0.92	0.86	0.06	0.06	-	-	-	33.27	25.31	-	2.51	-	5.45	-	-	-	-	73.56%	2.11	8.92	0.86	0.06	11.96	26.44%	492		
31		14.48	-	-	-	-	-	14.48	0.37	-	-	-	-	-	-	-	-	-	14.11	14.11	-	-	-	-	-	-	-	-	97.47%	0.37	-	-	0.37	2.53%	249			
32		5.68	-	-	-	-	-	5.68	0.02	-	-	-	-	-	-	-	-	-	5.65	5.65	-	-	-	-	-	-	-	-	99.57%	0.02	-	-	0.02	0.43%	100			
33		0.03	-	-	-	-	-	0.03	-	-	-	-	-	-	-	-	-	-	0.03	0.03	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	0.00%	1			
34		0.58	-	-	-	-	-	0.58	-	-	-	-	-	-	-	-	-	-	0.58	0.58	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	0.00%	10			
35		18.85	-	-	-	-	-	18.85	-	-	-	-	-	-	1.38	-	-	-	17.47	17.47	-	-	-	-	-	-	-	-	92.67%	-	-	1.38	1.38	7.33%	309			
36		7.51	-	-	-	-	-	7.51	-	-	-	-	-	-	-	-	-	-	7.51	7.51	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	0.00%	133			
SUB-TOTAL		135.22	0.00	0.00	0.00	0.00	0.00	135.22	0.39	4.61	8.00	0.92	0.92	0.86	1.83	0.88	0.22	0.00	117.51	109.55	0.00	2.51	0.00	0.00	5.45	0.00	0.00	0.00					17.71	13.10%	1,981			
Others																																						
19		0.54	-	-	-	-	-	0.54	-	0.08	-	-	-	-	-	-	-	-	0.46	0.46	-	-	-	-	-	-	-	-	85.19%	0.08	-	-	0.08	14.81%	8			

PROPERTY ID	ADDRESS	TOTAL AREA (HA)	Existing					TOTAL GDA (HA)	New					Net Developable Area (NDA)										NDA % of Property	Public Purpose Land					Dwelling Yield @17 dwelling/nda					
			Existing Public Road	Existing Railway Land	Conservation Reserve - Native Vegetation	Transmission Line - Future Active Open Space	Transmission Line - Future Passive Open Space		Link Road - Arterial	Road Widening/ New Connector Road	Sports and Recreation Reserve - Active	District Park	Neighbourhood Park	Local Community Centre	Drainage Corridor	Embankment	Retarding Basins	Sub-Station	TOTAL NDA (HA)	Residential NDA			Employment NDA				Land Required - New Transport (Ha)	Land Required - New Open Space (Ha)	Land Required - New Community (Ha)		Land Required - New Services (Ha)	Land Required - Total (Hectares)	Land Required Percentage of GDA		
																				Residential - Standard Density	Neighbourhood Activity Centre	Local Activity Centre	Employment		Future Employment on Transmission Easement Land	Primary School								Secondary School	Future Secondary School on Transmission Easement Land
SUB-TOTAL		135.22	0.00	0.00	0.00	0.00	0.00	0.39	4.61	8.00	0.00	0.92	0.86	1.83	0.88	0.22	0.00	117.51	109.55	0.00	2.51	0.00	0.00	5.45	0.00	0.00	0.00	0.00	5.00	8.92	0.86	2.93	17.71	13.10%	1,981
Others																																			
59		0.54	-	-	-	-	0.54	-	0.02	-	-	-	-	0.30	-	-	-	0.21	0.21	-	-	-	-	-	-	-	-	-	-	-	-	0.30	0.33	60.30%	4
60		0.93	-	-	-	-	0.93	-	0.13	-	-	-	-	0.43	-	-	-	0.36	0.36	-	-	-	-	-	-	-	-	-	-	-	0.43	0.43	61.13%	6	
61		1.02	-	-	-	-	1.02	-	-	-	-	-	-	0.41	-	-	-	0.61	0.61	-	-	-	-	-	-	-	-	-	-	-	0.41	0.41	40.02%	11	
62		1.10	-	-	-	-	1.10	-	-	-	-	-	-	0.56	-	-	-	0.54	0.54	-	-	-	-	-	-	-	-	-	-	-	0.56	0.56	51.00%	10	
63		1.30	-	-	-	-	1.30	-	-	-	-	-	-	0.46	-	-	-	0.85	0.85	-	-	-	-	-	-	-	-	-	-	-	0.46	0.46	35.04%	15	
64		1.02	-	-	-	-	1.02	-	-	-	-	-	-	0.24	-	-	-	0.78	0.78	-	-	-	-	-	-	-	-	-	-	0.24	0.24	23.76%	14		
65		1.20	-	-	-	-	1.20	-	-	-	-	-	-	0.66	-	-	-	0.55	0.55	-	-	-	-	-	-	-	-	-	-	0.66	0.66	54.50%	10		
66		1.10	-	-	-	-	1.10	-	-	-	-	-	-	0.07	-	-	-	1.03	1.03	-	-	-	-	-	-	-	-	-	-	0.07	0.07	6.77%	18		
67		1.34	-	-	-	-	1.34	-	-	-	-	-	-	0.37	-	-	-	0.97	0.97	-	-	-	-	-	-	-	-	-	-	0.37	0.37	27.64%	17		
68		6.33	-	-	-	-	6.33	-	-	-	-	-	-	1.61	-	-	-	4.72	4.72	-	-	-	-	-	-	-	-	-	-	1.61	1.61	25.46%	83		
69		3.74	-	-	-	-	3.74	-	-	-	-	-	-	1.31	-	-	-	2.44	2.44	-	-	-	-	-	-	-	-	-	-	1.31	1.31	34.89%	43		
70		0.76	-	-	-	-	0.76	-	-	-	-	-	-	0.06	-	-	-	0.70	0.70	-	-	-	-	-	-	-	-	-	-	0.06	0.06	7.36%	12		
71		0.86	-	-	-	-	0.86	-	-	-	-	-	-	0.14	-	-	-	0.72	0.72	-	-	-	-	-	-	-	-	-	-	0.14	0.14	15.83%	13		
72		1.78	-	-	-	-	1.78	-	-	-	-	-	-	0.82	-	-	-	0.97	0.97	-	-	-	-	-	-	-	-	-	-	0.82	0.82	45.80%	17		
73		6.03	-	-	-	-	6.03	0.01	-	-	-	-	-	-	-	-	-	6.02	4.36	-	-	-	-	-	-	-	-	-	-	0.01	0.01	0.23%	77		
74		3.72	-	-	-	-	3.72	-	-	-	-	-	-	-	-	-	-	3.72	3.72	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	66	
75		15.76	-	-	-	-	15.76	1.50	-	-	-	-	-	-	-	-	-	14.25	14.25	-	-	-	-	-	-	-	-	-	-	1.50	1.50	9.54%	252		
76		0.65	-	-	-	-	0.65	-	-	-	-	-	-	-	-	-	-	0.65	0.65	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	11	
77		0.62	-	-	-	-	0.60	-	0.06	-	-	-	-	-	-	-	-	0.55	0.55	-	-	-	-	-	-	-	-	-	-	0.06	0.06	9.16%	10		
78		1.18	-	-	-	-	1.18	-	0.01	-	-	-	-	-	-	-	-	1.17	1.17	-	-	-	-	-	-	-	-	-	-	0.01	0.01	0.43%	21		
SUB-TOTAL		75.46	0.00	0.00	3.96	0.00	4.48	1.52	1.05	0.00	0.00	0.36	0.32	7.72	0.00	0.00	0.00	60.60	58.49	0.00	0.00	0.00	0.06	0.39	0.00	0.00	0.00	1.66	2.56	0.36	0.32	7.72	10.96	15.32%	1,034
Rail and Road Reserve																																			
R1	Martin Road	3.77	2.66	-	-	-	1.11	0.10	-	-	-	-	-	0.15	-	-	-	0.86	0.86	-	-	-	-	-	-	-	-	-	-	-	0.15	0.25	22.69%	15	
R2	Ironbark Road	2.39	2.39	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R3	Bergen Road	2.32	2.32	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R4	Concordia Road	7.24	4.91	-	-	-	2.33	0.12	-	0.26	-	-	-	-	-	-	-	1.95	1.40	-	-	-	-	-	-	-	-	-	-	-	-	0.38	16.22%	25	
R5		0.59	0.55	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	0.04	0.04	-	-	-	0.04	-	-	-	-	-	-	-	-	-	0.00%	-	
R6		1.54	1.54	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R7	Teusner Road	3.52	3.52	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R8	Harris Road	2.06	0.94	-	0.07	-	1.05	-	-	-	-	-	-	0.19	-	-	-	0.87	0.87	-	-	-	-	-	-	-	-	-	-	-	0.19	0.19	17.84%	15	
R9	Springbett Road	4.19	4.13	-	-	-	0.07	0.07	-	-	-	-	-	-	-	-	-	0.00	0.00	-	-	-	-	-	-	-	-	-	-	0.07	0.07	100.00%	-		
R10	Kalbeeba Road	2.20	2.20	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R11	Barossa Valley Way	5.78	5.78	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R12	Wheatshaf Avenue	0.31	0.31	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R13	Lawes Court	0.14	0.14	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R14	Ann Milroy Lane	0.22	0.22	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R15	Ann Milroy Lane	0.71	0.71	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
R16	Ann Milroy Lane	0.27	0.27	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
RL1		0.93	-	0.93	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-	
RL2		1.47	-	1.47	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-
RL3		0.01	-	0.01	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-
RL4		0.05	-	0.05	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-
RL5		0.53	-	0.53	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-
RL6		0.38	-	0.38	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%	-
SUB-TOTAL		40.63	32.60	3.37	0.07	0.00	4.60	0.29	0.00	0.26	0.00	0.00	0.00	0.34	0.00	0.00																			



APPENDIX D – Works Program

** dates are subject to refinement based on actual development trends, landowner preferences, and infrastructure delivery requirements. The Scheme Coordinator retains discretion to amend staging to reflect development as it occurs.*

***ultimate Timing and scope of the Sturt Highway connection and associated arterial works will be confirmed in consultation with DIT during Scheme review prior to Phase 2 and subsequent phases commencement. These works are required to enable development beyond Phase 1 and will be integrated into the updated Works Program.*

APPENDIX E – Concordia Basic Infrastructure Scheme Funding Arrangement Charge on Land Calculation Table

IFP Project ID	Project Title & Description	Funding Mechanism	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost	% Apportionment to the CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme	Demand Units (NDha)	Charge per Demand Unit	Trigger for Delivery
ROADS										
RD-03a	Cheek Avenue Upgrade to existing collector road between Barossa Valley way/Lyndoch Road and Calton Road	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	\$0	\$10,454,663	\$10,454,663	17.01%	\$1,778,793.00	730.59	\$2,434.75	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1
RD-03b	McMillan Parade Construction of McMillan Parade between Calton Road and Schomburgk Drive.	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	\$0	\$6,260,511	\$6,260,511	42.70%	\$2,673,104.00	730.59	\$3,658.85	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1
RD-05a	Barossa Valley Way Upgrade to existing road between Cheek Avenue and Concordia Road	Concordia Basic Infrastructure Scheme	\$0	\$24,160,198	\$24,160,198	100.00%	\$24,160,198.33	730.59	\$33,069.64	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1
RD-05b	Barossa Valley Way Upgrade to the side roads associated with Concordia Road intersection and the entry to the proposed future transit interchange to provide for additional capacity within the existing road network to cater for the development of CGA.	Concordia Basic Infrastructure Scheme	\$0	\$22,120,463	\$22,120,463	100.00%	\$22,120,463.17	730.59	\$30,277.72	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1
RD-06	Concordia Road Upgrade to existing road between Barossa Valley Way to Harris Road/Springbett Road	Concordia Basic Infrastructure Scheme	\$0	\$8,135,588	\$8,135,588	50.00%	\$4,067,793.80	730.59	\$5,567.86	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1
RD-07a	Harris Road Upgrade to existing road between RD-10 and RD-07b. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	Concordia Basic Infrastructure Scheme	\$0	\$25,249,152	\$25,249,152	50.00%	\$12,624,575.85	730.59	\$17,280.08	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase
RD-07b	Springbett Road Upgrade to existing road between RD-07a and RD-07c. Existing reservation is 20m, an additional widening is required from the northern side of the road to provide the required reservation.	Concordia Basic Infrastructure Scheme	\$0	\$10,603,308	\$10,603,308	50.00%	\$5,301,654.00	730.59	\$7,256.72	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase

IFP Project ID	Project Title & Description	Funding Mechanism	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost	% Apportionment to the CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme	Demand Units (NDha)	Charge per Demand Unit	Trigger for Delivery
RD-07c	Springbett Road Upgrade to existing road between RD-07b and the new bypass road. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	Concordia Basic Infrastructure Scheme	\$0	\$15,083,999	\$15,083,999	50.00%	\$7,541,999.65	730.59	\$10,323.23	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase
RD-08	New Collector Road Construction of a new connector connecting the south eastern activity centre between Barossa Valley Way and Springbett Road.	Concordia Basic Infrastructure Scheme	\$0	\$18,264,216	\$18,264,216	50.00%	\$9,132,108.22	730.59	\$12,499.71	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase
RD-09	New North-South Collector Road Construction of a new collector road which utilises existing the Concordia Road, Martin Road and a paper road which has a width of 20m, road widening is required to deliver the new road.	Concordia Basic Infrastructure Scheme	\$0	\$37,468,733	\$37,468,733	50.00%	\$18,734,366.72	730.59	\$25,642.95	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase
RD-10	New Internal Collector Road Loop Construction of a new collector road between RD-07a and RD-09.	Concordia Basic Infrastructure Scheme	\$0	\$39,321,526	\$39,321,526	50.00%	\$19,660,763.24	730.59	\$26,910.97	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase
RD-11	New Internal Collector Road Loop Construction of a new collector road between RD-09 and Springbett Road.	Concordia Basic Infrastructure Scheme	\$0	\$55,212,907	\$55,212,907	50.00%	\$27,606,453.69	730.59	\$37,786.76	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase
RD-12	New Internal Collector Road Construction of a new connector road between RD-11 and the link road (bypass)	Concordia Basic Infrastructure Scheme	\$0	\$6,592,835	\$6,592,835	50.00%	\$3,296,417.40	730.59	\$4,512.02	As required at the time of development of land on either side of project for the length of the allotment which adjoins or includes the project, or as otherwise specified for delivery in a relevant phase
RD-13	Sunnydale Avenue Upgrade of existing road via LATM treatments	Concordia Basic Infrastructure Scheme	\$0	\$937,000	\$937,000	100.00%	\$937,000.00	730.59	\$1,282.53	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1
SUB-TOTAL			\$0	\$279,865,101	\$279,865,101		\$159,635,691		\$218,504	
INTERSECTIONS										



IFP Project ID	Project Title & Description	Funding Mechanism	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost	% Apportionment to the CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme	Demand Units (NDha)	Charge per Demand Unit	Trigger for Delivery
IN-01	McMillan Parade & Schomburgk Drive Construction of a roundabout	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	\$0	\$5,088,066	\$5,088,066	29.37%	\$1,494,213.00	730.59	\$2,045.23	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1
IN-02	Calton Road & Cheek Avenue Upgrade to roundabout.	Concordia Basic Infrastructure Scheme, Existing Deed	\$0	\$7,868,539	\$7,868,539	58.39%	\$4,594,638.00	730.59	\$6,288.98	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1
IN-03	Barossa Valley Way and Cheek Avenue Intersection New Intersection	Concordia Basic Infrastructure Scheme, Gawler Council, Existing Deed	\$4,155,000	\$13,833,305	\$17,988,305	67.42%	\$12,126,846.59	730.59	\$16,598.81	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1
IN-04	Barossa Valley Way and Concordia Road Intersection New intersections	Concordia Basic Infrastructure Scheme	\$0	incl in RD05B	incl in RD05B	incl in RD05B	incl in RD05B	incl in RD05B	incl in RD05B	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1
IN-05	Barossa Valley Way into growth area New signalised intersection at Barossa Valley Way and a new road connected to the proposed South East Activity Centre.	Concordia Basic Infrastructure Scheme	\$0	\$15,854,000	\$15,854,000	100.00%	\$15,854,000.00	730.59	\$21,700.41	As required at the time of development which proposes access through the intersection
IN-07	Concordia Road & central arterial New Intersection.	Concordia Basic Infrastructure Scheme	\$0	\$10,649,000	\$10,649,000	50.00%	\$5,324,500.00	730.59	\$7,287.99	As required at the time of development of land on either side of project, or as otherwise specified for delivery in a relevant phase
SUB-TOTAL			\$4,155,000	\$53,292,910	\$57,447,910		\$39,394,198		\$53,921	
SUB-TOTAL			\$0	\$0	\$0		\$0.00		\$0.00	
TOTAL (per NDAha)		\$4,155,000	\$333,158,011	\$337,313,011		\$199,029,888.65		\$272,425.22		
TOTAL (per dwelling)								\$15,408.84		
IFP Project ID	Project Title & Description	Funding Mechanism	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost	% Apportionment to the CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme	Demand Units (NDha)	Charge per Demand Unit	Trigger for Delivery (allotments delivered)
STATE										
ST-01	Sturt Highway Interchange Arterial Interchange	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
ST-02	Arterial Road Section between Interchange and Bridge across North Para. Arterial Road Section	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area

IFP Project ID	Project Title & Description	Funding Mechanism	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost	% Apportionment to the CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme	Demand Units (NDha)	Charge per Demand Unit	Trigger for Delivery
ST-03	Bridge Across North Para River. Arterial Road Bridge	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
ST-04	Arterial Road Section between Interchange and Bridge across North Para. Arterial Road Section between Interchange and Bridge across North Para	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
ST-05	Major Intersection. Major Arterial Intersection	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
ST-06	Intersection from Growth Area to Link Road. Major Arterial Intersection	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
ST-07	Arterial Link Road around the perimeter of the CGA. Arterial Link Road around the perimeter of the CGA	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
ST-08	Intersection from Growth Area to Link Road. Major Arterial Intersection	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
ST-09	Intersection at Barossa Valley Road and Link Road. Major Arterial Intersection	State	TBD	TBD	\$0	0%	\$0	730.59	\$0	Estimated demand trigger for intervention to occur at occupation of 2600 Allotments within growth area
SUB-TOTAL			\$0	\$0	\$0		\$0		\$0	
SW-001	SA WATER Phase 0 - Early Water works for first 600 lots	Directly Funded by Developers	\$0	TBD	\$0	0%	\$0.00	730.59	\$0.00	0 Lots
SW-01	WATER SA Water - Water Enabling Works. (up to 2,000 Lots) - Internal Water Supply	State/ Concordia Basic Infrastructure Scheme Charge on Land	\$4,900,000	\$57,785,809	\$62,685,809	100%	\$62,685,809.00	730.59	\$85,802.16	300 allotments on the northern side of Barossa Valley Way within Stage 1
SW-02	WATER SA Water - Water Internal Works. (up to 2,000 Lots) - Water Enabling Supply	State/ Concordia Basic Infrastructure Scheme Charge on Land	\$0	\$237,300,000	\$237,300,000	100%	\$237,300,000.00	730.59	\$324,808.02	300 allotments on the northern side of Barossa Valley Way within Stage 1
SW-03	WATER SA Water - Trunk Water Phase 2 2035 onwards	State/ Concordia Basic Infrastructure Scheme Charge on Land	\$0	\$0	\$0	100%	\$0.00	730.59	\$0.00	TBD
SUB-TOTAL			\$4,900,000	\$295,085,809	\$299,985,809		\$299,985,809		\$410,610	
SS-001	SA WATER Phase 0- Early Wastewater works for first 600 lots	Directly Funded by Developers	\$0	TBD	\$0	0%	\$0.00	730.59	\$0.00	0 Lots
SS-01	WATER SA Water - Wastewater Enabling Works. (up to 2,000 Lots) - Internal Wastewater Enabling Supply	State/ Concordia Basic Infrastructure Scheme Charge on Land	\$11,200,000	\$165,513,337	\$176,713,337	100%	\$176,713,337.00	730.59	\$241,879.10	300 allotments on the northern side of Barossa Valley Way within Stage 1
SS-02	SA WATER - Trunk Sewer. Completion of Trunk sewer for entire growth area, work to be completed in Phase 2 between 2034-44	State/ Concordia Basic Infrastructure Scheme Charge on Land	\$0	\$0	\$0	100%	\$0.00	730.59	\$0.00	TBD



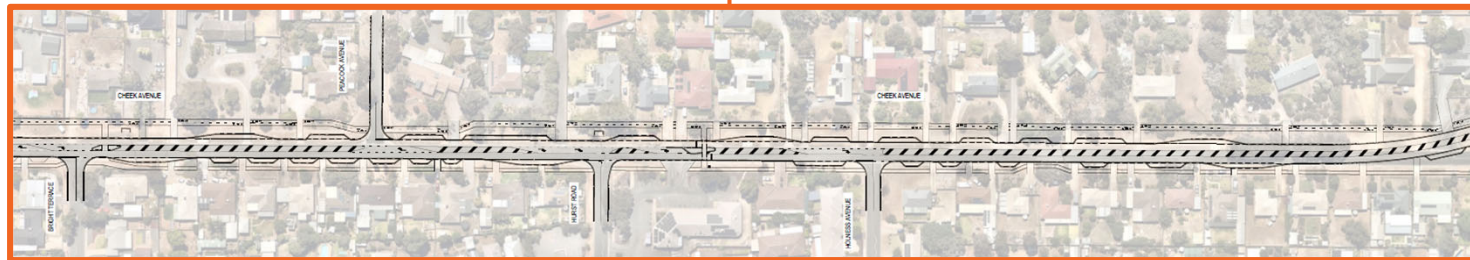
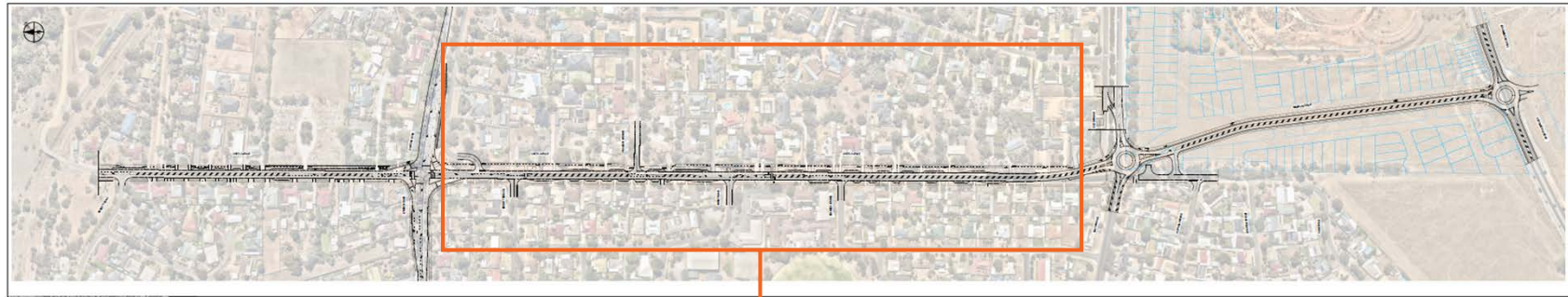
IFP Project ID	Project Title & Description	Funding Mechanism	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost	% Apportionment to the CGA Charge on Land	Total Cost Recovered by Infrastructure Scheme	Demand Units (NDha)	Charge per Demand Unit	Trigger for Delivery
SUB-TOTAL			\$11,200,000	\$165,513,337	\$176,713,337		\$176,713,337		\$241,879	
TOTAL			\$16,100,000	\$460,599,146	\$476,699,146		\$476,699,146		\$652,489	
TOTAL - State Water (GIGU Proposed per dwelling)						\$180,000,000		\$15,000		
TOTAL - State Sewer (GIGU Proposed per dwelling)						\$180,000,000		\$15,000		
TOTAL per NDAha (Local + State)		\$20,255,000	\$793,757,157	\$814,012,157	\$675,729,035		\$924,915			
TOTAL per dwelling (Local + State) Capped Charge per NDHa								\$52,255		



APPENDIX F – Scheme Projects: Plans & Supporting Details

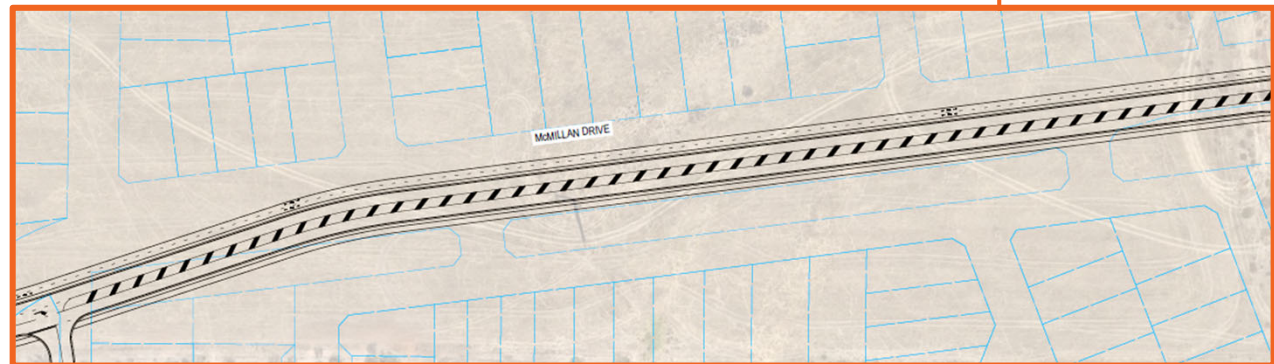
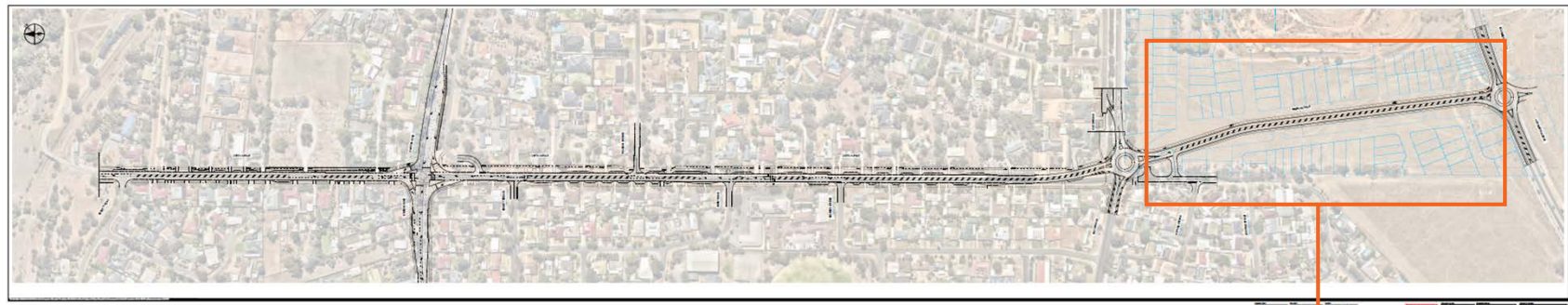
RD-03a

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>Cheek Avenue Demolition of the existing road, approximately 800m in length, is required to construct a new widened pavement and kerbing which will also require existing services to be relocated. The design of this project has considered both existing dwellings and associated infrastructure, however it is noted that possible land acquisitions may be required.</p>	<p>In accordance with the Design Criteria, the upgraded Cheek Avenue cross-sections proposed are:</p> <ul style="list-style-type: none"> • 3.5 m-wide trafficable lane in each direction; • 3.0 m wide chevroned median to enable separated turn lanes, driveway access and accessibility in case of car breakdown; • 3.0 m-wide Shared User Path (SUP) for Active Users along the eastern verge; • 1.2 m to 1.8 m-wide footpath for pedestrians along the western verge; and • 2.2 m-wide parallel-parking bays on the eastern verge, beneath the 132 kV Transmission Line. <p>The cross-sections have been refined to enable the:</p> <ul style="list-style-type: none"> • Retention of the existing 132 kV ElectraNet Transmission Line on the eastern verge • Inclusion of a verge in which light poles and street trees can be placed (in accordance with future design stages) • Inclusion of the appropriate drainage pits and pipes to manage runoff • Inclusion of a segregated SUP instead of on-road bicycle lanes, thereby reducing the road surface width and allowing for increased flexibility in positioning the SUP to minimise earthworks • Inclusion of a footpath on the western verge, noting that precise crossing details (e.g. tactile markings) will be developed in later stages 	60735510-00-SKT-1000-0001 Revision B	Level 2	27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report.pdf



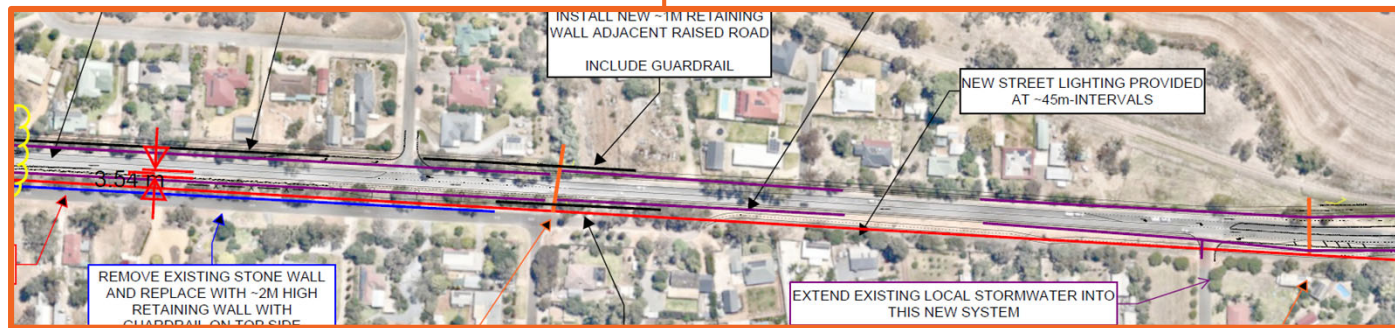
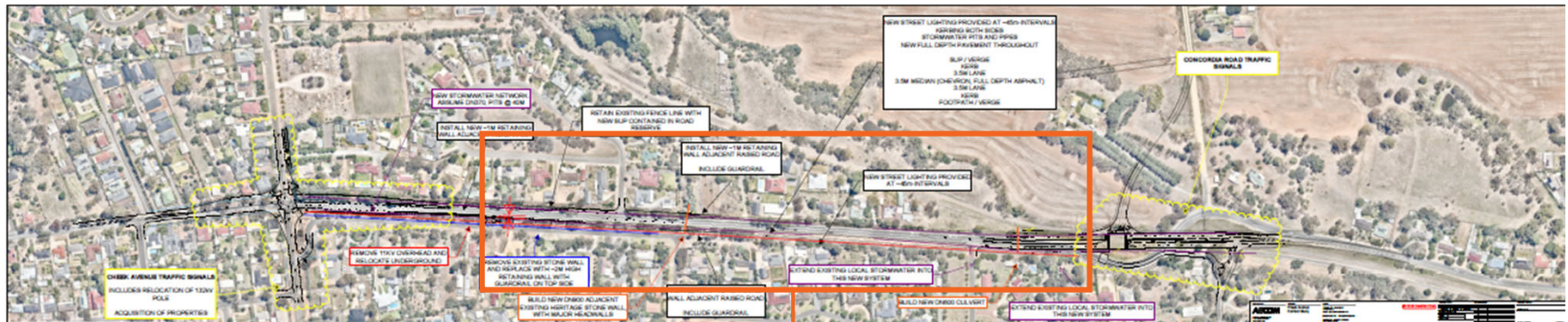
RD-03b

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>McMillan Parade This new road is approximately 500 linear metres. It is subject to an existing deed however the new road has been designed to accommodate traffic from CGA to provide an alternative southern route from Barossa Valley Way through to Schomburgk Drive</p>	<p>The new McMillan Parade is proposed to maintain the same cross-section as the upgraded Cheek Avenue to maintain the same functionality. It is acknowledged that McMillan Parade design needs to coordinate with the proposed development and therefore it is expected that the precise alignment will need further detailed review prior to identifying the exact horizontal and vertical alignments.</p> <p>The key functionality of the proposed road cross section is the need to minimise interaction between the high volume of through traffic with any turning traffic, either at intersections or driveways. Parking needs to be controlled through dedicated on-street parking. In the design, the road has been located further west than currently shown within the Springwood Development designs so not to impact the proposed allotment boundaries on the east. This, however, when considering the topography, impacts the 132 kV transmission stobie poles. Should the stobie poles take precedence over the allotment layout, the road should be moved further east.</p> <p>The key functionality of the proposed active travel cross section is for an SUP provided on one side of the road and a footpath on the other side. In the design, the SUP is shown on the eastern verge for consistency with the rest of the corridor and keeping on the same side of MacMillan Parade as major community facilities such as the Springwood Place shopping centre. This is expected to reflect the pedestrian and cyclist desired route</p>	<p>60735510-00-SKT-1000-0001 Revision B</p>	<p>Level 2</p>	<p>27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report.pdf</p>



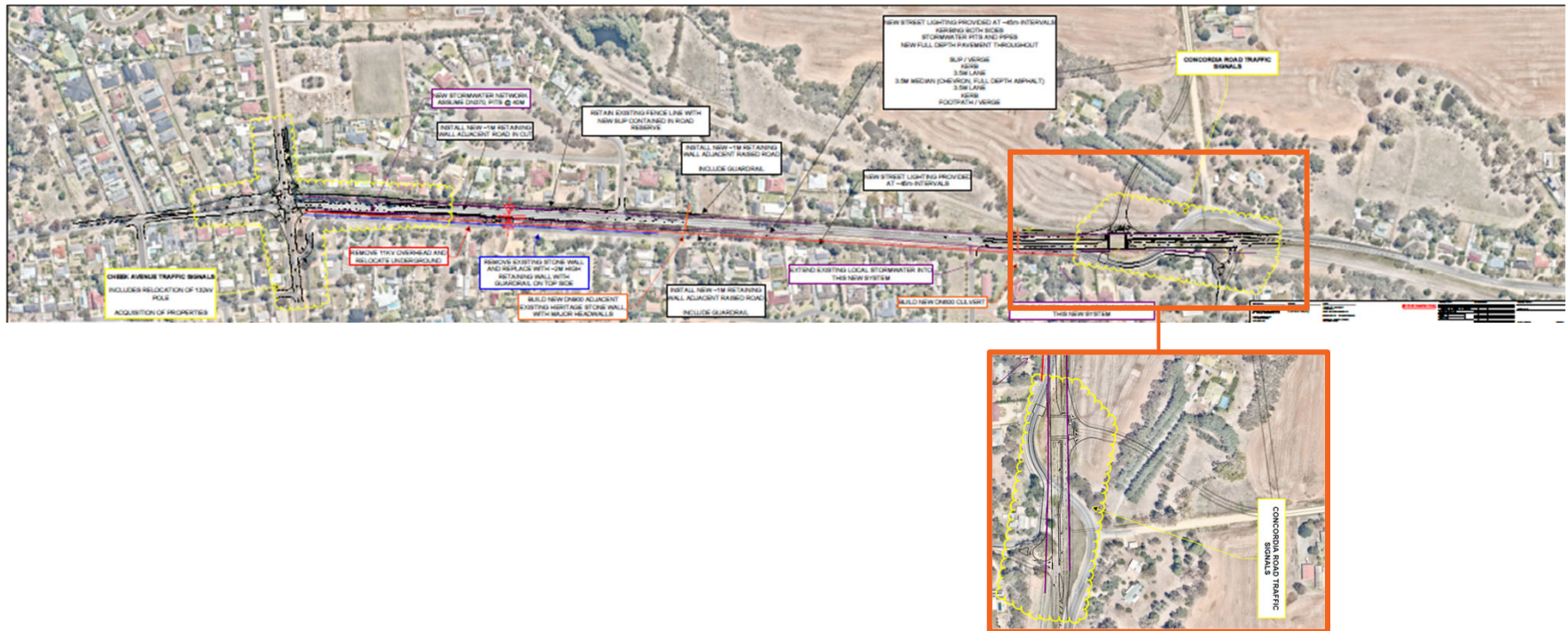
RD-05a

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>Barossa Valley Way Upgrade to the road to cater for 80kph and enable additional capacity to cater for the development of the CGA. The upgrade will likely include significant service relocation.</p>	<p>Barossa Valley Way (route B19) is an arterial road (T3), providing access between Gawler and Barossa region (i.e., Lyndoch, Tanunda). The corridor connects to Murray Street in the Gawler Central Business District. Barossa Valley Way is a single lane carriageway configured with two lanes and no central median, ranging from urban kerbed corridor in the west to the rural style characteristics with minimal sealed shoulders.</p> <p>Barossa Valley Way (Lyndoch Road) is only designated for PBS Level 1A (trucks less than 20m in length). The proportion of heavy vehicles using the freight routes around Concordia is fairly high, with over 15% on the Sturt Highway and over 10% on Gomersal Road (Location SA, 2023).</p> <p>Due to the increased traffic volumes as a result of the growth area this section of the Barossa Valley Way will require upgrading, the scope of the road upgrade is likely to include: Demolition works , Service relocations Retaining Walls Kerbing Stormwater Infrastructure Footpaths Signage Lighting</p> <p>The resultant carriageway is likely to need widening however will still be limited to two lanes of travel with queueing and turn lanes where required and integration with new intersections at Cheek Avenue and Concordia Road. Further design and modelling will be required to determine the exact extent of works.</p>	<p>RD-05a-60735510-0000-SKT-BV-10-0001</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



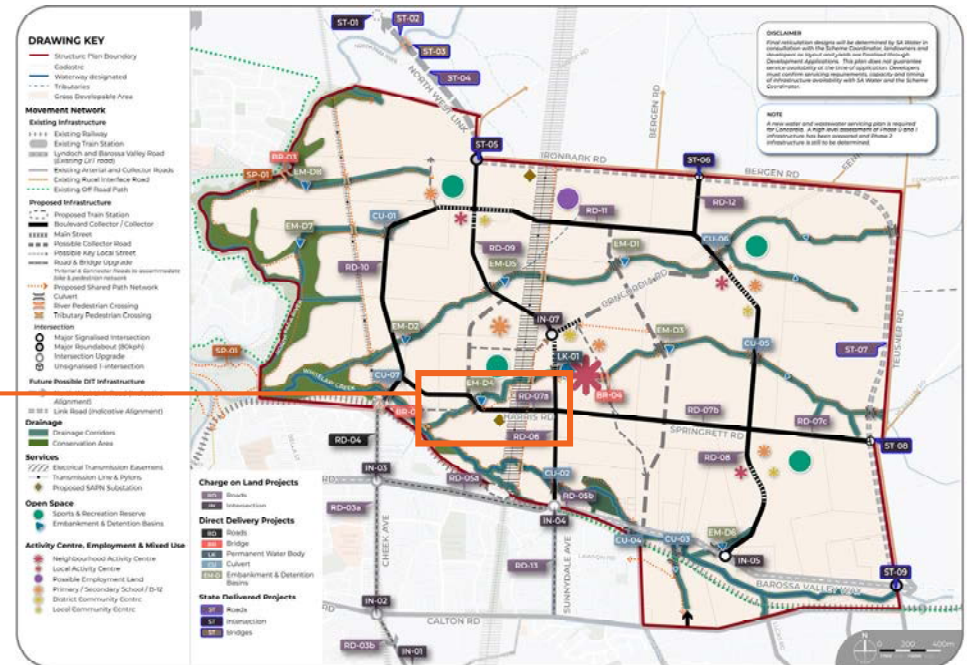
RD-05b

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>Barossa Valley Way Upgrade to the side roads associated with Concordia Road intersection and Sunnysdale Avenue and the entry to the proposed Rail Station. Concordia Road is a rural local road under the care and control of the Barossa Council, providing north-south access to the CGA and future envisaged Sturt Highway Connection. Concordia Road comprises a single unsealed carriageway, approximately 7.0m wide and provides access to a number of rural residential properties. Concordia Road on the southern end intersects with Barossa Valley Way, at the back of the S bend to the east of the Barossa Railway line level crossing.</p> <p>This intervention is for the side roads that link the two staggered intersections for IN-04, the entry to the rail station and a side access road connecting existing residential properties. and the restaurant</p>		RD-05a-60735510-0000-SKT-BV-10-0001	Level 2	Concordia Road Estimate_Draft_R2.xlsx



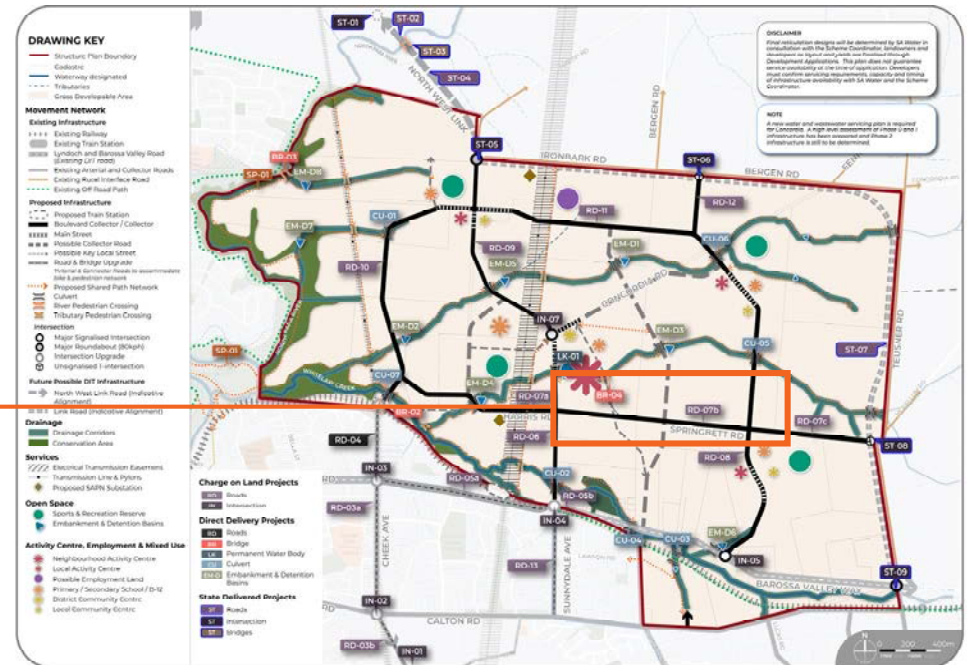
RD-07a

Location	Description	Plan Descriptor	Costing Level	Cost Report
Harris Road Upgrade to existing road between RD-10 and RD-07b. Existing reservation is 20m, additional widening is required from the northern side of the road to provide the required reservation.	Construction of 1, 319 linear metres of Harris Road to create a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM	Level 2	Concordia Road Estimate_Draft_R2.xlsx



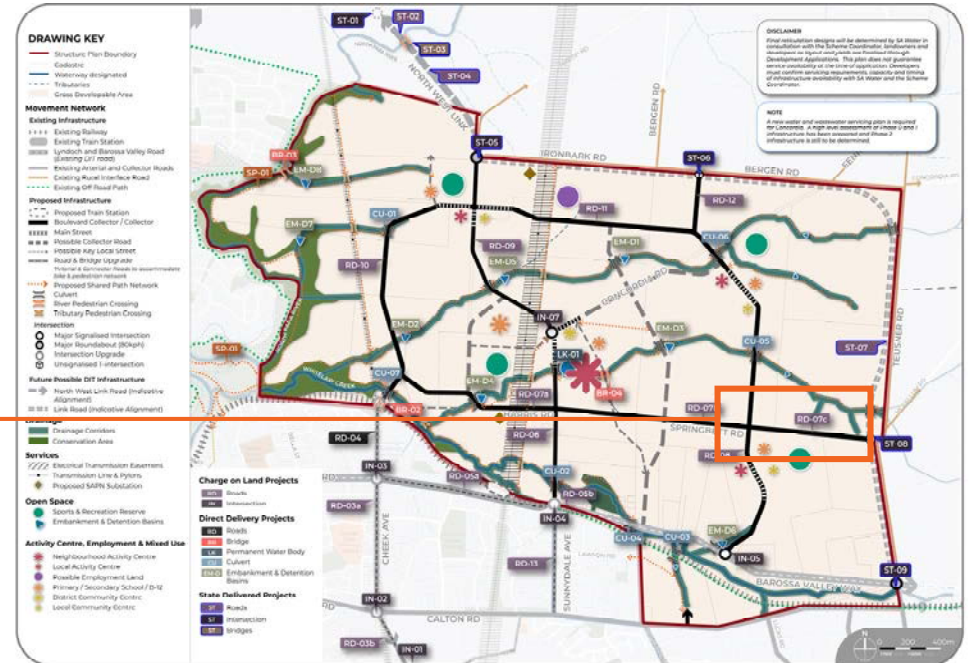
RD-07b

Location	Description	Plan Descriptor	Costing Level	Cost Report
Springbett Road Upgrade to existing road between RD-07a and RD-07c.	Construction of 554 linear metres along Springbett Road to create a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM	Level 2	Concordia Road Estimate_Draft_R2.xlsx



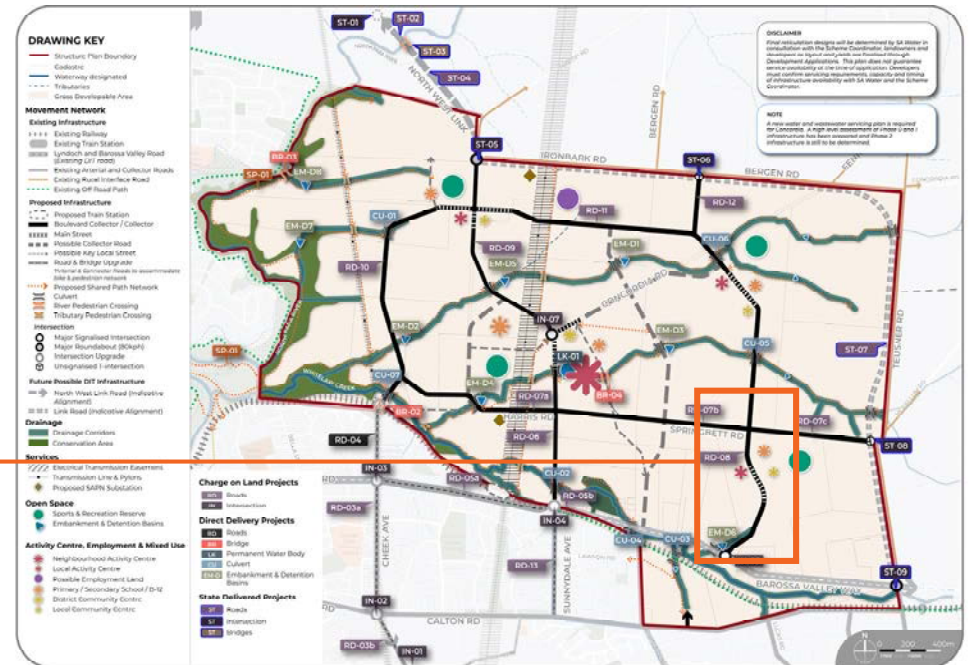
RD-07c

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>Springbett Road Upgrade to existing road between RD-07b and the new bypass road.</p>	<p>Construction of 788 linear metres along Springbett Road to create a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.</p>	<p>Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



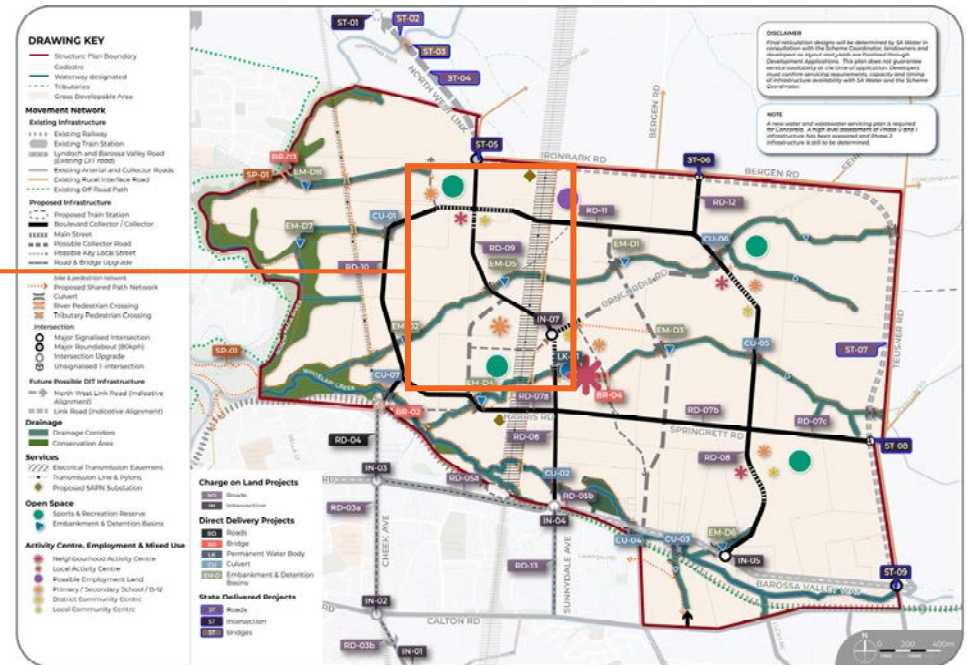
RD-08

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>New Collector Road Construction of a new connector connecting the south eastern activity centre between Barossa Valley Way and Springbett Road.</p>	<p>Construction of 954 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.</p>	<p>Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM</p>	<p>Level 2</p>	<p>Concordia Road_ROM Estimate_Draft_R2.xlsx</p>



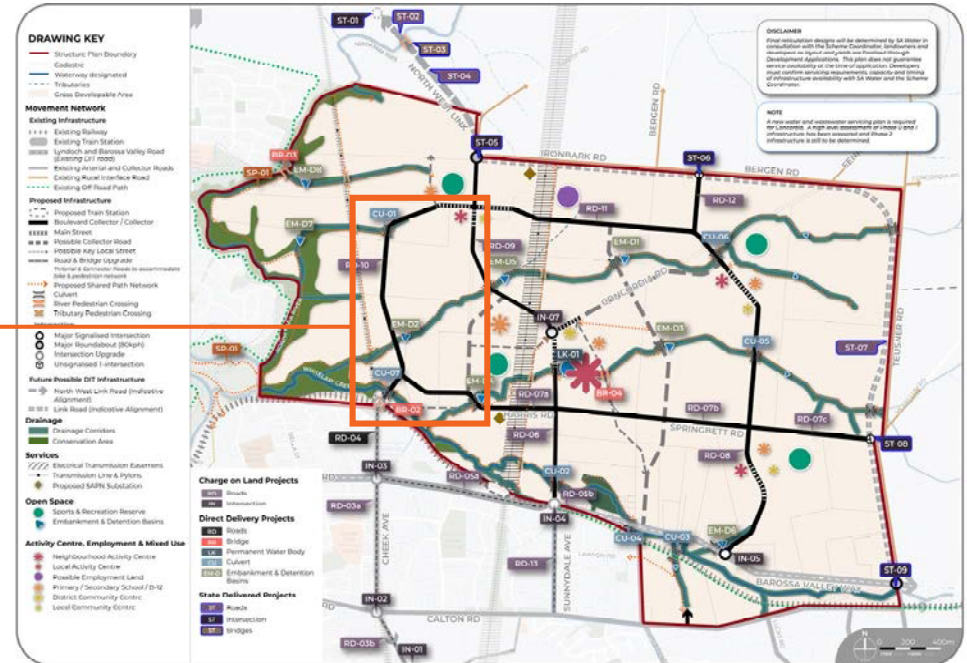
RD-09

Location	Description	Plan Descriptor	Costing Level	Cost Report
New North-South Collector Road Construction of a new boulevard collector road	Construction of 1,842 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM	Level 2	Concordia Road Estimate_Draft_R2.xlsx



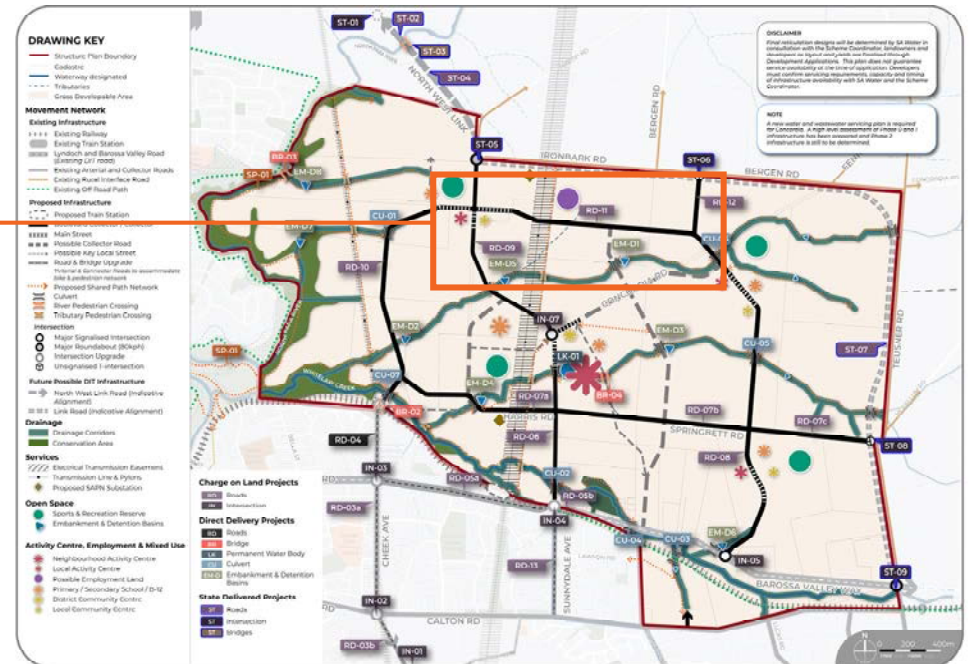
RD-10

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>New Internal Collector Road Loop Construction of a new collector road between RD-07a and RD-09.</p>	<p>Construction of 2,054 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.</p>	<p>Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



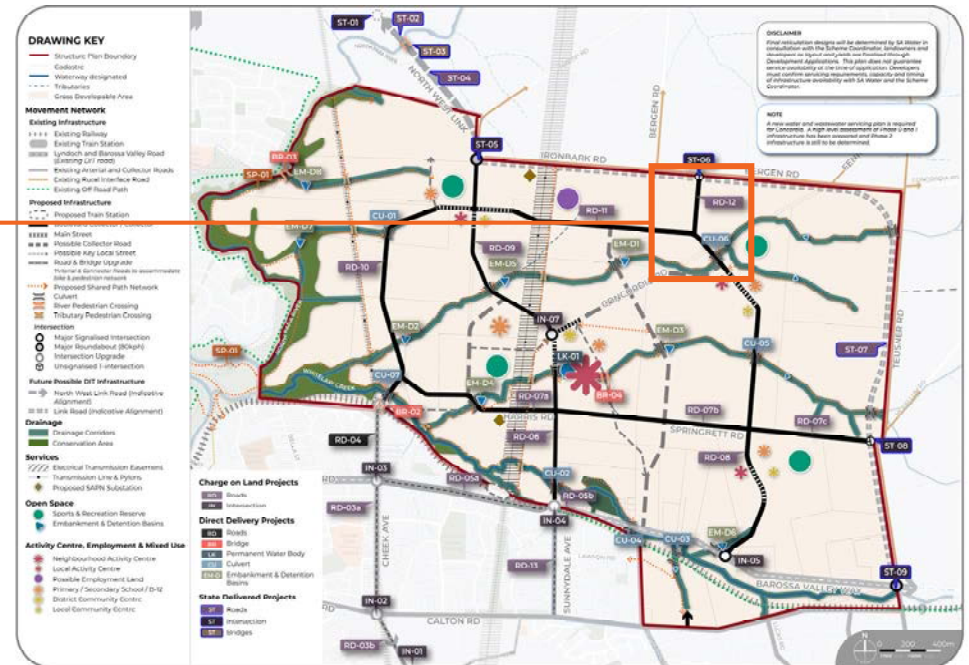
RD-11

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>New Internal Collector Road Loop Construction of a new collector road between RD-09 and Springbett Road.</p>	<p>Construction of a 2,885 linear metres of new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.</p>	<p>Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



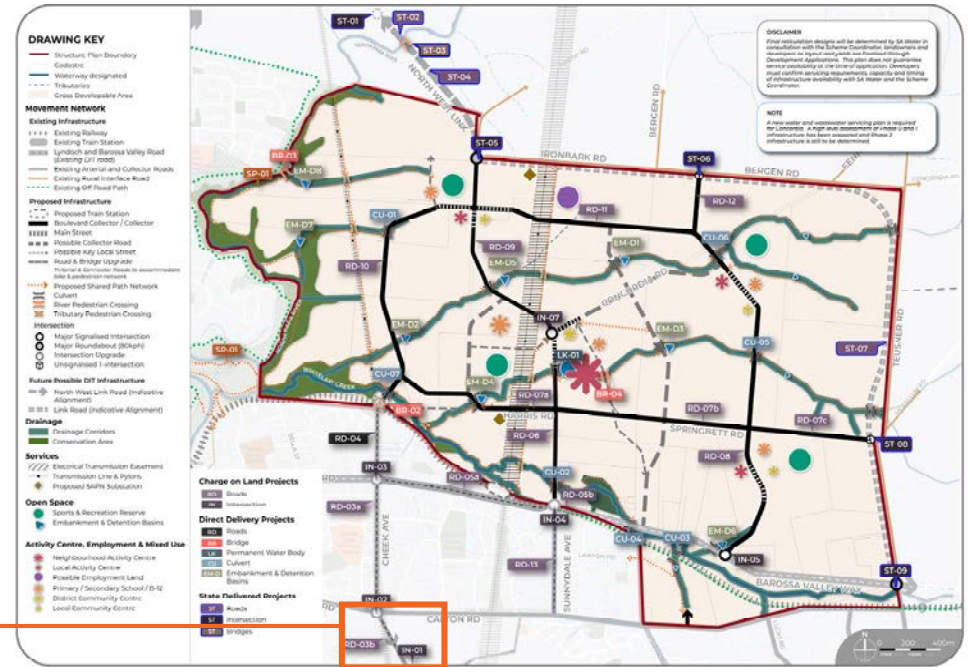
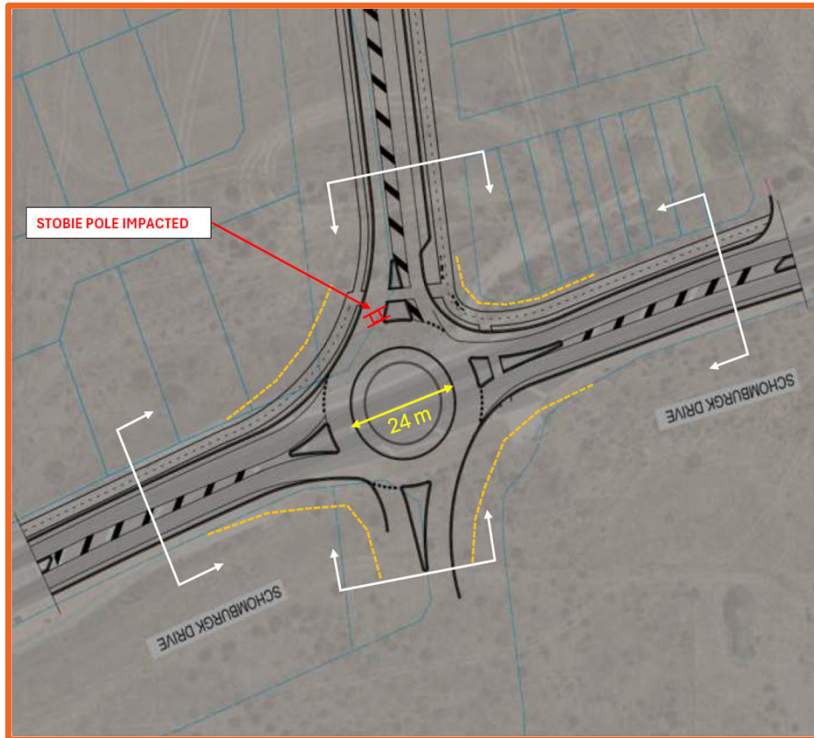
RD-12

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>New Internal Collector Road Construction of a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.</p>	<p>Construction of a 344 linear metres for a new internal local boulevard collector road construction that will include key services and forms part of the internal collector road network.</p>	<p>Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



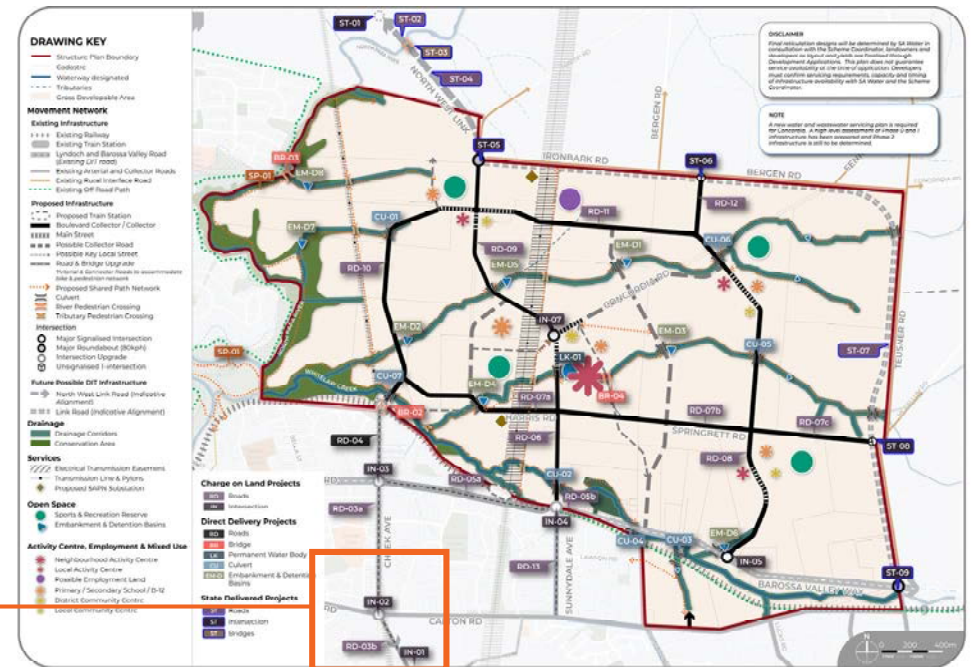
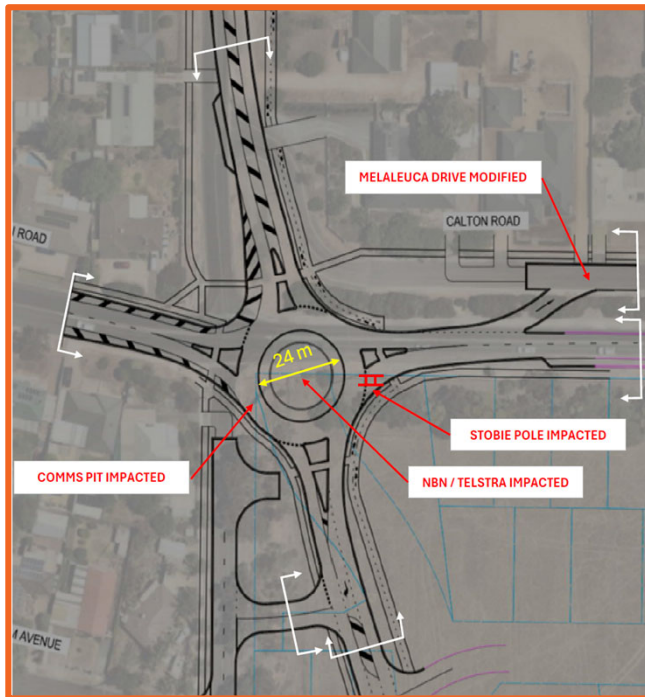
IN-01

Location	Description	Plan Descriptor	Costing Level	Cost Report
McMillan Parade & Schomburgk Drive Construction of a roundabout	Roundabout to cater for traffic volume uplift, residential, commercial and bus traffic. Intervention subject to existing Deed with DIT, Developers and Town of Gawler. New change will impact existing electrical infrastructure, involve connection to an existing road and .large retaining walls due to existing slope.	60735510-00-SKT-1000-0001 Revision B	Level 2	Concordia Road Estimate_Draft_R2.xlsx



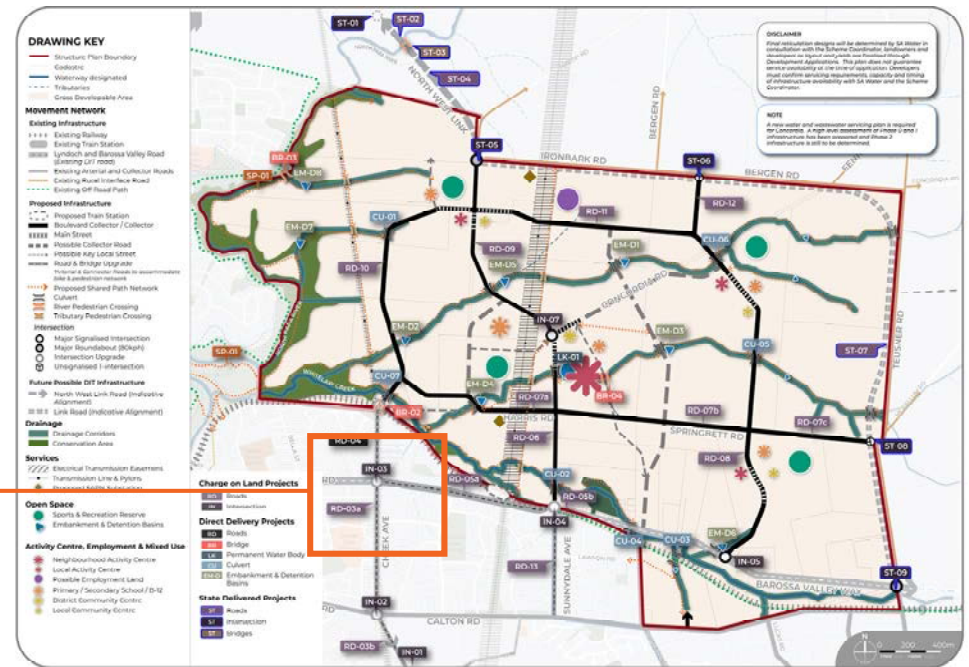
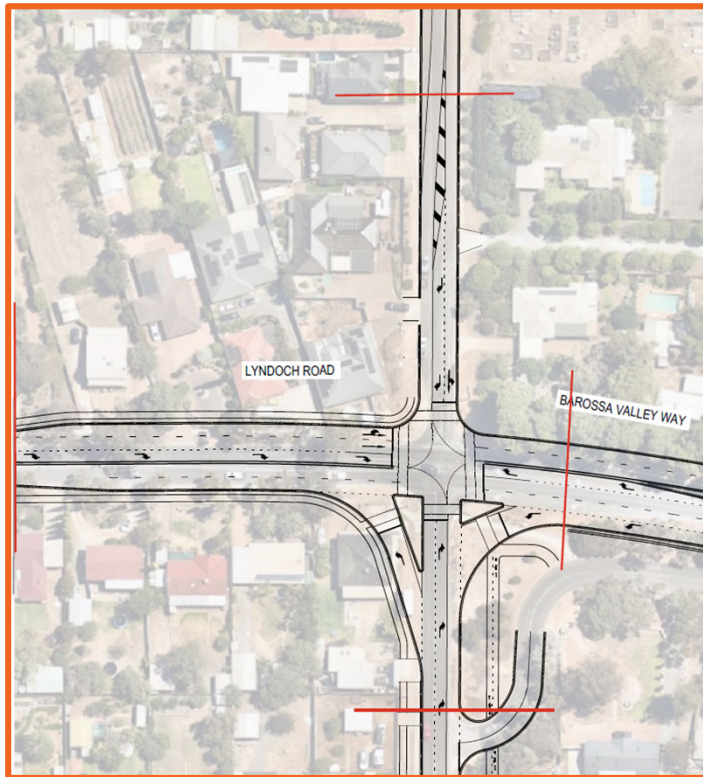
IN-02

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>Calton Rd & Cheek Ave Upgrade intersection to roundabout.</p>	<p>Roundabout to cater for traffic volume uplift, residential, commercial and bus traffic. Intervention subject to existing Deed with DIT, Developers and Town of Gawler. New change will impact existing communications and electrical infrastructure and involve modification of existing road infrastructure.</p>	<p>60735510-00-SKT-1000-0001 Revision B</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



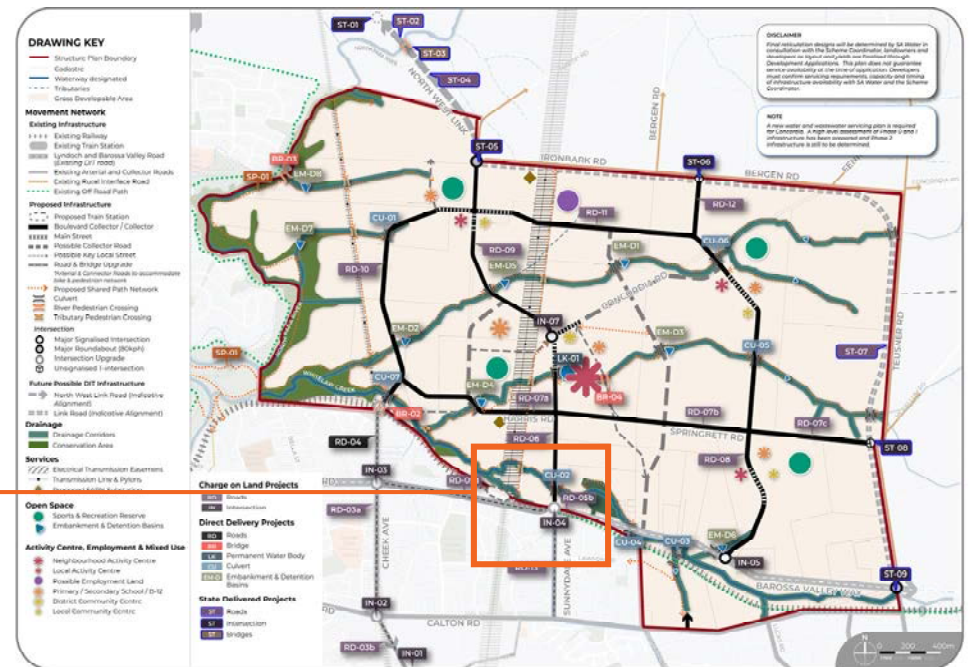
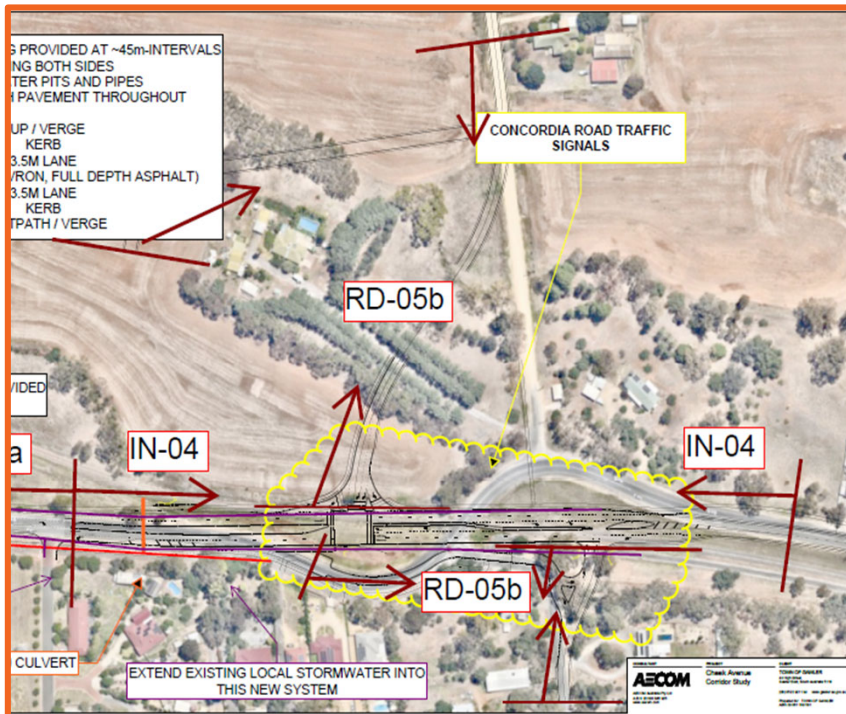
IN-03

Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>Barossa Valley Way, Cheek Avenue Intersection New Signalised intersection Possible private property acquisitions Designed to cater for traffic volume uplift, residential, commercial and bus traffic</p>	<p>Upgrade of the existing Barossa Valley Way and Cheek Avenue intersection subject to further investigation.</p>	<p>RD-05a-60735510-0000-SKT-BV-10-0001</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



IN-04

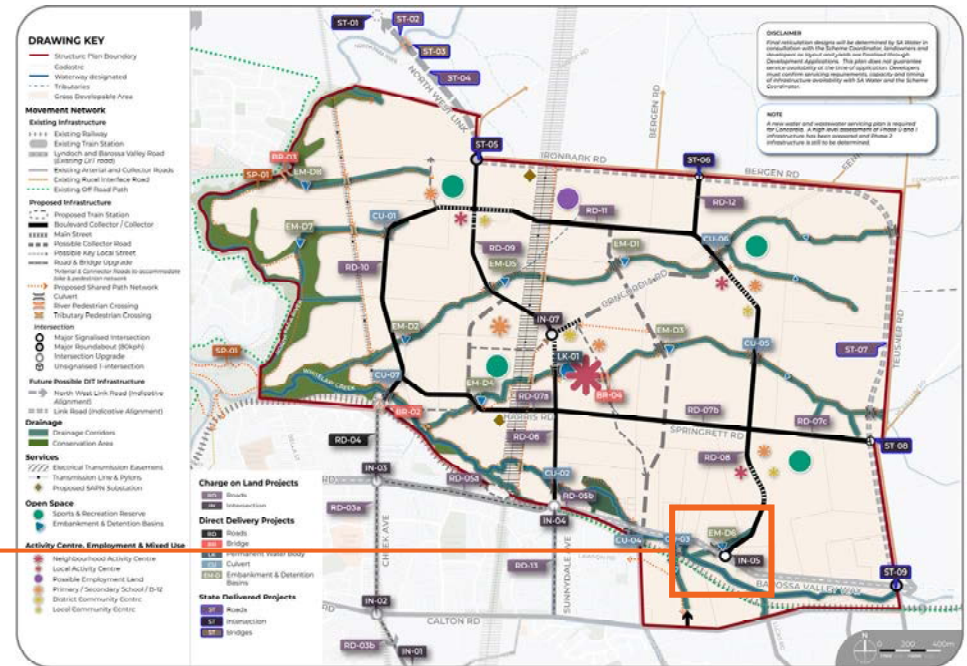
Location	Description	Plan Descriptor	Costing Level	Cost Report
<p>BVW and Concordia Rd Intersection New signalised intersection to Concordia Road, New all access intersection to Sunnydale Avenue.</p>	<p>Concordia Road is a rural local road under the care and control of the Barossa Council, providing main north-south access to Concordia (study site). The road comprises a single unsealed carriageway, approximately 7.0m wide and provides access to a number of rural residential properties. Concordia Road on the southern end intersects with Barossa Valley Way, at the back of the S bend to the east of the Barossa Railway line level crossing.</p> <p>The Barossa Valley Way / Concordia Road intersection is located on an S-bend with an inactive at-grade rail level crossing. The existing geometry is not suited to addition of channelised turn lanes. The existing Concordia Road junction with the Barossa Valley Way at the rail level crossing s-bend is not suitable for access to and from the development.</p> <p>The option selected is: two sets of signalised intersections to better cater for pedestrians and suit a proposed nearby rail station. A realigned intersection could be integrated with a terminating rail station and gateway entry statement. This option can then be integrated with a further extension of the rail corridor to Kalbeeba.</p> <p>This option enables traffic in the early phases to use Sunnydale Avenue however will dissuade commuters from using Sunnydale in the longer term due to an easier access to be provided via Cheek Avenue.</p> <p>Appropriately designed access points to the development will ensure safe and efficient access for all users. The Concordia Road junction will require future integration with mass transit infrastructure (station/interchange).</p>	<p>RD-05a-60735510-0000-SKT-BV-10-0001</p>	<p>Level 2</p>	<p>Concordia Road Estimate_Draft_R2.xlsx</p>



IN-05

Location	Description	Plan Descriptor	Costing Level	Cost Report
Barossa Valley Way into growth area New Intersection	New signalled intersection at Barossa Valley Way and a new road connection to the proposed South East Activity Centre.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM	OoM	60735510 Transport Infrastructure Strategy Order of Magnitude Cost Estimate Rev1B

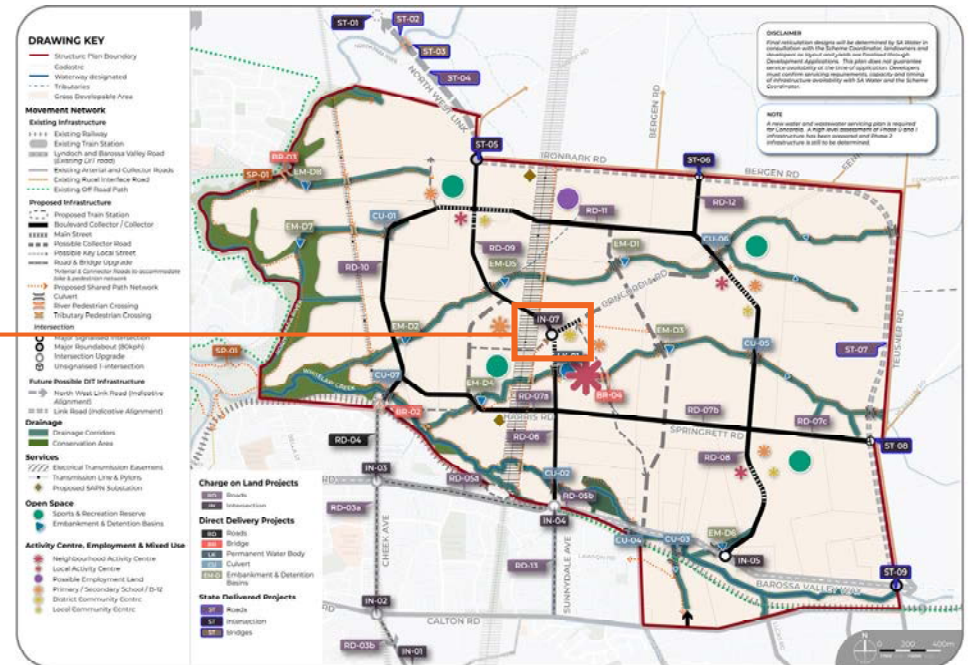
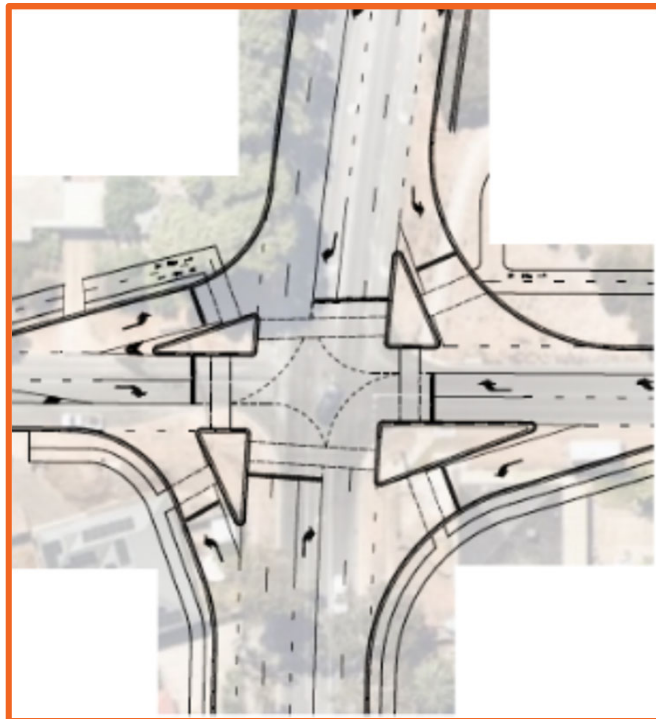
Preliminary Design Concept only



IN-07

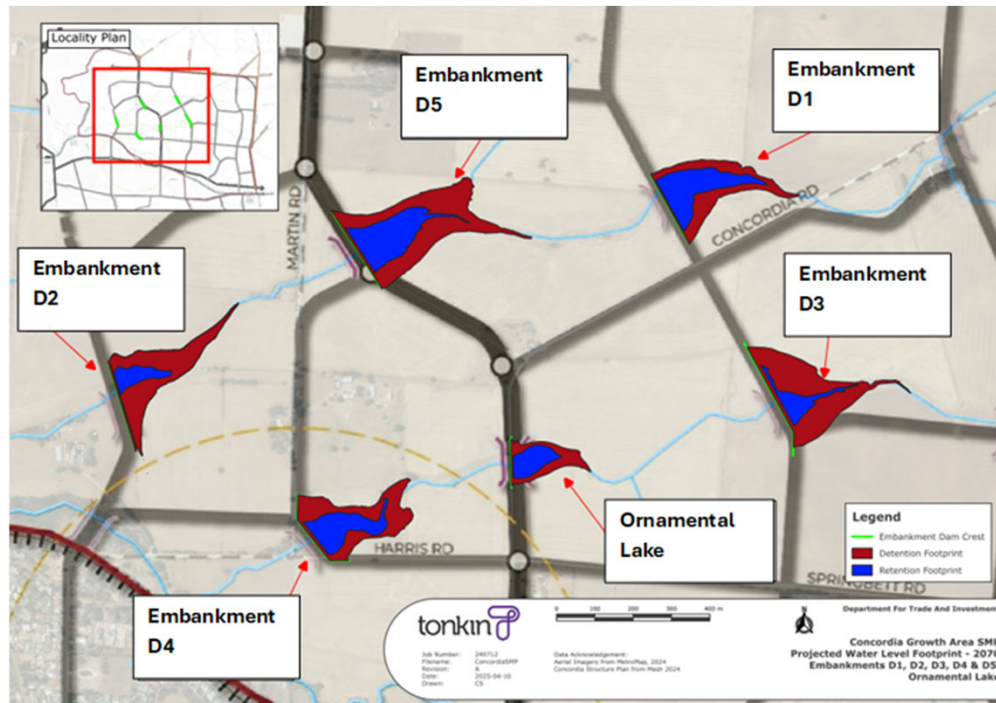
Location	Description	Plan Descriptor	Costing Level	Cost Report
Concordia Road & central arterial New Intersection.	New Signalised Intersection activity centre application. connecting new internal collector roads. Will include pedestrian crossings and other features and treatments relating to activity centre traffic movements.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. AECOM October 2025 TIS OOM	OoM	60735510 Transport Infrastructure Strategy Order of Magnitude Cost Estimate Rev1B

Preliminary Design Concept only



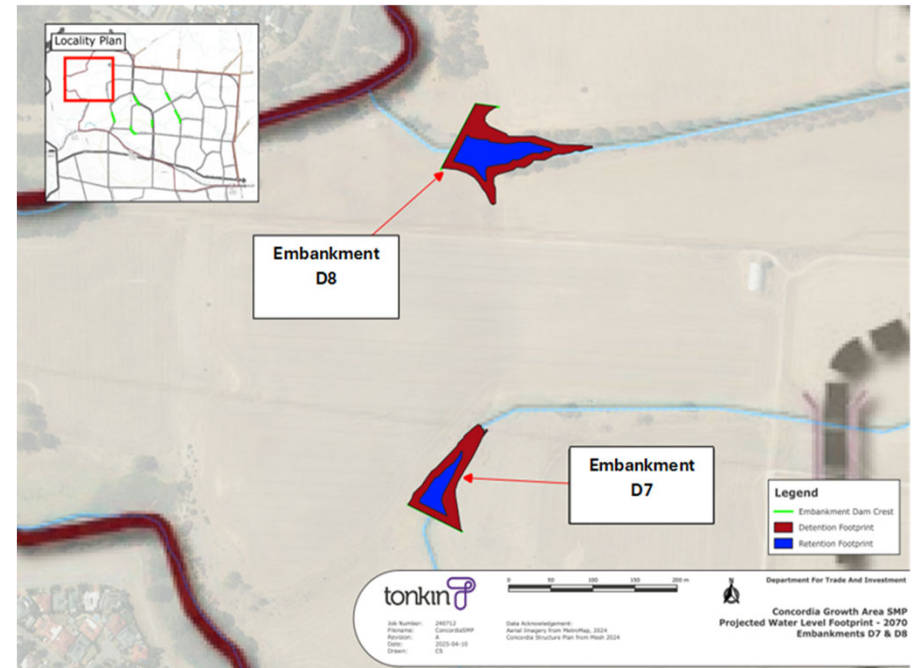
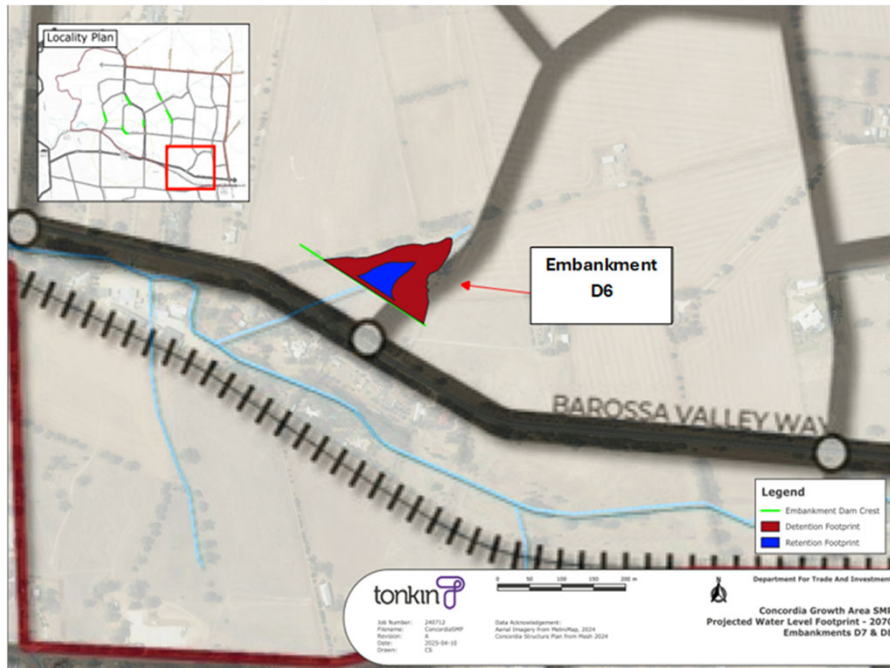
Embankments D1, D2, D3, D4, D5 & Ornamental Lake

Catchment	Structure	Embankment Height	Retention Volume (ML)	Detention Volume (ML)	Total Volume (ML)	1% AEP discharge	Proposed culvert size
Cat34	Embankment D1	5.5m	16.3	45.1	61.4	20.8	Six 1800 X 750 BC
Cat36	Embankment D2	5.5m	4.8	45.8	50.6	13.9	Four 1050 pipes
Cat40	Embankment D3	5.8m	5.4	69.7	75.1	8.3	Two 1200 pipes
Cat42	Embankment D4	6.3m	21	51.5	72.5	11.05	Four 1050 pipes
Cat35	Embankment D5	5m	22.6	79.5	102.1	15.6	Four 1050 pipes
Cat41	Ornamental Lake	3.5m	5.6	15.8	21.4	13.8	Six 1050 pipes



Embankments D6, D7 & D8

Catchment	Structure	Embankment Height	Retention Volume (ML)	Detention Volume (ML)	Total Volume (ML)	1% AEP discharge	Proposed culvert size
Cat39	Embankment D6	5m	1.7	12.5	14.2	20.8	Three 525 pipes
Cat37	Embankment D7	5.5m	1	5.9	6.9	20.8	Two 750 pipes
Cat38	Embankment D8	7.5m	3.2	10.8	14	20.8	Three 525 pipes



Future Basin FB1, FB2, FB3 & FB4 and Remaining catchments

Future basins identified in the infrastructure plans will enable detention and retention storage to be apportioned in line with land holdings. Additional catchment-scale investigations are required to confirm storage volumes, allowable discharge rates, and outflow structures that maintain pre-development flow conditions.

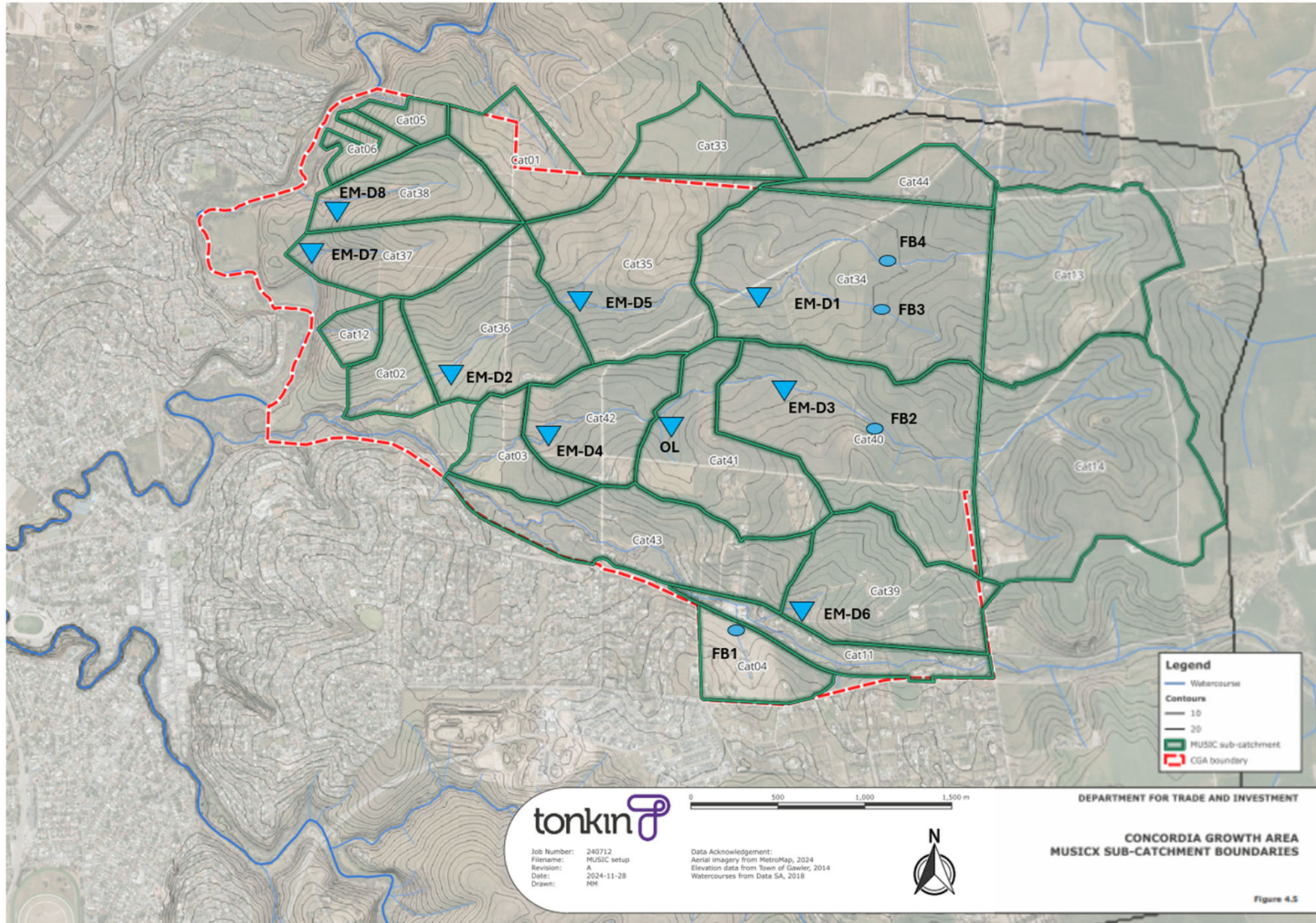
Catchment	Structure	Description	Detention requirements	Retention requirements	Proposed infrastructure
Cat04	FB1	Future basin to be designed as part of all of catchment Cat04 that discharges into Whitelaw Creek.	TBD	TBD	TBD
Portion Cat40	FB2	Future basin designed to reduce flows to pre-developed flow rates based on portion of catchment Cat40 that contributes to the existing watercourse. The reduction in downstream flows to inform the sizing of embankment EM-D3	TBD	TBD	TBD
Portion Cat34	FB3	Future basin designed to reduce flows to pre-developed flow rates based on portion of catchment Cat34 that contributes to the existing watercourse. The reduction in downstream flows to inform the sizing of embankment EM-D1	TBD	TBD	TBD
Portion Cat34	FB4	Future basin designed to reduce flows to pre-developed flow rates based on portion of catchment Cat34 that contributes to the existing watercourse. The reduction in downstream flows to inform the sizing of embankment EM-D1	TBD	TBD	TBD

Remaining catchments

Catchments containing Whitelaw Creek and downstream areas near the Gawler Junction and North Para River do not include regional basins for detention or retention. Installing mitigation structures in these locations is impractical, as rapid drainage during major storm events is necessary to manage peak flows across the broader site.

Catchment	Structure	Description	Detention requirements	Retention requirements	Proposed infrastructure
Cat01	N/A	Catchment drains directly to North Para River with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD
Cat02	N/A	Catchment drains directly to Whitelaw Creek with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD
Cat03	N/A	Catchment drains directly to Whitelaw Creek with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD
Cat05	N/A	Catchment drains directly to North Para River with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD
Cat06	N/A	Catchment drains directly to North Para River with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD
Cat11	N/A	This catchment represents Whitelaw Creek corridor with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD
Cat12	N/A	Catchment drains directly to North Para River with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD
Cat43	N/A	Catchment drains directly to Whitelaw Creek with no regional detention/retention infrastructure to manage 1% AEP defined. Stormwater generated by this catchment is to be further refined in a catchment SMP.	TBD	TBD	TBD

Catchments





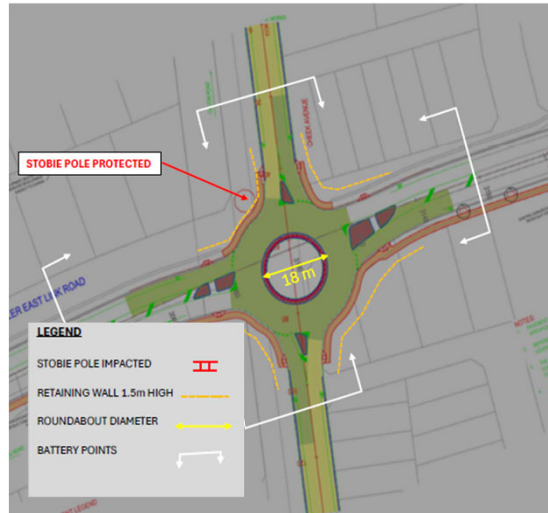
APPENDIX G – Cheek Avenue Infrastructure Apportionment

IN-01

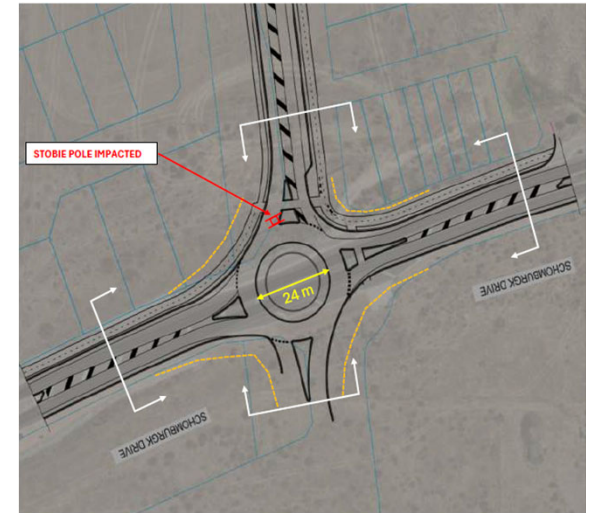
Project Assumptions

- > The 'Before Concordia' estimate is based a design that nominates a 18.0m diameter roundabout annulus, whereas the 'After Concordia' estimate is based on a 24.0m diameter roundabout annulus.
- > Both estimates are based on a concept design documentation and therefore a design development contingency of 10% has been assumed.
- > Both estimates allow for retaining walls to the intersection approaches. For the 'Before Concordia' estimate the retaining walls is assumed to be 1.0m high and the 'After Concordia' estimate assumed to be 1.5m high.
- > The 'Before Concordia' estimate allows for a 10.0m long retaining wall to protect of existing stobie pole.
- > This is not required in the 'After Concordia' estimate as the overhead line is being undergrounded.
- > The 'After Concordia' estimate allows to relocate the existing overhead lines and underground them as the new roundabout alignment impacts the existing stobie pole.
- > For both the 'Before Concordia' and 'After Concordia' the design levels are assumed to be similar to the existing levels.
- > For both the 'Before Concordia' and 'After Concordia' estimates a shared path has been allowed for on one side and a footpath only on the opposite side.
- > The pavement details from the 'Before Concordia' design have been applied to the 'After Concordia' estimate.

Before Concordia



After Concordia

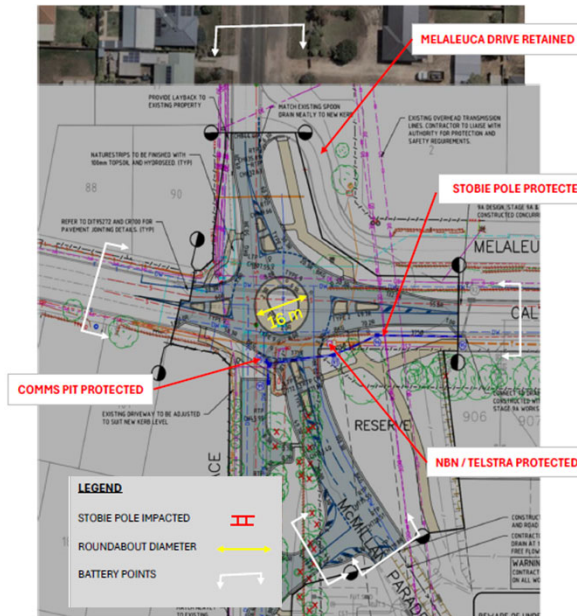


IN-02

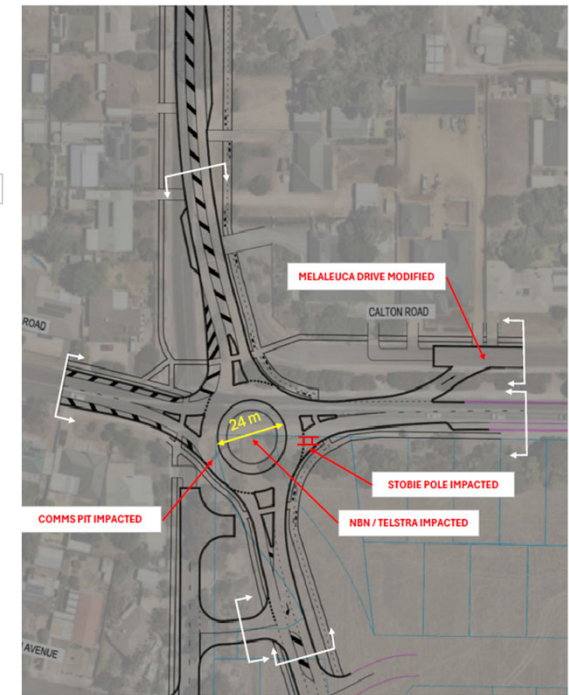
Project Assumptions

- > The 'Before Concordia' estimate is based a design that nominates a 16.0m diameter roundabout annulus, whereas the 'After Concordia' estimate is based on a 24.0m diameter roundabout annulus.
- > The 'Before Concordia' estimate is based on a well-developed design and therefore a design development contingency of only 3% has been allowed. The 'After Concordia' estimate is based on a 5% AECOM Design and therefore a higher percentage design development contingency of 10% has been allowed.
- > The 'After Concordia' estimate allows to relocate the existing overhead lines and underground them as the new roundabout alignment impacts the existing stobie pole locations. No alterations to existing overhead lines have been allowed for the 'Before Concordia' estimate as they are assumed not to impact the alignment.
- > The 'After Concordia' estimate allows to relocate an existing NBN pillar as this is impacted by the new roundabout alignment. Minor protection of existing Communications infrastructure has been allowed for in 'Before Concordia' estimate, but the existing pillar assumed not to be impacted or relocated.
- > No allowance for bulk earthworks for either the 'Before Concordia' or 'After Concordia' estimates has been allowed for.
- > No works to Melaleuca Drive allowed for in the 'Before Concordia' estimate has been allowed for.
- > Resurfacing has been allowed for on Melaleuca Drive on the 'After Concordia' estimate and not full depth pavement reconstruction.

Before Concordia



After Concordia



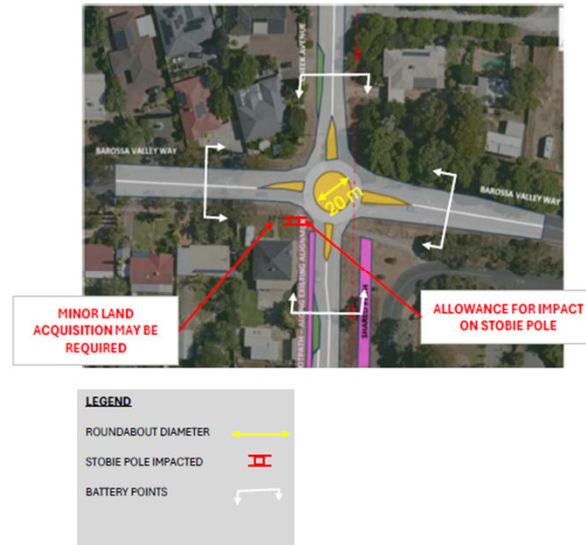
- > For the 'After Concordia' estimate, the full depth pavement has been assumed to be the same as Pavement Type A from the 'Before Concordia' design.
- > For the 'After Concordia' estimate, the parking bay pavement has been assumed to be the same as Pavement Type B1 from the 'Before Concordia' design.
- > The drainage allowance for the 'After Concordia' estimate has been assumed to follow the 'Before Concordia' design alignment and pipe sizing but altered to suit 'After Concordia'

IN-03

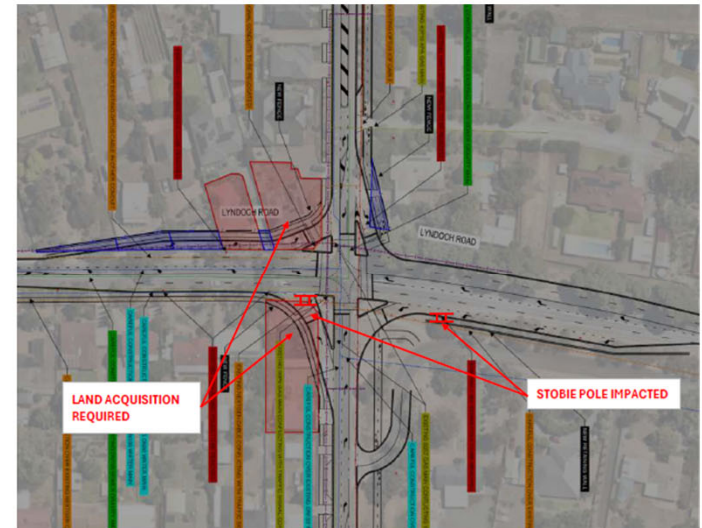
Project Assumptions

- > The 'Before Concordia' design allows for a 20m diameter roundabout annulus with single lane approaches and departures.
- > The 'Before Concordia' Estimate allows for 110m² of land acquisition across two properties which includes for minor property modifications for fencing etc.
- > Allowance to remove existing stobie poles where they impact the alignment and underground the existing overhead lines has been allowed for the 'Before Concordia' option.
- > The 'Before Concordia' estimates allow for full depth asphalt to the extent of road works
- > Allowance has been made for topsoil and hydroseeding only for landscaping with no planting for the 'Before Concordia' estimate to align with the 'After Concordia' estimate prepared by others.
- > An allowance of 8 No. trees has been allowed for the 'Before Concordia' estimate to align with the 'After Concordia' estimate prepared by others.

Before Concordia



After Concordia

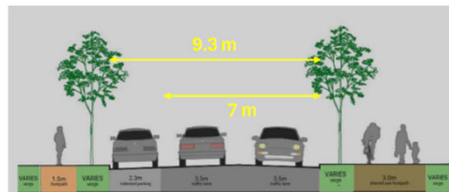
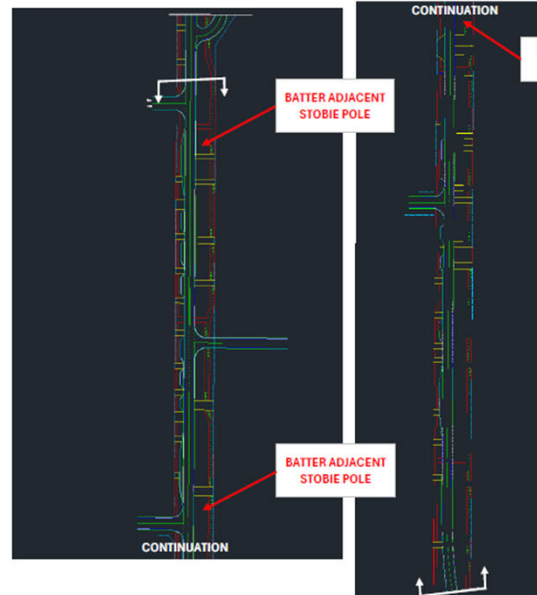


RD-03A

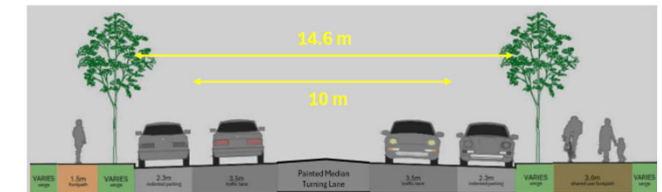
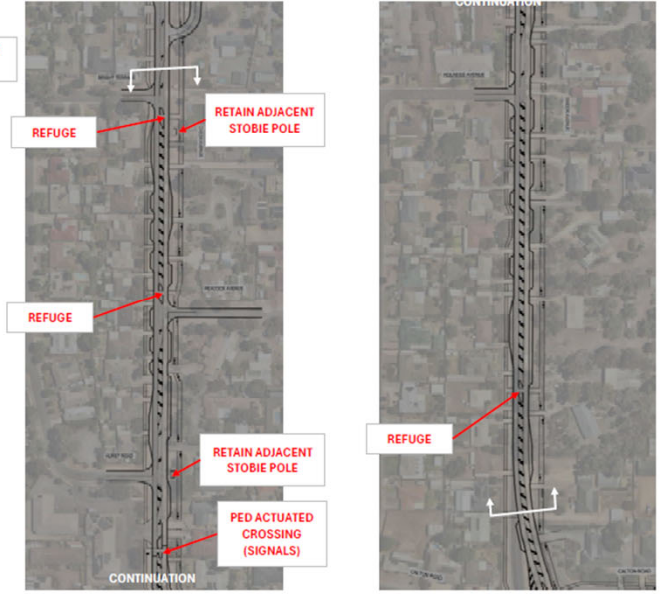
Project Assumptions

- > The 'After Concordia' Estimate allows for a central painted median with parking bays and bus bays on either side of the road. The central painted median, parking bays and bus bays on the east side of Cheek Avenue are not included in the "Before Concordia" estimate.
- > Both estimates are based on a concept design, therefore a design development contingency of 10% has been allowed.
- > The same landscaping allowance has been allowed for in both the 'Before Concordia' and 'After Concordia' estimates, as advised by Council with the assumption the value of landscaping works would be capped to be the same / similar.
- > The 'After Concordia' estimate allows for a Pedestrian Actuated Crossing, whereas the 'Before Concordia' excludes this.
- > No allowance to alter overhead lines or stobie poles in either the 'Before Concordia' or 'After Concordia' estimates.
- > Both 'Before Concordia' and 'After Concordia' estimates allow for full depth asphalt to the extent of road works.
- > For both the 'Before Concordia' and 'After Concordia' the design levels are assumed to be similar to existing levels.

Before Concordia



After Concordia

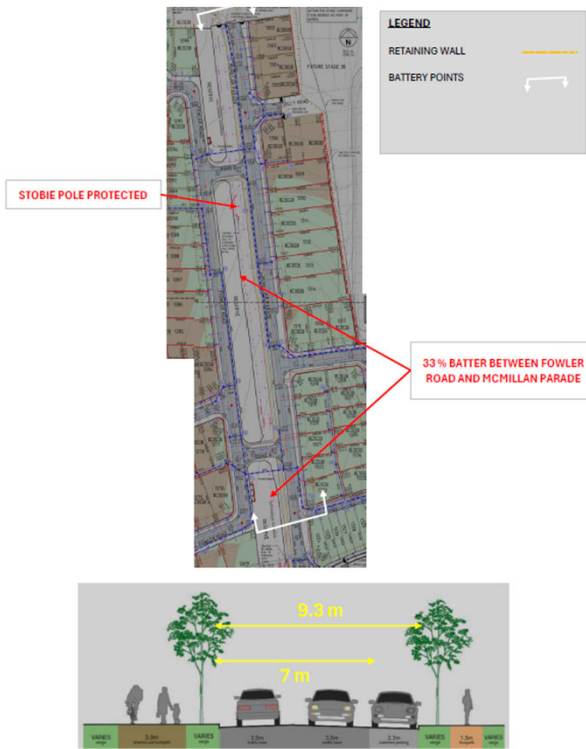


RD-03B

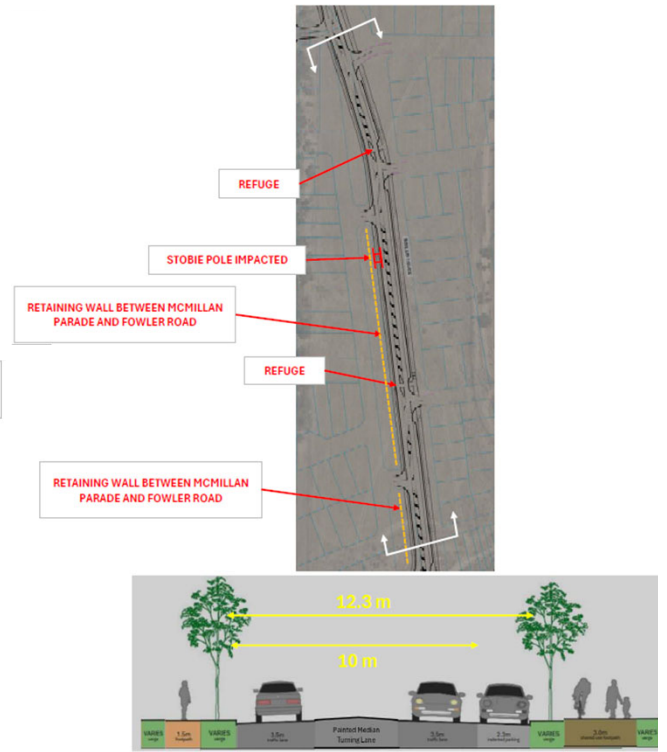
Project Assumptions

- > The 'After Concordia' Estimate allows for a central painted median whereas the 'Before Concordia' estimate does not include this.
- > The 'Before Concordia' estimate is based on a well-developed design and therefore a design development contingency of only 3% has been allowed. The 'After Concordia' estimate is based on a 5% AECOM Design and therefore a higher percentage design development contingency of 10% has been allowed.
- > The 'After Concordia' allows to relocate existing overhead lines underground as the new alignment impacts the existing Electranet corridor and stobie pole locations whereas the 'Before Concordia' alignment does not impact the Electranet corridor. This is due to the allotments on the east being fixed and as the 'After Concordia' road design is wider the road will encroach closer to the Electranet corridor.
- > The same landscaping allowance has been allowed for in both the 'Before Concordia' and 'After Concordia' estimates, as advised by Council with the assumption the value of landscaping works would be capped to be the same / similar.
- > 'No allowance for bulk earthworks for either 'Before Concordia' or 'After Concordia' estimates has been allowed for.
- > An allowance for up to 1.5m high retaining walls along the western side of McMillan Parade for the extent for the 'After Concordia' estimate has been allowed for.
- > For the 'After Concordia' estimate, the McMillan Parade road pavement has been assumed to be the same as Pavement Type B from the 'Before Concordia' design.

Before Concordia



After Concordia



- > For the 'After Concordia' estimate, the McMillan Parade parking bay pavement has been assumed to be the same as Pavement Type B from the 'Before Concordia' design.
- > For the 'After Concordia' estimate, the local road pavement has been assumed to be the same as Pavement Type D from the 'Before Concordia' design.
- > The drainage allowance for the 'After Concordia' estimate has been assumed to follow the 'Before Concordia' design alignment and pipe sizing but altered to suit 'After Concordia' kerb alignment.



APPENDIX H

Scheme Procedure 1

Concordia Basic Infrastructure Scheme - Works-in-Kind Agreements

Purpose

This document outlines the framework for considering Works-in-Kind agreements as an alternative to monetary contributions for satisfying a Charge liability under an approved Basic Infrastructure Scheme.

1. Legislative Basis

The legislative foundation for Works-In-Kind agreements is provided under the *Planning, Development and Infrastructure Act 2016* (the Act):

- Section 166(2)(d) recognises the importance of achieving value for money in funding arrangements, including through contestable provision of basic infrastructure.
- Section 169(1)(d) allows for infrastructure works to be delivered on an “in kind” basis as part of a Scheme.

2. Scope

Works-in-Kind (WIK) arrangements are an important feature of Basic Infrastructure Schemes, offering an alternative mechanism for delivering infrastructure projects in a timely and coordinated manner.

This framework sets out:

- When WIK agreements may be considered
- The process for negotiating and entering into a WIK agreement
- How WIK credits are managed and applied
- How the system will be operated.

These provisions are to be used by the Scheme Coordinator when assessing and negotiating proposals to deliver infrastructure works in lieu of paying a Subdivision 7 Charge (or a portion thereof) under an approved Basic Infrastructure Scheme.

3. Background

- Under the Act a Subdivision 7 Charge may be imposed on land¹ within a Designated Growth Area², and is registered on the Certificate of Title for affected parcels.
- The Charge becomes payable at Specified Events³ relating to when development is undertaken.
- The Charge liability can be satisfied either through a monetary payment or via a WIK agreement, depending on the type of infrastructure to be delivered.
- A WIK agreement must be approved by the Scheme Coordinator before this option can be exercised.

4. Works-in-Kind Principles

Decision-making on WIK proposals is guided by the principles outlined in section 168(2) of the Act. These include:

- Delivery of fit-for-purpose, high-quality infrastructure
- Ensuring value for money, with infrastructure meeting the specifications of the Asset Owner and relevant Australian Standards
- Promoting transparency, fairness, consistency, and certainty for developers regarding in-kind contributions
- Maintaining a consistent approach to WIK proposals over the life of the Scheme.

5. General Provisions

- 5.1 Following Scheme approval, a landowner or developer may voluntarily propose to deliver specific Scheme Infrastructure Projects as part of satisfying their Charge liability.
- 5.2 Acceptance of a WIK proposal is at the discretion of the Scheme Coordinator, in consultation with the relevant Asset Owner
- 5.3 All WIK proposals must be approved by the Scheme Coordinator, following consultation with the relevant asset authority
- 5.4 The Scheme Coordinator may refuse a proposal if it does not meet the principles outlined in section 168(2) of the Act.

6. Eligibility Criteria

To be eligible for a credit or offset against a Charge, the proposed works must meet the following criteria:

¹ Section 169(1)(a)(iii) of the Act

² Section 173(3)(c) of the Act

³ See Specified Events for Payment section within the relevant Scheme

- a) Be listed as a Scheme Infrastructure Project associated with the Charge funding arrangement
- b) Be located within the relevant Designated Growth Area
- c) Be deliverable to the specifications of the Asset owner and relevant Australian Standards
- d) Be procured through a process that ensures value for money
- e) Be delivered within an agreed timeframe
- f) Not have been previously delivered or funded by other means
- g) Align with the Scheme's published Works Program to ensure coordinated and timely infrastructure provision, or demonstrate that the proposal will not result in works which are significantly out of sequence with the Work Program.

7. Acceptance of Application

- 7.1 When a Scheme Coordinator accepts a proposal for a party to undertake WIK, the Coordinator shall notify the relevant party in writing. This notification will include:
 - a) The agreed scope of works
 - b) The agreed method of delivery
 - c) The estimated costs of the works
 - d) The expected delivery timeframe
 - e) The agreed approach to recognising Works in Kind
 - f) Any other relevant information determined by the Scheme Coordinator.
- 7.2 The Scheme Coordinator will assess WIK proposals and provide a written response within **30 business days** of receiving a complete application. If a longer timeframe is required the Scheme Coordinator must advise the applicant in writing, providing details of the revised response timeframe.

8. Procurement

- 8.1 Developers or landowners proposing WIK must demonstrate transparent procurement and engagement practices as part of their application. This ensures that the works are delivered to appropriate standards and represent value for money, in accordance with Part 13 of the Act relating to infrastructure schemes.
- 8.2 This clause does not supersede or exempt any existing procurement requirements applicable to the delivery of assets for an asset owner. It is the responsibility of the constructing party to obtain all necessary consents or approvals related to procurement prior to making a WIK application to the Scheme Coordinator.

9. Credits and Reimbursements

- 9.1 Where the WIK option is elected, landowners are entitled to receive a credit for the construction of infrastructure or the provision of land in lieu of paying a Charge.



- 9.2 By submitting a WIK proposal, the landowner or developer acknowledges and agrees that any reimbursement from the Scheme Fund is at the discretion of the Scheme Coordinator. Any portion not reimbursed may instead be recognised as a credit.
- 9.3 Where land is provided to facilitate the delivery of required infrastructure, the landowner will receive a credit equivalent to the value of the land.
- 9.4 The value of the land credit will be based on the current valuation methodology outlined in the Infrastructure Scheme at the time such application is lodged.
- 9.5 Upon recognition of WIK, the Scheme Coordinator will issue written confirmation of the works undertaken and any associated credit that may be issued as a result of the works.
- 9.6 For infrastructure delivered in stages, partial credits may be issued proportionate to the value of completed works, subject to verification and certification by the Asset Owner.
- 9.7 The Scheme Coordinator is responsible for maintaining records of all WIK activities and associated credits issued under the Scheme.
- 9.8 All credits or reimbursements must be issued in accordance with the Scheme provisions and recorded in the Scheme register.
- 9.9 Credits are non-transferable between parties unless written approval is obtained from the Scheme Coordinator. Upon approval, records must be updated accordingly.
- 9.10 Actual Costs incurred by the landowner in delivering or procuring infrastructure identified in the Scheme will be offset against future financial contribution liabilities for subsequent development on the site. Credits will be issued for approved amounts by the Scheme Coordinator.
- 9.11 Credits pursuant to the above clause must be applied to the portion of the Scheme Charge relevant to the asset class delivered. For example, credits for local road infrastructure must be applied to the portion of the Charge which relates to construction of local road infrastructure as identified under the Scheme.
- 9.12 For the avoidance of doubt, other portions of the Scheme Charge remain payable and are not affected by credits applied to specific asset classes.
- 9.13 Landowners must obtain all necessary Development Authorisations under the Act and comply with any statutory requirements for delivering approved infrastructure projects.
- 9.14 The design, construction, and handover of approved infrastructure must comply with the Asset Owner's protocols and applicable standards at the time of design.
- 9.15 WIK must be delivered to the reasonable satisfaction of the Asset Owner, including compliance with construction, handover, and maintenance standards.
- 9.16 Where a Council or Asset Owner elects to directly deliver infrastructure instead of WIK, the Scheme Coordinator must arrange reimbursement from the Scheme Fund to the value of the delivered works. If full reimbursement is not immediately possible, a repayment arrangement must be established consistent with the financial management principles of the Scheme.

- 9.17 Upon confirmation of direct delivery, the Scheme Coordinator must update the infrastructure work program and Scheme documentation to reflect changes in timing, scope, and funding. These updates must be communicated to relevant stakeholders and incorporated into future reporting and valuation assessments.
- 9.18 Credits may be used by the landowner of the relevant sites to offset future financial contribution liabilities under this Scheme or any variation to the Scheme.

10. Actual Delivery Costs

- 10.1 Where a developer or landowner undertakes (WIK, the Scheme Coordinator may recognise actual delivery costs, subject to the provision of supporting documentation to the reasonable satisfaction of the Scheme Coordinator. Acceptable evidence includes:
- Certified invoices and payment records
 - Independent Quantity Surveyor (QS) reports
 - Tender documentation and executed contracts
 - Asset Owner certification of scope and completion
 - Benchmarking against comparable infrastructure delivered by councils or public authorities
- 10.2 If the actual cost of delivering infrastructure:
- Exceeds the Scheme's estimated value, the developer may receive a Credit or reimbursement for the higher amount, subject to verification and approval.
 - Is lower than the Scheme's estimated value, the Credit or reimbursement shall reflect the lower actual cost.

Verified cost variations will be considered in the next Scheme review or amendment. The Scheme Coordinator must:

- Update the Funding Arrangement to reflect revised infrastructure costs
 - Adjust the applicable Scheme Charge in accordance with section 169(2)(a)(ii) of the Act
 - Document and publish changes in the Scheme register and annual report
- 10.3 Updated Scheme Charges will not apply retrospectively. Charges are fixed at the time of consent and will not be adjusted or reimbursed.
- 10.4 Evidence of actual costs must be submitted within 60 business days of practical completion. The Scheme Coordinator will assess the submission within 30 business days and issue a written determination of the recognised value.

11. Valuation Principles

- 11.1 The value of WIK contributions will be determined based on:
- Independent Quantity Surveyor (QS) cost estimates.
 - Tendered construction costs (if available).

- Benchmarking against similar council-delivered infrastructure.
- 11.2 All valuations must be approved by both the Scheme Coordinator and Asset Owner and may be subject to audit.
- 11.3 Each Scheme will determine particular circumstances for valuation relevant to the context of the Scheme.
- 11.4 Alternative valuation methods may be considered, subject to approval by the Scheme Coordinator and Asset Owner.

12. Refund of Credit

- 12.1 Once development of an allotment or allotments within the Growth Area operating under an approval is complete and the terms of the Scheme and associated charge have been discharged, the development will be deemed to be finalised.
- 12.2 Following finalisation, a party holding a Credit may apply to the Scheme Coordinator for reimbursement from the Scheme Fund.
- 12.3 In considering a reimbursement application, the Scheme Coordinator shall consider:
- a) The current balance of the Scheme Fund
 - b) The nature of the Credit
 - c) The works undertaken
 - d) Any outstanding liabilities of the applicant
 - e) Existing works programmes which rely on the Fund for payment.
- 12.4 The Scheme Coordinator shall use best endeavours to reimburse the applicant for the relevant Credit.
- 12.5 Where reimbursement is approved, the Scheme Coordinator shall determine appropriate repayment terms, including timing, frequency, and conditions.
- 12.6 For the avoidance of doubt, repayment shall be staged to ensure the Fund remains capable of supporting other infrastructure commitment under the Scheme.
- 12.7 Where multiple credits exist, higher-magnitude Credits will be prioritised. Repayment timing shall reflect the considerations outlined in the above clause.
- 12.8 Reimbursement will reflect the reasonable cost of the infrastructure delivered, minus any deductions applied under the Scheme's Operating Provisions.
- 12.9 If immediate reimbursement is not possible, the Scheme Coordinator shall negotiate a repayment arrangement that ensures timely reimbursement without unduly compromising the integrity of the Scheme or the Fund.

13. Dispute Resolution

- 13.1 In the event of a dispute between the developer, Asset Owner, or Scheme Coordinator regarding the scope, valuation, or delivery of WIK, the parties must first attempt to resolve the matter through good faith negotiation.

- 13.2 Disputes must be raised in writing within 20 business days of the triggering event. If unresolved, mediation should be initiated within 30 business days.
- 13.3 If mediation fails, the matter may be referred to an independent mediator or expert agreed upon by all parties.

14. Register and Reporting

- 14.1 The Scheme Coordinator shall maintain a register of all approved WIK agreements, including details of scope, value, and delivery status.
- 14.2 Copies of the register shall be made available to any landowner within the Designated Growth Area upon request.
- 14.3 An annual report summarising WIK activity shall be published in association with other reporting provided in relation to the Scheme.

15. Documentation Requirements

The following documentation must be submitted with any WIK proposal:

- Completed WIK Proposal Form
- Quantity Surveyor (QS) cost estimate or tender documentation
- Design plans and specifications
- Construction program
- Insurance and bonding details

16. Procedural Steps for Proponents

Step 1: Initial Proposal

Submit a written proposal to the Scheme Coordinator that includes:

- The infrastructure item(s) proposed for delivery
- Estimated cost and delivery timeline
- Evidence of alignment with the Infrastructure Scheme

Step 2: Preliminary Assessment

The Scheme Coordinator assesses the proposal against:

- Infrastructure Scheme priorities and delivery schedule
- Technical feasibility and compliance with design standards
- Design advice or approval from the Asset Owner
- Financial and legal implications

Step 3: Agreement regarding provision of Works in Kind

If the proposal is approved in principle, the developer and Scheme Coordinator will enter into a formal agreement. This agreement:

- Is based on the template provided in Appendix 1
- Includes scope of works, valuation method, delivery standards, maintenance obligations, and the agreed offset amount

Step 4: **Design and Approvals**

- The Developer must submit detailed design plans to the Asset Owner for approval
- Evidence of design approval must be provided to the Scheme Coordinator

Step 5: **Construction and Supervision**

- The Developer undertakes works in accordance with approved plans
- The Asset Owner will conduct inspections during the construction phase

Step 6: **Practical Completion**

- Upon completion, the Developer must request a Statement of Practical Completion
- The Asset Owner will verify compliance and issues certification

Step 7: **Valuation Offset Application**

- The Scheme Coordinator will apply the agreed offset against the Developer's contribution liability
- Any shortfall must be paid as a monetary contribution

Step 8: **Maintenance and Defects Liability**

- The Developer must provide a maintenance bond as specified by the Asset Owner
- A defects liability period – typically 12 months – will apply, as determined by the Asset Owner



17. Definitions

Asset Owner	Relates to any public authority - local or state government - which is identified within the Infrastructure Scheme as having a present, contingent or future legal or equitable estate or interest in any goods or property.
Charge	Means a charge imposed under Part 13, subdivision 7 of the PDI Act.
Credit	A financial recognition issued by the Scheme Coordinator for approved Works-in-Kind, which may be used offsetting the developer's future infrastructure contribution liability.
Department	Department for Housing and Urban Development
Designated Growth Area	As defined in Section 162 (2) of the Act. Represents the spatial area to which the infrastructure scheme applies.
Fund	Established in accordance with Section 182 of the Act. Represents the pool of financial contributions and obligations collected under the Scheme, used to reimburse or fund infrastructure delivery.
In Kind Agreements	Refers to between the Scheme Coordinator and a developer regarding the provision of infrastructure works by developers in exchange for a 'credit' or offset against the Charge.
Scheme Infrastructure Projects	An infrastructure project forming part of the Scheme.
Works in Kind	Means the construction or provision of the whole or part of infrastructure works and/or land that is identified in an approved Infrastructure Scheme pursuant to Part 13 of the <i>Planning, Development and Infrastructure Act 2016</i> in lieu of a cash payment, to meet the whole or part of their infrastructure contribution liability.



18. Roles and Responsibilities

Scheme Coordinator	Make decisions on applications from developers and finalise and execute In Kind Agreements with developers, in consultation with the Asset Owner.
Department	Supports the Scheme Coordinator in the day-to-day function of the scheme, policy implementation and providing advice relating to broader infrastructure planning objectives.
Asset Owner	Responsible for reviewing and approving infrastructure designs, inspecting works, certifying completion, and accepting handover of assets.

For more information:

Growth and Infrastructure Coordination Unit

Department for Housing and Urban
Development

(08) 7133 3126

DHUD.GICU@sa.gov.au

plan.sa.gov.au/en/infrastructure-schemes

APPENDIX 1: Template Works In Kind Agreement

WORKS-IN-KIND AGREEMENT

Date: [Insert Date]

Parties:

- Scheme Coordinator: [Insert Name and Title]
- Developer: [Insert Legal Entity Name, ABN/ACN]
- Asset Owner: [Insert Name of Council or Authority]

1. Background

- A. The Developer is liable to pay a Charge under the Basic Infrastructure Scheme.
- B. The Developer has proposed to deliver certain infrastructure works in lieu of monetary payment.
- C. The Scheme Coordinator has agreed to accept the Works-in-Kind (WIK) proposal subject to the terms of this Agreement.

2. Definitions

Include definitions consistent with the Scheme Policy (e.g., Charge, Asset Owner, Scheme Infrastructure Project, Credit, etc.).

3. Scope of Works

- Description of infrastructure works to be delivered.
- Location of works (including land details).
- Reference to the relevant Scheme Infrastructure Project.

4. Delivery Obligations

- Developer must deliver works in accordance with approved design plans and specifications.
- Works must comply with relevant Australian Standards and Asset Owner protocols.
- Developer must obtain all necessary development authorisations.

5. Timing

- **Commencement date.**
- **Milestones and completion date.**
- **Provision for extensions (if applicable).**

6. Valuation and Credit

- **Agreed value of works (based on QS estimate, tendered costs, or indexed rates).**
- **Method for calculating partial credits if works are staged.**
- **Credit to be applied against the relevant portion of the Charge.**

7. Maintenance and Defects Liability

- **Minimum 12-month defects liability period.**
- **Maintenance bond**
- **Handover requirements (as-built drawings, manuals, warranties).**

8. Reimbursement (if applicable)

- **Conditions under which reimbursement from the Scheme Fund may occur.**
- **Timing and method of reimbursement.**
- **Consideration of fund balance and outstanding liabilities.**

9. Dispute Resolution

- **Good faith negotiation.**
- **Mediation by an independent third party.**
- **Escalation to court or tribunal if unresolved.**

10. Restrictions on Land Dealings (if applicable)

- **Restrictions on sale, lease, or development of land subject to WIK until obligations are fulfilled.**
- **Consent requirements for dealings.**



11. Records and Reporting

- **Scheme Coordinator to maintain records of WIK agreements and credits.**
- **Annual reporting obligations.**

12. Termination

- **Conditions under which the agreement may be terminated.**
- **Consequences of default or non-performance.**

13. General Provisions

- **Entire agreement clause.**
- **Governing law (South Australia).**
- **Assignment and variation provisions.**



APPENDIX I

Scheme

Procedure 2

Concordia Basic Infrastructure Scheme - Works Program Provisions

Purpose

This document outlines the considerations and procedures for scheduling of Scheme Infrastructure Projects under a Works Program approved as part of a Basic Infrastructure Scheme.

1. Legislative Basis

Under section 166(1)(b) of the *Planning, Development and Infrastructure Act 2016* (the Act), a Scheme Coordinator is required to develop a Works Program for any proposed Infrastructure Scheme.

Pursuant to section 168(1)(a) and (b) of the Act, the Scheme Coordinator is responsible for:

- Overseeing the delivery of infrastructure and works that form part of a Scheme
- Administering the associated Funding Arrangement

The Scheme Coordinator should also seek to ensure that essential infrastructure is procured and delivered in a timely and cost-effective manner, consistent with the principles outlined in section 168(2) of the Act.

2. Scope

This policy applies to the Scheme Coordinator in considering the:

- Staging and prioritisation of Scheme Infrastructure Projects
- Maintenance of a rolling program of works
- Management of out-of-sequence work proposals.

3. Interpretation of Works Program

- The Works Program within a Basic Infrastructure Scheme determines the priority and estimated timing for delivery of each Scheme Infrastructure Project forming part of the Scheme.

- Timing and staging of works is based on population growth triggers and assumed infrastructure demand at the time of Scheme preparation or last review.
- Actual delivery of infrastructure projects once the Scheme is approved will depend on development rates, propensity for works-in-kind proposals and the funding available in the Scheme Fund.
- The Scheme Works Program is indicative and subject to change.
- The Scheme Coordinator must undertake a periodic review of the Scheme (and associated Works Program) at least every five years. This may trigger a formal Scheme variation process to align estimated and actual delivery timelines.
- To maintain current information on infrastructure delivery between formal reviews, the Scheme Coordinator will maintain a rolling Works Schedule on the PlanSA Portal, showing the status of each Scheme Infrastructure Project.

4. Monitor and Review of Works

- 4.1 Due to the need for flexibility in infrastructure delivery timing to respond to the rate of development, the Scheme Coordinator will monitor infrastructure delivery activity in between formal reviews of the Scheme.
- 4.2 A publicly-available rolling Works Schedule will be maintained on the PlanSA Portal, showing the status of each Scheme Infrastructure Project, including the following milestones:
- Date of scheduled commencement of detailed investigations
 - Commencement of detailed investigations
 - Procurement
 - Construction underway
 - Completion,
- 4.3 The Scheme Coordinator will regularly update the Works Schedule to reflect progress and alignment with the approved Works Program.
- 4.4 Updates will be informed by monitoring:
- Development applications referred to the Scheme Coordinator under section 122 of the Act
 - Preliminary agreements entered into under section 123 of the Act
 - Works-in-Kind (WIK) agreements approved by the Scheme Coordinator
 - Development Conditions imposed by the Scheme Coordinator in relation to the delivery of works
 - Completion and handover of Scheme Infrastructure Projects to Asset Owners.

5. Out-of-Sequence Works

- 5.1 The delivery of Scheme Projects should generally align with the timing and staging outlined in the approved Scheme Works Program.
- 5.2 Where out-of-sequence works are proposed, a party may apply for consideration of their works. The application must demonstrate that the proposed works will not significantly disrupt the intended sequencing of infrastructure delivery under the Works Program.
- 5.3 In assessing an out-of-sequence works application, the Scheme Coordinator must consider the following:
 - **Sequenced Infrastructure Delivery**
Development should align with planned infrastructure delivery and alignment to ensure efficient servicing, and avoid premature or isolated infrastructure extensions.
 - **Alignment with Infrastructure and Concept Plans**
outcomes resulting from proposals should be consistent with infrastructure planning for the infrastructure scheme, and infrastructure sequencing frameworks to support coordinated and orderly urban growth.
 - **Efficient Use of Infrastructure Investment**
Priority should be given to developments that leverage existing infrastructure and avoid creating long-term maintenance or upgrade costs to infrastructure within the Scheme.
 - **Equitable Cost Distribution**
Infrastructure costs must be fairly apportioned across all benefiting landowners. Early developers should not gain an unfair advantage or create future cost burdens.
 - **Integrated Land Use and Infrastructure Planning**
Development must be coordinated with relevant infrastructure and service agencies to maintain connectivity, functionality, and service standards across the network.
 - **Protection of intended Urban Function**
Out-of-sequence development must not compromise the layout, access, infrastructure corridors, or liveability of the broader planned urban area.
 - **Clear Justification**
Out-of-sequence development should only proceed where a strong strategic justification exists, supported by evidence that the proposal will not undermine infrastructure delivery, sequencing, or other landowners as provided for under the scheme .
 - **Avoidance of Sacrificial or interim works**
 - Out of sequence development should avoid the need for interim or sacrificial infrastructure works. Where such works are required, the associated costs shall be borne in full by the party undertaking such works.

5.4 Out-of-sequence works may also be considered where the applicant demonstrates that the proposed works will enable development to progress significantly earlier than would otherwise occur under the current Works Program, resulting in faster delivery of serviced land. Such proposals must:

- Maintain compliance with the principles in clauses 5.1 to 5.3;
- Provide clear evidence that early delivery will not create financial impacts or onerous delays for other parties;
- Show that the advancement of works will improve overall housing supply outcomes and align with the strategic objectives of the Scheme; and
- Include a delivery strategy that avoids sacrificial or interim works, or where such works are unavoidable, ensures all associated costs are borne by the applicant.

6. Reporting on Delivery

6.1 An annual report summarising the delivery of Scheme Infrastructure Projects, including Works In Kind activity, shall be published in association with other reporting provided in relation to the Scheme.

7. Definitions

Asset Owner	Relates to any public authority is identified within the Infrastructure Scheme as having a present, contingent or future legal or equitable estate or interest in any goods or property.
Charge	Means a charge imposed under Part 13, subdivision 7 of the PDI Act.
Department	Department for Housing and Urban Development
In Kind Agreements	refers to an agreement between the Scheme Coordinator and a developer regarding the provision of infrastructure works by developers in exchange for a 'credit' or offset against the Charge.
Out of Sequence Development	Infrastructure works proposed to be delivered outside the indicative timing set out in the Works Program or infrastructure which is proposed for delivery at a time ahead of when the infrastructure would otherwise be required.
Scheme Infrastructure Projects	An infrastructure project forming part of the Scheme.
Works in Kind	means the construction or provision of the whole or part of infrastructure works and/or land that is identified in an approved Infrastructure Scheme pursuant to Part 13 of the <i>Planning, Development and Infrastructure Act 2016</i> in lieu of a cash payment, to meet the whole or part of their infrastructure contribution liability.



Works Program	The schedule of infrastructure projects included in the Scheme, outlining indicative timing, staging, and delivery priorities as required under Section 166 (1)(b) of the Act
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Works Schedule	A rolling, publicly available record maintained by the Scheme Coordinator that tracks the status of each Scheme Infrastructure Project which is updated on a yearly basis.
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8. Roles and Responsibilities

Minister for Planning	Approves the Scheme (including the Charge as part of the Funding Arrangement), and associated policies and procedures.
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Scheme Coordinator	Make decisions on applications from developers and finalise and execute In Kind Agreements with developers, in consultation with the Asset Owner.
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Department	The Scheme Coordinator would be supported in the day to day function of the fund and WIK considerations by GICU.
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Asset Owner	Responsible for endorsing infrastructure design standards, reviewing delivery proposals, certifying completion of works, and accepting handover of asset.
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For more information:

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APPENDIX J

Scheme Procedure 3

Concordia Basic Infrastructure Scheme - Reviews and Variations

Purpose

This document outlines the processes for reviewing a Basic Infrastructure Scheme and any associated land charges, as well as the procedures and consultation requirements for initiating a Scheme variation.

1. Legislative Basis

Under section 169(2)(ii) of the *Planning, Development and Infrastructure Act 2016* (the Act), arrangements must be specified for the periodic review of a charge under Part 13, Subdivision 7.

The Minister for Planning (Minister) may vary an outline of a Scheme at any time under sections 167(5) and (6) of the Act, where considered necessary or appropriate. This may include variations to the Funding Arrangement.

Sections 167(7)-(9) of the Act establish the legislative process for undertaking a Scheme Variation.

2. Scope

This policy provides guidance for Scheme Coordinators on the review and variation of an approved Basic Infrastructure Scheme, including:

- Periodic reviews of the Scheme and associated charges
- Minister-initiated variations
- Circumstances that may trigger a variation
- Classification of variations
- Consultation and procedural requirements
- Adjustments to scope of projects.

3. Periodic Review of a Scheme

- 3.1 The Scheme Coordinator is required to undertake a periodic five-yearly review of the Scheme to assess whether a variation to the Scheme is necessary.
- 3.2 Where an amendment to the Scheme results in a change to the scope, timing, or cost of infrastructure the Scheme Coordinator must review the associated infrastructure charge.

4. Periodic Review of Charge

- 4.1 Charges imposed under Part 13, subdivision 7 of the Act must be reviewed every five years from the date of commencement or last review, in accordance with section 169(2)(a)(ii) of the Act.
- 4.2 The Scheme Coordinator is responsible for coordinating the review and must seek input from relevant state agencies, utility providers, and councils, as required.
- 4.3 In reviewing the Charge, the following factors must be considered:
 - a) Project scope, including updates to technical reports
 - b) Infrastructure and land costs, and the adequacy of associated charges
 - c) Development activity (rate, location, and scale) and its impact on infrastructure
 - d) Alignment with strategic planning instruments and government policy changes
 - e) Comparison of assumed versus actual development impacts on infrastructure capacity
 - f) Cost escalation and applicable escalation rates
 - g) Land value escalations.
- 4.4 In developing or amending a Charge under Subdivision 7 of the Act, the Scheme Coordinator must act consistently with the principles in Section 166(2) of the Act:
 - a) **Value for Money:** Charges under the scheme should recognise the need to provide value for money in connection with funding arrangements.
 - b) **Fairness and Equity:** Charges should be distributed fairly among those who benefit from the infrastructure, avoiding undue burden on any single party.
 - c) **Affordability and Economic Impact:** Charges must not have an excessively adverse impact on housing affordability, development viability, or economic investment.
 - d) **Transparency and Contestability:** The process for determining and applying charges should be transparent, and infrastructure provision should allow for contestable delivery where appropriate.
- 4.5 The Scheme Coordinator may seek advice from the Essential Services Commission of South Australia (ESCOSA) when reviewing or setting charges.
- 4.6 Under section 169(3) of the Act, a varied Charge must not extend the payment period beyond that specified in the original funding arrangement.

- 4.7 A varied Funding Arrangement (including a Charge) has no force or effect until approved by the Minister by notice published in the Government Gazette.
- 4.8 Revised Charges only apply to development applications lodged after the date of effect. No reimbursement or recovery applies to contributions already paid under a previous Charge.

5. Variations Initiated by Minister

- 5.1 Notwithstanding the periodic review by the Scheme Coordinator, the Minister may vary an outline of an approved Scheme at any time under section 167(5) of the Act, if considered necessary or appropriate to do so.
- 5.2 In accordance with section 167(6) of the Act, a variation under section 167(5) of the Act may include a proposal to vary a Funding Arrangement.
- 5.3 Circumstances the Minister may consider initiating a variation to the Scheme outline include:
 - a) Development activity exceeds projected thresholds and densities
 - b) Infrastructure costs have escalated significantly beyond original estimates
 - c) Major changes in land use occur within the Scheme area.
 - d) Asset Owner standards or infrastructure requirements change substantially
 - e) Changes in service provider capacity or regulatory funding provisions
 - f) A scheduled review is identified within the Infrastructure Scheme documentation
 - g) Any other circumstances as considered necessary by the Minister.

6. Variation Processes under the Act

- 6.1 If a proposed variation involves a significant change to the Scheme, the Minister must, in accordance with section 167(7)(a) of the Act, consider:
 - The extent to which other funding sources could be used instead of a Charge
 - Any existing Schemes or arrangements already in place for the provision of basic infrastructure.
- 6.2 If a proposed variation involves a significant change to the Scheme, in accordance with section 167(7)(b) of the Act, the Minister must seek advice from the State Planning Commission.
- 6.3 If a proposed variation involves a significant change to the Scheme, in accordance with section 167(7)(b) of the Act, the Minister will take reasonable steps to consult with:
 - The relevant council(s)
 - Owners of land directly affected by any infrastructure works, and
 - Any other person or body the Minister thinks fit.
- 6.4 The Minister will refer the proposed variation to the Scheme Coordinator under section 167(7) of the Act.

- 6.5 Upon referral under Section 167(7) of the Act, the Scheme Coordinator must consider and report back to the Minister on the proposed variation as if it were a new Scheme was being prepared under section 166 of the Act.
- 6.6 Where an amendment to the Scheme results in a change to the scope, timing, or cost of infrastructure the Scheme Coordinator must review the associated infrastructure charge.

7. Variation to Scheme

- 7.1 A landowner or group of landowners may submit a written request to the Minister proposing an amendment to the relevant Scheme.
- 7.2 The request must include:
 - a) A clear description of the proposed amendment
 - b) Anticipated impacts on infrastructure provision
 - c) Supporting investigations, evidence, or technical documentation.
- 7.3 The Scheme Coordinator will only consider one landowner-initiated amendment at a time where proposals relate to the same or overlapping infrastructure. If a requested variation relates to infrastructure already subject to an active variation, the Scheme Coordinator will prioritise resolving the active amendment before considering new requests. This ensures certainty and predictability for developers and stakeholders.
- 7.4 The Scheme Coordinator must determine whether the proposed amendment is minor or significant. If deemed significant, engagement must be undertaken in accordance with section 166(1)(c) of the Act. The Scheme Coordinator must use best endeavours to review and process the variation in a timely manner, having regard to:
 - Relevant obligations under the Act
 - Applicable consultation requirements
 - The need to consider detailed technical information relevant to the variation.
- 7.5 The Scheme Coordinator must assess the proposal against the original objectives of the Scheme and the provisions of Part 13 of the Act.
- 7.6 The Scheme Coordinator must engage, as appropriate, with asset owners, relevant councils, and other stakeholders to ensure that the variation is assessed with due consideration of its potential impacts and alignment with Scheme objectives.
- 7.7 Engagement should consider the following:
 - a) Financial implications and charge adequacy
 - b) Infrastructure capacity and service levels
 - c) Access to services and staging implications
 - d) Stakeholder feedback and engagement outcomes.
- 7.8 The Scheme Coordinator must advise the proponent or relevant party of any recommendations, requests for further information, or clarification required to support the assessment. This advice must be provided in a timely manner and reflect principles of transparency, procedural fairness, and effective infrastructure coordination.

7.9 Following assessment, the Scheme Coordinator must prepare a recommendation report and notify the applicant of the outcome, including whether the amendment will proceed and any conditions attached.

8. Classification of Variations

8.1 All variations to the scheme require approval from the Minister and variations to the Scheme must be classified by the Scheme Coordinator as Administrative, Minor, or Significant - based on their impact on infrastructure delivery, cost, staging, or the Scheme Charge - as follows:

8.1.1 Administrative Variation

8.1.1.1 Administrative variations are corrections or updates that do not affect infrastructure scope, cost, timing, or delivery obligations. Examples include:

- Typographical corrections
- Updates to references
- Alignment with legislative changes.

8.1.1.2 Procedural steps for consideration of Administrative Variations are as follows:

- a) Scheme Coordinator identifies or receives a request for an administrative change
- b) No formal engagement is required
- c) Variation approved by Minister
- d) Update is recorded in the Scheme Register
- e) Notification is provided to affected parties (if relevant)
- f) Update is recorded in the Scheme Register and published on the SA Planning Portal

8.1.2 Minor Variation

8.1.2.1 Minor variations are changes that do not materially alter the function, cost, or staging of infrastructure. Examples include:

- Adjustments to technical specifications
- Minor sequencing changes
- Updates to asset standards that do not affect the Charge

8.1.2.2 Procedural steps in consideration of Minor Variations are as follows:

- a) Scheme Coordinator assesses the proposed variation
- b) Consultation with Asset Owner and relevant stakeholders (if applicable)
- c) Determination of whether the variation materially affects the Charge or scope

- d) If material impact, the variation is treated as a Significant Variation as provided for below
- e) If no material impact, the variation is processed internally
- f) Variation approved by Minister
- g) Notification is provided to the affected parties
- h) Update is recorded in the Scheme Register and published on the SA Planning Portal.
- i) Included in next Scheme review report.

8.1.3 Significant Variation

8.1.3.1 Significant Variations are changes that affect infrastructure delivery, cost, staging, or require adjustment to the Scheme Charge. Examples include:

- Changes to the Funding Arrangement
- Addition or removal of infrastructure projects
- Revisions or change to the Charge.

8.1.3.2 Significant Variations must be assessed and processed by the Scheme Coordinator in accordance with the procedures outlined in this document, particularly sections 6 and 7.

9. Notification and Engagement Requirements

9.1 The Scheme Coordinator must notify all affected landowners in writing of any amendment or variation to the Scheme or associated Charge.

9.2 The notification must include:

- a) A summary of the amendment or variation
- b) The rationale and expected impacts
- c) Details of the revised Charge (if applicable)
- d) Opportunities for engagement or feedback
- e) Any relevant statutory timeframes, including:
 - 6-month notice for Minister-initiated amendments
 - 4-month notice for scheduled reviews
 - Annual limit for landowner-initiated amendments

9.3 Where engagement is required under section 166(1)(c) of the Act, the Scheme Coordinator must prepare and publish an engagement plan consistent with the **Community Engagement Charter** under the Act.

9.4 All feedback received during engagement must be considered and documented in the Final Scheme Report, which is submitted to the Minister under section 166(8) of the Act.

9.5 The Scheme Coordinator must maintain a public register of all amendments and variations to the Scheme. This register must include:

- Dates of amendments
- Nature of changes
- Affected parties

The register must be published on the SA Planning Portal.

10. Adjustment to Scope of Projects

10.1 Infrastructure projects included in the Scheme have been costed at a preliminary level of detail (e.g., ROM Costs – Rough Order of Magnitude). All projects will require detailed design prior to construction.

10.2 As part of detailed design process, the Scheme Coordinator - or a development proponent with the Scheme Coordinator's consent - may amend or modify aspects of a project, provided the changes remain generally consistent with the scope outlined in the Scheme.

10.3 Minor scope adjustments may be approved by the Scheme Coordinator if they:

- Do not materially alter the infrastructure's function or cost
- Are consistent with adopted standards
- Do not require changes to the Charge

10.4 Where the Scheme Coordinator seeks to change the scope of a Scheme infrastructure item to reflect updated standards imposed by policy or regulatory agencies, such changes may be approved by the Scheme Coordinator if they meet the criteria above. In other situations, the Scheme Coordinator may endorse a proposed change in scope to facilitate development, and must reflect any resulting cost or standard changes in the next available Scheme review or amendment.

11. Dispute Resolution and Review of Scheme Coordinator Decisions

11.1 Any affected party who disputes a decision of the Scheme Coordinator may seek a formal review in accordance with Part 13 of the Act. The review process ensures decisions remain consistent with statutory principles of fairness, transparency, and orderly development.

- A request for review must be submitted in writing to the Chief Executive of the Department for Housing and Urban Development within 30 business days of the decision being notified. The submission must include:
 - A clear statement of the decision being contested.
 - The nature of the dispute and its relevance to the Scheme.
 - Detailed justification for the review, including supporting evidence, statutory references, and any technical or financial considerations.
 - Identification of any perceived inconsistency with the objectives of the Scheme or the principles outlined in Part 13 of the Act relating to the development of scheme of funding arrangement.

11.2 The Chief Executive will assess the request having regard to:

- The legislative framework under Part 13 of the Act.

- The objectives and guiding principles of the Scheme.
- The need to maintain equity, value for money, and development viability. The Chief Executive may confirm, vary, or overturn the decision of the Scheme Coordinator and will provide written notice of the determination to the applicant.

11.3 Where a dispute cannot be resolved through this process, the matter may be referred to the Minister for Planning for consideration

12. Definitions

Asset Owner	relates to any public authority - local or state government - which is identified within the Infrastructure Scheme as having a present, contingent or future legal or equitable estate or interest in any goods or property.
Charge	A financial contribution imposed under Part 13, Subdivision 7 of the PDI Act to fund infrastructure delivery.
Department	Department for Housing and Urban Development
Direct Delivery	The funding and delivery of Scheme Infrastructure Projects directly by a developer.
Funding Arrangement	The financial framework which provides for the delivery of infrastructure and is approved under the Scheme.
Review	A periodic or directed reassessment of the Scheme's scope, costs, and infrastructure charges.
Scheme Infrastructure Projects	An infrastructure project forming part of the Scheme.
Variation	A formal change to the Scheme, its Funding Arrangement, or Works Program, initiated by the Minister at the request of the Scheme Coordinator, or landowners.

13. Roles and Responsibilities

Scheme Coordinator	Responsible for assessing proposed variations, coordinating reviews, preparing reports, and ensuring compliance with statutory obligations.
Department	Provides policy oversight, supports the Scheme Coordinator, and coordinates with other government agencies.
Developer/ Landowner	May propose scope changes or amendments to the Infrastructure scheme, subject to approval and alignment with legislation.
Asset Owner	Reviews technical specifications, advises on infrastructure standards, and accepts handover of completed assets.

For more information:

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