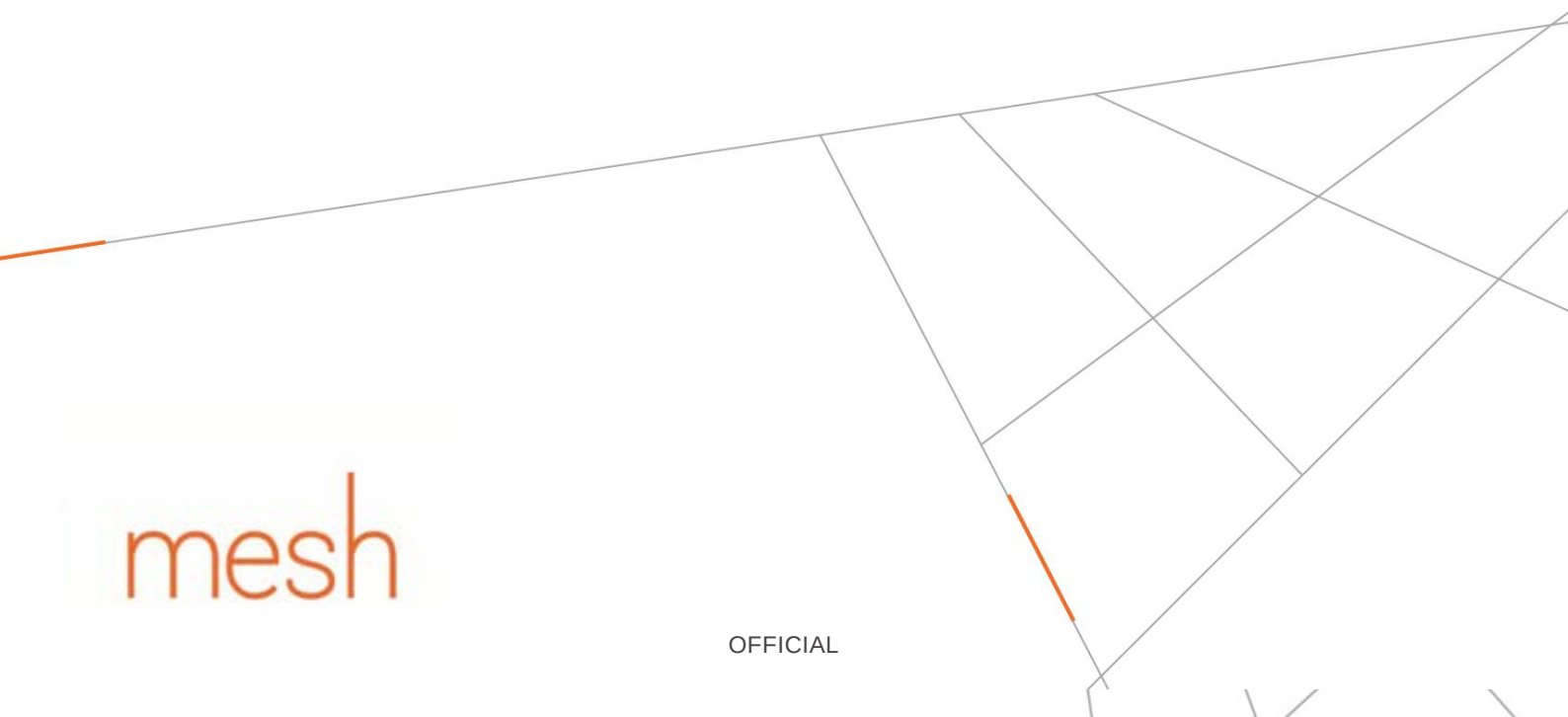
Concordia Infrastructure Funding Plan

FINAL

Department for Housing and Urban Development

15 December 2025



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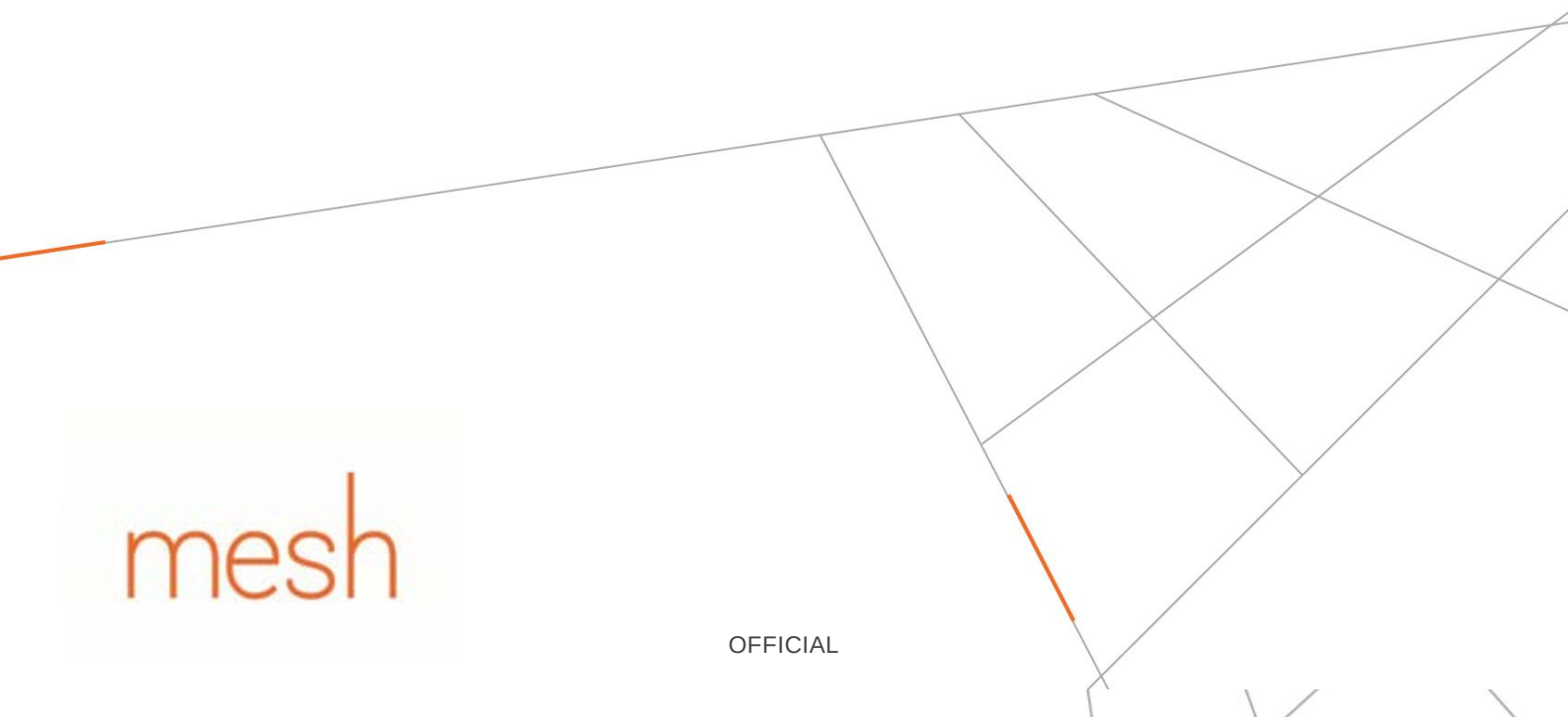
Client	Department for Housing and Urban Development
Project	Concordia Infrastructure Funding Plan
Version	3.0
Prepared By	Jo Fisher, Derrick Lim & Carmel Kotzen together with DHUD Team
Reviewed By	Jo Fisher
Date	15 December 2025

Acknowledgement
Mesh acknowledges and celebrates the Traditional Owners of the land and waters on which this project is located. We pay our respects to their Elders past, present, and emerging, whose profound knowledge systems can teach us much about how we care and design for Country. As committed learners and active listeners, we seek opportunity to integrate the wisdom of First Nations peoples into our policy and place making work.



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1. EXECUTIVE SUMMARY

The Concordia Infrastructure Funding Plan (IFP) provides a comprehensive framework for the delivery and funding of higher order basic infrastructure necessary to support the development of the Concordia Growth Area (CGA). Developed in collaboration with the Department of Housing and Urban Development, the IFP outlines the infrastructure required, associated costs, and the mechanisms by which these works will be funded and delivered. The primary focus of the IFP is to establish the basis for preparation of a future Basic Infrastructure Scheme (Scheme) for the CGA and to inform its charge and funding arrangements.

Key categories of basic infrastructure addressed in the IFP include transport, stormwater, water, and wastewater services. The IFP also acknowledges that other critical elements of community development—such as education, sports and recreation, open space, and community facilities— in addition to gas, NBN and electricity will be delivered via alternative mechanisms outside the proposed Scheme, ensuring that the broader needs of the CGA are met through a range of funding mechanisms and pathways.

The report is structured to present a logical and transparent flow of information. It commences with an overview of the strategic policy context, summarising growth projections and drawing upon technical studies to establish infrastructure requirements. Further sections of the IFP detail the specific infrastructure projects recommended for inclusion in the future Scheme. Projects are categorised by Funding Arrangement for the proposed Scheme that include State Funding, Direct Delivery and/ or a Charge on land.

The proposed projects to be included in the future Scheme by Funding Arrangement are illustrated in Figure 1. The total cost of the projects proposed to be included in the future Scheme is $814M of which $675M is intended to be funded via the Charge on Land which comprises $477M for State trunk water and wastewater projects required to service the first 2,600 allotments and $200M for local road and intersection projects. The remaining $138M for local road and intersection projects not to be included in the Charge on Land will be funded via existing deeds and direct delivery by developers. Each project is presented with its scope, cost apportionment, proposed charges, sequencing, and an accompanying financial analysis. The report includes detailed tables—such as demand units and estimated yield, proposed charge rates, phasing of projects, estimated revenue, and property-specific land budgets—to provide an evidence-based approach to infrastructure planning.

The proposed Charge on Land includes a local infrastructure charge of $15,409 per dwelling for residential development and a charge of $272,425 per net developable hectare for employment uses. A contribution to State water and wastewater projects of $30,000 per residential dwelling and $30,000 per connection for employment land uses is also proposed.

The supporting technical investigations have highlighted that the CGA faces several infrastructure constraints including limited access to, and capacity within, the existing transport network and water and wastewater services. As a result, substantial infrastructure is required to service the whole growth area that cannot all be delivered up front. Therefore, it is proposed that the CGA will be delivered in three Phases, referred to as Phase 0, Phase 1 and Phase 2.

Phase 0 refers to the development of the initial 600 allotments and Figure 2 sets out the higher order infrastructure projects required to support this initial development, these projects are referred to as Phase 0 works. Once the initial 600 allotments have been delivered a range of enabling transport, trunk wastewater and water projects are required to be delivered before a further 2,000 allotments can be created, these projects are referred to as Phase 1 works which are listed in Figure 2. Once 2,600 allotments have been delivered further works including a regional transport link to the Sturt Highway and additional trunk water and wastewater works are required to support the development of the balance of the growth area, these projects are referred to as Phase 2 works. Several of the key enabling transport, water and wastewater infrastructure required to support the development of more than 2,600 lots are still to be confirmed and as such it is anticipated that further work will be completed to confirm the exact project scope and costs of these works prior to the development of Phase 2.

The IFPs approach is underpinned by a commitment to transparency, ensuring that stakeholders understand both the rationale for infrastructure investment and the mechanisms for funding. This facilitates long-term planning certainty for developers, the community, and government agencies alike, while helping to ensure that infrastructure is delivered in a timely and efficient manner, aligned with the pace of growth in the CGA.

Figure 1: Proposed Concordia Basic Infrastructure Scheme Projects

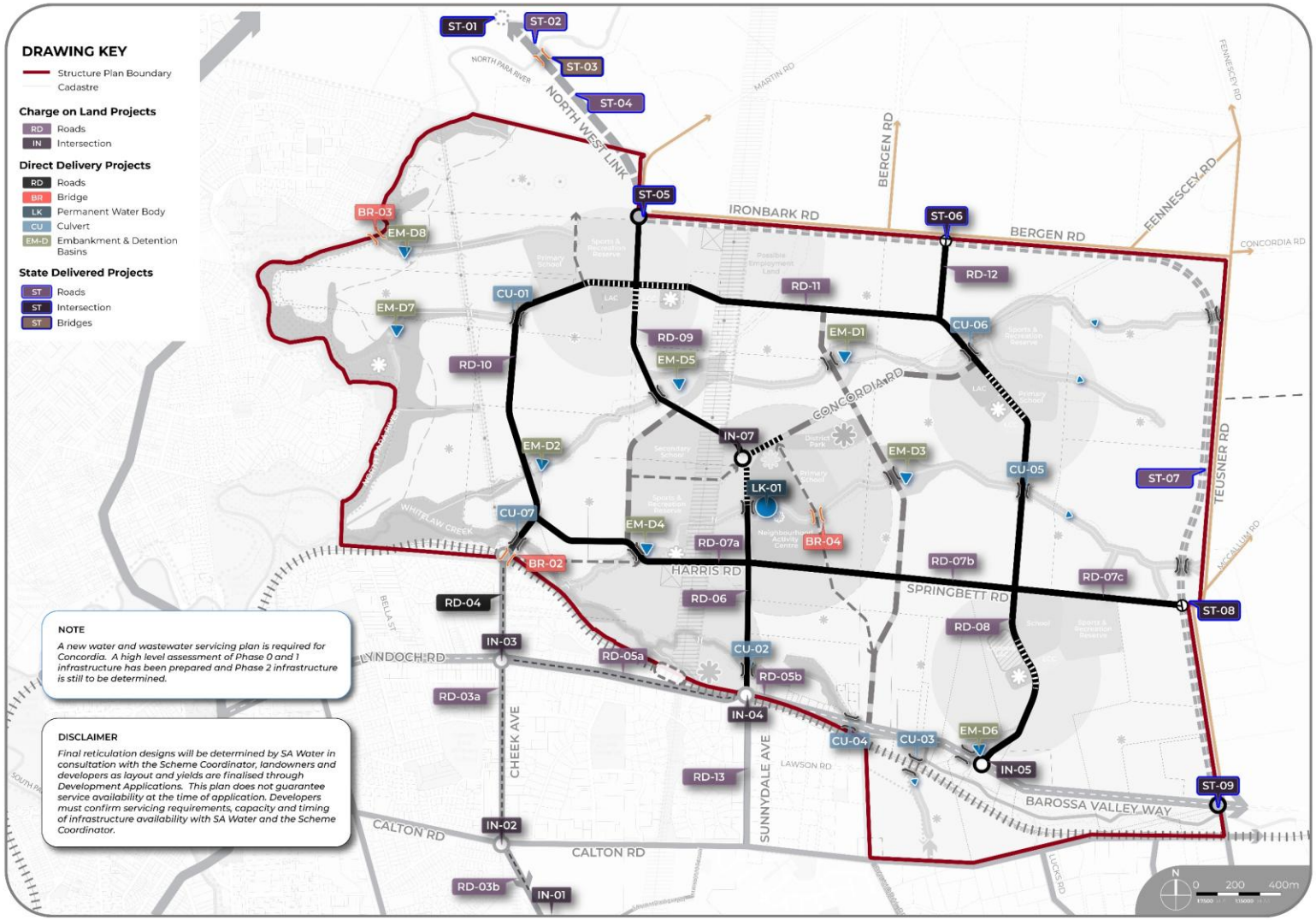


Figure 2: Proposed Infrastructure Phasing

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.*

2. INTRODUCTION

The Concordia Infrastructure Funding Plan (IFP) sets out the higher order infrastructure and associated costs needed to support the development of the Concordia Growth Area (CGA), as well as the preferred funding mechanisms.

Basic infrastructure, including transport, water and wastewater, will be delivered via the Concordia Basic Infrastructure Scheme Funding Arrangement that can include State Funding, Direct Delivery and/ or a Charge on land. Other infrastructure associated with development of the CGA such as education, sports and recreation, open space and community facilities will be delivered via separate mechanisms and will not be part of the Basic Infrastructure Scheme.

Accordingly, this IFP identifies the infrastructure projects that are recommended to be included in the proposed Concordia Basic Infrastructure Scheme in accordance with the *Planning, Development and Infrastructure Act 2016* (the Act). This report has been prepared in collaboration with the Department of Housing and Urban Development (the Department).

2.1 Structure of this Report

The structure of this report is organised to provide a clear and logical flow of information, supporting the identification, costing, and funding of infrastructure required for the CGA.

The first section sets out the strategic policy, growth, development and infrastructure context. This is a summary of the policy context, growth projections and various technical reports that have been completed to inform the infrastructure requirements of the CGA.

Following the strategic basis the report outlines the funding context, basis for the infrastructure costs and proposed allocation of the projects across the various funding mechanisms. Accordingly, the report clearly aligns the infrastructure projects and the mechanisms for funding and delivery—whether through direct development, social deeds, open space dedication, or the Basic Infrastructure Scheme. Therefore, ensuring a transparent framework for cost allocation and defining the shared responsibilities between developers and government.

The final sections of the report focus on the proposed infrastructure to be included in the proposed Basic Infrastructure Scheme in accordance with the Act. These sections set out the project scope, apportionment, potential charges, sequencing of infrastructure and financial analysis.

3. STRATEGIC BASIS

The Concordia IFP supports the delivery of higher order infrastructure needed to facilitate development in line with the strategic intent of the Government of South Australia for the Concordia Growth Area (CGA).

The basis of the IFP has been informed by relevant sections of the Act, strategic directions and policies within the *Greater Adelaide Regional Plan* (GARP) and the Planning and Design Code (Code) Amendment for the CGA. Technical assessments relating to transport, stormwater, water and wastewater have been used to provide further detail on specific infrastructure requirements, these investigations informed preparation of the Concordia Master Plan.

The Concordia IFP reflects the infrastructure requirements and associated costs needed to unlock land in the CGA and ensures that infrastructure delivery is aligned with development staging, enabling early works, transparent framework cost allocation and funding responsibility between developers and government.

3.1 Strategic Context

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

In April 2023, the Minister for Planning (Minister) initiated the Concordia Code Amendment (the Code Amendment). This Code Amendment seeks to rezone rural land to facilitate delivery of a new, master planned residential community and provide for the broad range of land uses and activities required to service a

community including mixed use activity centres, educational facilities, employment land, open space sports and recreation areas.

On 13 July 2025, the Minister formally initiated the establishment of the Concordia Basic Infrastructure Scheme by approving the draft outline (Draft Outline). The draft Code Amendment and the Concordia Basic Infrastructure Scheme Draft Outline set out an urban development framework for the CGA, key development objectives and identification of the major infrastructure projects required to deliver the CGA.

The Concordia Masterplan (Appendix C *figure 11*) was used to inform each of these documents and was supported by numerous technical reports including the following which provide the necessary strategic justification for the IFP projects.

- Concordia Transport Infrastructure Strategy, AECOM, Revision D 13 February 2025
- Concordia Social Infrastructure Strategy, AECOM, 27 November 2024
- Concordia Growth Area Draft Stormwater Management Strategy, Tonkin, 20 December 2024
- Concordia Infrastructure Funding Plan, Mesh, October 2025
- Utility Services Investigations.

These IFP related technical reports, as well as many subsequent technical reports and Master Plan were ultimately used to prepare two Concept Plans for the Code Amendment to facilitate alignment of infrastructure provision with the new Code policy.

Concept Plan 160 – Concordia Growth Area: Basic Infrastructure will be aligned with the infrastructure delivery scheme and provide additional guidance on the basic infrastructure required to support the future development of Concordia. (Appendix A, Figure 20)

Concept Plan 161 – Concordia Growth Area: Land Use will provide additional guidance to support the orderly development of future land uses and areas, such as the preferred size and location for activity centres and social infrastructure, including schools and emergency service. (Appendix A, Figure 21)

3.1.1 Concordia Growth Area

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

There is currently a total of 75 existing allotments within the bounds of the following roads:

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

3.1.2 Land Budget

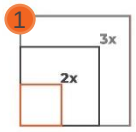
The Concordia Masterplan is the basis for the property specific land use budget plan included in Appendix D. Table 1 provides a summary of the land likely to be required for transport, open space, community facilities, education facilities, drainage and services and identifies the total amount of land likely to be available for development which is referred to as net developable area (NDA).

The NDA is established by deducting the land take for transport, open space, community facilities, education facilities, drainage and services and other encumbered land from the gross developable area. The total land area for CGA is 997 hectares of which 730 hectares, or 76% is expected to be provided for as NDA as illustrated in Table 1. Based on a residential development yield average of 17.7 dwellings per net developable hectare, the growth area will generate approximately 12,000 dwellings to accommodate a range of approximately 25-30,000 new local residents.

Table 1: Summary Land 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	**887.68**	**89%**	**122%**	**563.92**	**112.38**	**135.22**	**71.56**	**4.60**	**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)	**153.38**			**107.48**	**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	659.34	74.28%	90.25%						
Neighbourhood Activity Centre	12.08	1.36%	1.65%						
Local Activity Centre	7.33	0.83%	1.00%						
Total	678.74	76.46%	92.90%						
Employment NDA									
Employment	11.03	1.24%	1.51%						
Future Employment on Transmission Easement Land	3.98	0.45%	0.54%						
Primary School	21.88	2.46%	2.99%						
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	51.84	5.84%	7.10%						
Total Existing Road Reserve - Redundant	**3.72**							**3.72**	**0.00**
Total NDA inlcuding Redundant Road Reserve	**734.30**								

3.2 Development Context



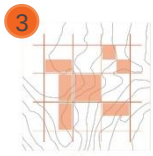
Scale

The CGA spans approximately 997 hectares of rural land. It is planned to accommodate 10-12,000 homes and over 25-30,000, people, along with several activity centres and community facilities.

Location

The CGA is located immediately north-east of the Town of Gawler and within the Barossa Council area, approximately 40km north-east of the Adelaide Central.

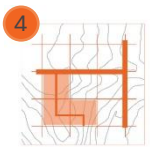
The existing suburb of Hewett and North Para River forms the western boundary. Ironbark Road and Bergen Road form the northern boundary and Teusner Road and Kalbeeba Road form the eastern boundary. The northern and eastern boundaries interface with existing rural area identified as the Barossa Valley character preservation district. The southern boundary of the growth area largely comprises the Town of Gawler local government boundary. The growth area is situated north of the existing railway reserve and the Barossa Valley Way.



Composition & Ownership Pattern

There are currently three primary land holders within the growth area that control 880ha of the total 962ha[1], or 90% of the growth area, including:

- Concordia Land Trust ~633ha
- Metro Homes ~135ha
- Teusner Family/Meland Holdings Pty Ltd ~112ha



Delivery of Works in Kind

The current level of consolidated land ownership, whereby approximately 90% of the growth area is controlled by three parties, provides an opportunity for funding mechanisms to provide the scope for a range of shared infrastructure to be directly delivered by the various development proponents.

Several large projects are required early to facilitate development and growth of the area. This raises the question as to who funds this catalyst infrastructure, and which entity has the financial ability to forward fund infrastructure even if costs (fully or partially) can be recouped through the proposed Basic Infrastructure Scheme.

Development Rates

Concordia Land Trust and Metro Homes have indicated they are ready to develop commencing land in areas north and south of Barossa Valley Way known as stages 1 and 1B. An early phase (Phase 0) has been established to enable the construction of allotments in these two stages.

Urbis (November 2024) note that “delivery of up to 12,000 dwellings within even a rather conservative development timeframe of say 30 years would appear aggressive (400 dwellings per annum) and would require strong intervention from all major stakeholders in particular infrastructure investments.”

Based on additional investigations looking at densities created in comparable greenfield growth areas, demographic trends, spatial analysis and discussions with the major

[1] Total CGA precinct area minus existing roads

developers and internal stakeholders, the Department for Housing and Urban Development (Department) adopted an assumed density rate of 17.7 households per hectare and 2.50 persons per household (consistent with the Urbis Economic Strategy and the AECOM Social Infrastructure Strategy reports). These assumptions have been adopted to determine the total yield of the CGA.

Affordability

Affordability of development has been a primary consideration during the preparation of this report, as is required under Part 13 of the PDI Act relating infrastructure schemes, and the Department has reviewed potential charges with an emphasis on affordability.

3.3 Infrastructure Context

The CGA is a large, contained growth area in consolidated ownership. However, supporting investigations have highlighted that it faces several infrastructure constraints including limited access to, and capacity within, the existing transport network, and there are extremely constrained water and wastewater services to service the growth area beyond an initial early allocation. Therefore, development within the CGA requires delivery of a range of enabling transport, water and wastewater projects that are required to be delivered to service the first 2,000 lots (known as Phase 1).

Figure 1 shows the identified higher order infrastructure projects which informed the development of the Concordia Masterplan, and which are described in further detail in the subsequent sections.

3.3.1 Transport Infrastructure

The existing and future transport network was investigated to inform the understanding of the wider road network both internal and external to the CGA. This investigation was conducted concurrently and in collaboration with several other strategy documents for the site, including existing and broader transport investigations and the masterplan prepared by Mesh.

Several separate technical studies addressing the engineering and environmental constraints occurred in parallel to the development of this transport study. Findings of these studies have progressively informed the urban design and transport network of the growth area masterplan, leading to an iterative design approach that balances these constraints with other objectives for the growth area.

The purpose of these investigations was to:

- Address existing and proposed road, public and active transport networks that are required to serve the needs of the future Concordia community
- Identify infrastructure requirements associated with the development or upgrade of transport networks
- Consider how transport infrastructure will be delivered, including responsibilities, coordination and staging.
- Determine suitable southern access routes to cater for the increased traffic volume created by the CGA. The transport investigations into Cheek Avenue, Sunnydale Avenue and the ElectraNet easement explored these routes as possible southern connections and was informed by modelling undertaken by DIT.

The Transport Infrastructure Strategy (TIS) completed by AECOM in February 2025 reviewed existing traffic reports and strategies, assessed the existing transport network and identified the major transport related infrastructure required to service the development of the CGA, including enabling infrastructure required to provide access to the growth area and additional capacity within key roads to the south.

The following reports and strategies were reviewed by AECOM as part of the TIS:

Documents provided to the Department by Concordia Land Trust

- Transport Overview Urban Framework Plan- GTA Consultants March 2017
- Urban Growth in Northern Metropolitan Adelaide, 2020
- Concordia Economic Strategy Research Summary, 2016
- The Economic Contribution of the Concordia development to South Australia, 2018
- Concordia Growth Area Transport Investigations and Development Staging, 2024
- Concordia Land Design Review Report, 2019
- Infrastructure Funding and Charging Plan Framework, 2018

Documents provided to the Department by The Town of Gawler

- Gawler Integrated Transport Strategy 2046, 2024

Documents provided to the Department by The Barossa Council

- Vision of Concordia Ordinary Council Meeting 2024

Documents provided to the Department by DIT

- Northern Adelaide Transport Study, 2024
- Barossa Passenger Train Study, 2024
- High Productivity Vehicle Network Project

Informed by these documents, the TIS included an assessment of the existing road and public transport infrastructure, including constraints and opportunities within these networks. Through this assessment, the TIS had regard to the surrounding land use to understand how the CGA development would integrate into it. The assessment identified that major transport infrastructure projects are required during the initial phases of the GCA development, given the limited capacity of the local network. This includes addressing major constraints on Murray Street within the Gawler central business district, as well as determining suitable southern access and having regard to existing local roads that do not currently meet warranted standards to cater for the increased traffic volume created by the CGA.

The TIS identified that the strategic transport objectives for Concordia are to:

- Provide transport mode choices, with a particular emphasis on active and public transport options that reduce car dependency
- Encourage an iterative internal network design process that incorporates additional considerations as information becomes available
- Prioritise direct and efficient transport routes, including active routes along creek lines
- Promote connectivity to adjoining suburbs and the wider regions, while ensuring safety for all users
- Prioritise the early delivery of major items such as public transport connections and arterial link roads, that reduce congestion through Gawler and connect to employment destinations.

Noting at the time that the internal transport network of the CGA was subject to further refinement, the following recommendations were identified to manage the anticipated impacts. Through this, it was noted that flexibility is required to allow for an iterative design approach. This allows the CGA to balance the constraints identified in the TIS with other objectives and inputs (including from the Outer North Land Supply Structure Plan and projected growth under the Greater Adelaide Regional Plan) and the potential for changes in future growth patterns over the life of the project. A summary of these recommendations is provided below:

1. Develop mass public transport solutions and a Link Road connecting to the Sturt Highway, to offset the congestion impacts on the surrounding network of the additional travel demand generated by the development

2. Undertake detailed transport modelling, incorporating DIT's Tactical Adelaide Model (TAM), to develop intersection turning movement forecasts for further planning and design development
3. Finalise the role and function of the Cheek Avenue and Sunnydale Avenue corridors, incorporating Council strategies into solutions that facilitate access between Concordia and existing surrounding areas
4. Finalise the internal road hierarchy design
5. Plan for the transport infrastructure interventions listed below

It was recommended that the following transport infrastructure projects are staged as follows:

High-priority recommendations to be implemented and operational by 2030 (aligning with the initial land releases of Phase 0 and Phase 1). These projects are required to support development of the first 2,600 dwellings.

- Cheek Avenue extension and upgrades towards Schomburgk Drive
- Barossa Valley Way connections into the Concordia Development, including upgrades to the existing Barossa Valley Way level crossing at Concordia Road
- Develop an efficient mass public transport solution, to service the Growth Area and anticipated latent demand from existing suburbs.

Medium priority recommendations to be implemented throughout 2031-2035. These projects are required to support development in excess of 2,600 dwellings.

- Link Road connection between Concordia and the Sturt Highway, via a new bridge across the North Para River
- Cheek Avenue extension across the existing railway to connect the southwestern portion of the Concordia development to the existing road network
- Barossa Valley Way connections to the southern portion of the Concordia Development, including access to Calton Road and Schomburgk Drive.
- Lower priority recommendations to be implemented later during 2036-2040
- Completion of Link Road to Barossa Valley Way, providing a more direct and efficient route through to the Sturt Highway and servicing the north-eastern portion of the Concordia Development.
- Other transport infrastructure recommendations
- Active transport bridges over the North Para River, providing connectivity between existing communities and the new Concordia Development.

Transport Infrastructure Plans required for relevant stages are detailed within the TIS Report at Appendix G.

Strategically, Concordia's location near existing services and facilities within Gawler and western Barossa Council provides many benefits to future residents. Conversely, the existing transport issues in the immediate and wider area, including congestion will be further amplified by the Concordia development without appropriate and timely transport interventions.

A review of existing documentation, traffic modelling and discussions with stakeholders including The Town of Gawler highlighted that the western end of Lyndoch Road and Murray Street are at capacity so any interventions should not involve a substantial increase in these areas due to the inability of this road to absorb additional traffic movements without substantial upgrade.

Throughout the drafting of the TIS, concerns were noted from both the Town of Gawler and Barossa Council regarding a potential increase in traffic volumes on Sunnydale Avenue, induced by traffic generated by the CGA development. Further considerations of the wider road network and potential opportunities to mitigate infrastructure requirements, along with feedback received through consultation for the Code Amendment resulted in Sunnydale Avenue being raised as a high priority to further investigate.

Sunnydale Avenue forms the boundary between the two councils. The Gawler GITS contemplates a “Share the Load” scenario, where traffic accessing Concordia from the south is spread across several local and collector road routes. It was identified by the TIS that should Sunnydale Avenue not form part of the overall access plan, traffic demand will be higher on the other routes.

Further planning and design development was identified as required to determine the role and function of Sunnydale Avenue in the network. In the event that Sunnydale Avenue is not part of the access strategy, rat running to and from the development may still occur. To prevent this, physical restrictions at the Barossa Valley Way junctions such as a left-in/left-out arrangement or a full road closure may be required, with such interventions to be managed over the course of the development of the CGA.

The TIS highlighted that the existing network in general has very little capacity to accommodate the projected growth from the CGA, and it is identified that upgrades are required in the short term to cater for the trip generation associated with the Concordia development. Given the status of the Springwood development and the timeframe before land release in Concordia commences, investigations indicated that any current spare capacity through the Potts Road – Schombergk Drive Route would likely be exhausted prior to Concordia commencing.

The TIS highlighted that major transport matters should look to be addressed early in the CGA development, particularly mass public transport (train or bus) service provisions and the Link Road connection between Barossa Valley Way and the Sturt Highway (initially the section connecting the development to the Sturt Highway across the North Para River). These transport projects will not only service the new Concordia development, but they will also benefit the existing surrounding communities and will form a part of the broader strategic road network. Provision for these projects is made within Phase 2 of the development of the CGA.

As a result of the recommendations of the TIS, further transport investigations were undertaken to establish the overarching objectives for transport and the likely required transport projects that should sit within the Infrastructure Scheme with the intent of forming an update and final version of the TIS (this work forms an Addendum to the TIS). This work addressed needs identified in the further modelling with DIT and AECOM, specifically recommending additional investigation into connections to the Sturt Highway, the Link Road, public transport (rail and bus), and southern access routes.

The further modelling identified that the Link Road played a critical function in order to reduce traffic volumes accessing the south of the site and Murray Street. Further, the provision of public transport through the rail link or bus network would further reduce load to these networks, both of which are each at a capacity which would not be able to accommodate the significant uplift in traffic volumes.

Further detailed design on these transport projects will be undertaken throughout the operational phases of the scheme to refine project outcomes.

As a result of the first stages of the development being from the southern areas of the CGA high level discussions together with more detailed investigations and engagement led to the investigation of three possible southern access routes being considered:

1. Cheek Avenue and Barossa Valley Way
2. Cheek Avenue, Barossa Valley Way and Sunnydale Avenue
3. Barossa Valley Way and the ElectraNet easement

Cheek Avenue and Barossa Valley Way

The further work completed via the TIS Addendum identified that the most viable and unencumbered, main southern access route for the development was likely via Barossa Valley Way and Cheek Avenue. This view was formed by the route being supported by previous technical reports including those commissioned by existing landowners, in addition to the profile of the existing road corridor being suitable for upgrade works.

Further to this it was acknowledged that the Cheek Avenue corridor is subject to an existing deed between The Town of Gawler, DIT and the Gawler East Developer (Wel.co) for road work upgrades required to cater for the future uplift in traffic volumes because of the Gawler East development and background traffic increases. The deed was established in 2017 and its costs and project scope were determined in 2017 when it was endorsed. Given the ability of the proposed Scheme to account for funding from other sources, it is recommended that this funding source is accounted for accordingly.

The deed identifies five transport infrastructure projects including three new roundabouts (referred to as projects IN-01 to IN-03 in this document) and 2 existing road upgrades (referred to as projects RD-03a and RD-03b in this document). The TIS identifies that the upgrade in scope of these five projects will benefit the CGA by disbursement of southbound traffic into the local road network.

The deed is structured so that all required transport projects have associated scopes and costings to apply escalation should costs rise or the scope change due to updated engineering standards or subsequent future traffic volume calculations. It is noted that Council may apply any additional uplift through its collection of rates mechanism through the *Local Government Act 1999*. Council has previously endorsed a rate uplift to account for these projects and the costs included in the deed have been indexed since it was established in 2017.

The five projects involve some service relocations and minor partial front property boundary property acquisitions, minor increases to road corridor widths and road alignments to increase the capacity of the roads. The TIS Addendum acknowledges that Cheek Avenue is a highly important strategic transport connection.

The Cheek Avenue route was determined to be comparatively unimpeded and well-positioned for future upgrade, as existing deed provisions and the Local Government Act offer established mechanisms to recover associated costs. Also having a route that is already part of the council's road works program establishes some certainty for selecting this route as the preferred route for the growth area.

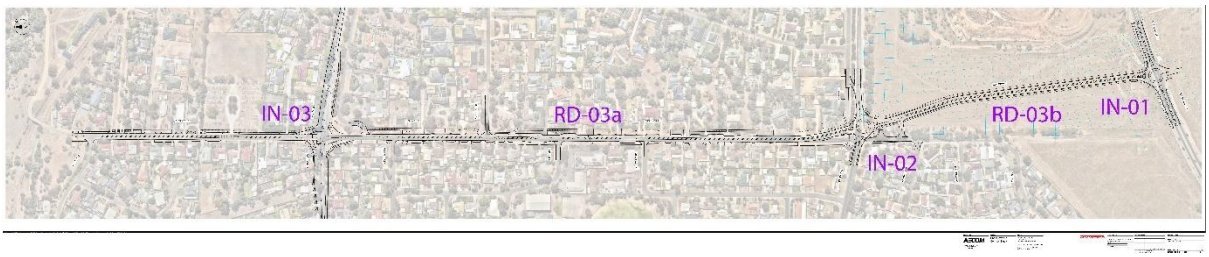
It is understood that works for the southern portion known as McMillan Parade (referred to as projects IN-01-IN-02 and RD-03b in this document) are in the detailed design phase undertaken by the Gawler East Developers with Town of Gawler facilitating this process. It is anticipated that these works will be delivered by the Gawler East Developer in line with the development of Gawler East in 2026.. The Town of Gawler has indicated that it is open to facilitating the design, construction, and project oversight of the remainder of the Cheek Avenue works as soon as practicable, providing an opportunity for the increased scope of infrastructure to service the CGA to be included within these works, however this is to be finalised post adoption of the Scheme.

The mid-block section of Barossa Valley Way between Concordia Road and Cheek Avenue (RD-05a) will require an upgrade as a result of increased volumes along this route regardless of which option is chosen. These works will entail, new kerbing and stormwater infrastructure, shoulder reconstruction, tree removal and/or trimming, demolition works, new retaining walls and new lighting.

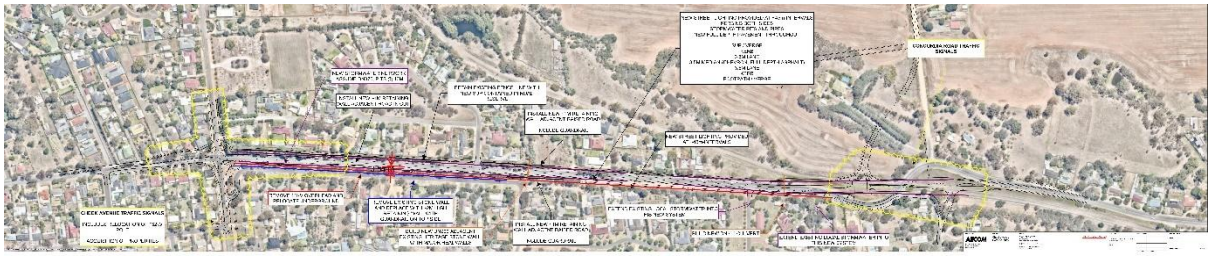
The design of these projects is a result of traffic volumes as identified in the respective traffic reports, noting that the development of the CGA represents an uplift of 11,000 vehicles per day to the southern access routes. Figure 3 illustrates the proposed Cheek Avenue and Barossa Valley Way upgrades.

Figure 3: Cheek Avenue Corridor and Barossa Valley Way upgrades

Cheek Avenue (IN-01 to 03 and RD 03a and RD03b)



Barossa Valley Way (Rd-05)



Source: AECOM, 2025 (note includes mid-block section only and excludes any intersection works)

A full comparison of the before and after Concordia designs and assumptions is included in Appendix J, designs of the interventions are listed at Appendix I and a comparison example presented in the Transport Strategy Addendum in Appendix G.

Sunnydale Avenue and Concordia Road TIS Options

Sunnydale Avenue was identified in the TIS and through the original DIT modelling as a potentially suitable route to take some of the traffic volume in the early phase of the development, especially early construction traffic whilst other roadworks for the ultimate traffic solution were undertaken.

There were two options proposed in the TIS:

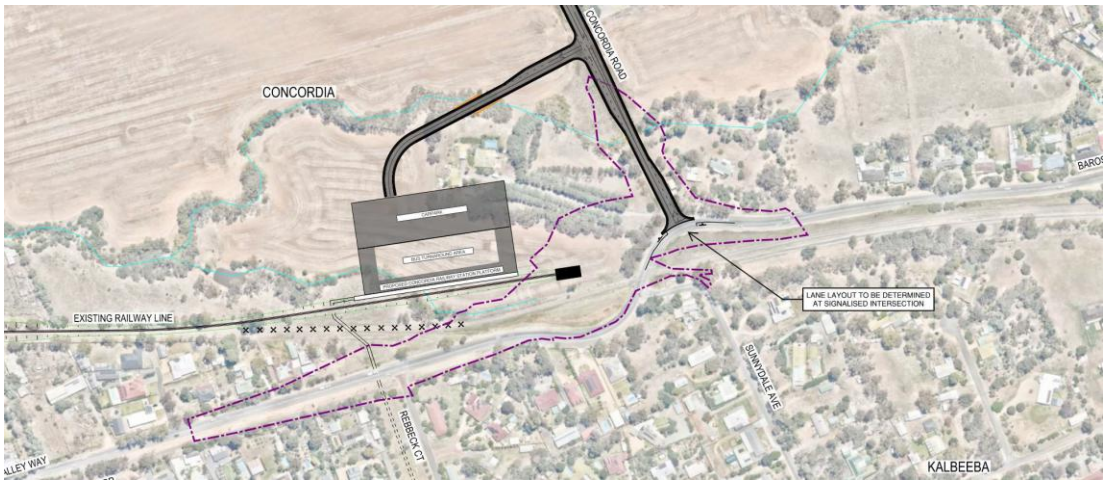
Option 1

Option 1, illustrated in Figure 4, includes two transport projects: a new Barossa Valley Way/Concordia Road and Sunnydale Avenue intersection and Local Area Traffic Management projects along Sunnydale Avenue. Option 1 proposed a realignment of Barossa Valley Way with the retention of the trainline for possible future use. The extension of the trainline would require future reworks to road alignments to be undertaken when required. This option retains the existing connection to Sunnydale Avenue and the associated access to the heritage listed restaurant at the corner.

This option assumes that the Cheek Avenue projects would still be constructed and that Sunnydale Avenue would only play a minor role in the early phases of the development for access to the existing Gawler Local Activity Centre to the south, prior to the construction of the Concordia Neighbourhood Centre.

Further investigation by AECOM have established that this option would not consider pedestrian traffic accessing the existing local activity centre or traversing Barossa Valey Way and it leave a potentially dangerous uncontrolled intersection at Sunnydale Avenue. Whilst the option for a round-a-bout may be a less expensive option, concerns exist relating to pedestrian safety and potential queuing considerations as traffic volumes increase. A roundabout option would have a greater area of land take and still require pedestrian crossing lights which would further add to the cost.

Figure 4: Concordia Road/Cheek Avenue Option 1



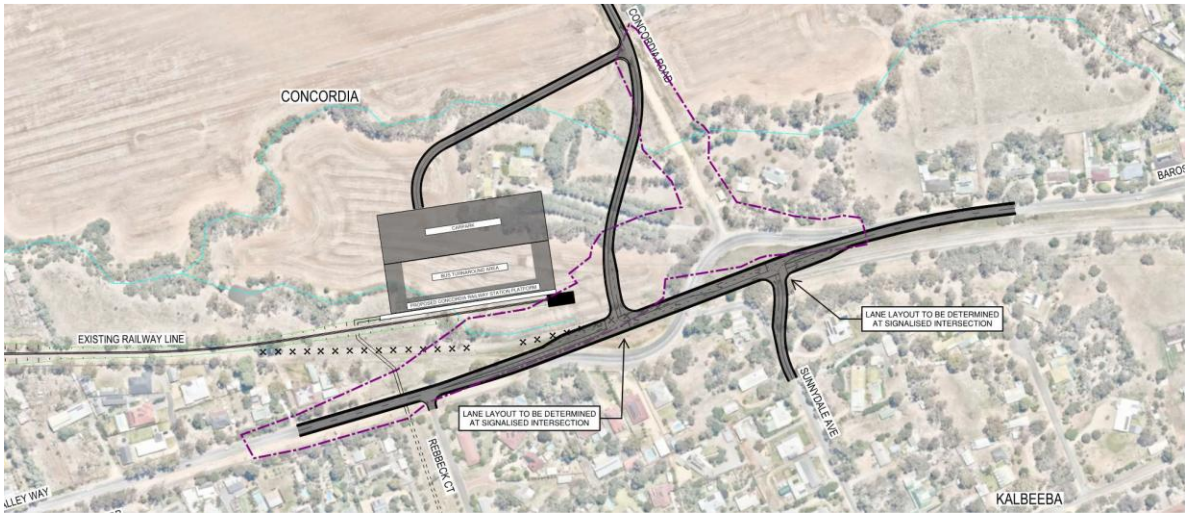
Source: AECOM, 2025

Option 2

Option 2, illustrated in Figure 5, includes four transport projects: a realignment of the Barossa Valley Way/Concordia Road and Sunnydale Avenue, 2 new signalised intersections and Local Area Traffic Management projects along Sunnydale Avenue. This option assumes that the Cheek Avenue projects would still be constructed in phase 1 of development and that Sunnydale Avenue would only play a minor role in the early phase of the development for access to the existing Gawler Local Activity Centre prior to the construction of the Concordia Neighbourhood Centre.

This option provides for potential higher cost and disruption to the existing network during construction than option 1, however, would likely preclude large volumes of traffic from using Sunnydale Avenue into the future if it was combined with the Cheek Avenue projects. This option would serve to rectify the existing S bend and remove the current Sunnydale access arrangement to form a safer, more convenient and pedestrian friendly access arrangement. For the purposes of developing the charge, option 2 was identified as the preferred option for this intersection.

Figure 5: Concordia Road/Cheek Avenue Option 2



Source: AECOM, 2025

Sunnydale Avenue Transport Addendum

Scenario 1

To understand alternative options for the provision of connections to the southern road network, AECOM undertook a more detailed investigation into Sunnydale Avenue as part of its addendum to the TIS. (Ltr Sunnydale Avenue Investigation 251008 Appendix G)

The investigation considered:

- Existing Traffic Conditions
- The physical characteristics of the corridor
- The likely impacts/impediments
- Basis for design

The investigation highlighted that the road corridor itself had several impediments such as levels, vegetation, stormwater management, existing service infrastructure, existing driveways and side road connections. More importantly it highlighted the potential issues associated with the Gawler East town centre on Mullamar Way would need further detailed investigation to determine the viability of this option. Detailed traffic modelling, flowing on from DIT's current work, would also be required to determine whether the roundabout developed for Sunnydale Avenue / Calton Road is the appropriate solution, given the associated land acquisition requirement.

In order to consider the Sunnydale Avenue in a more detailed nature and its potential role in sharing the load further detailed design, scoping and costing work was undertaken to illustrate what a possible road design solution could be for this road.

The option presented assumed that there would still be a need for Cheek Avenue projects to be constructed, albeit assuming lower traffic volumes for Cheek Avenue due to a sharing of the load with Sunnydale.

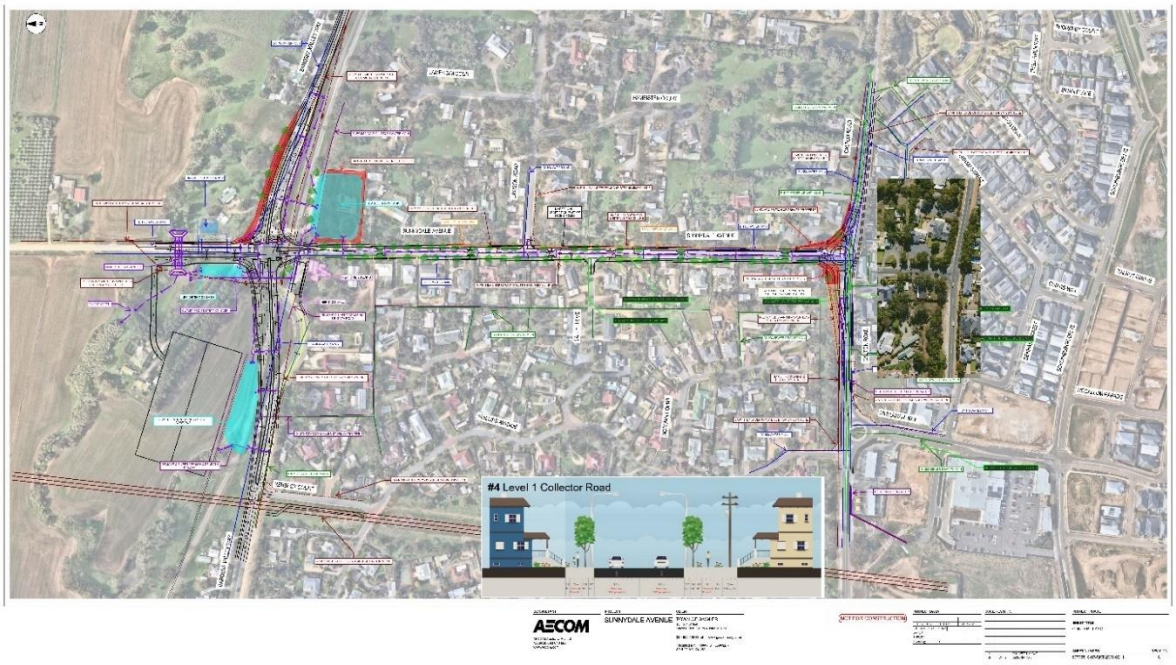
Three transport projects have been identified through this Addendum investigation; a new signalised Intersection at Barossa Valley Way/Sunnydale Avenue, mid-block road upgrades to Sunnydale Avenue and a new intersection at Sunnydale Avenue and Calton Road, as illustrated in Figure 6.

These works would involve three partial property acquisitions and one whole property acquisition. The works would also involve:

- stormwater detention works
- stormwater conveyance under Barossa Valley Way and associated new stormwater infrastructure
- service relocations
- new retaining walls along Sunnydale Avenue due to the level differences
- side road connection upgrades

This option was identified as being a viable option in terms of traffic mitigation, however, was indicatively identified as potentially cost prohibitive. It has been estimated that this option could cope with up to an additional 5,000 to 6,000 vehicles per day from the CGA at which point the downstream road network would approach capacity and become congested. This option also highlighted concerns relating to potential issues such as increased traffic volumes flowing through the existing Local Activity Centre further down route and how the network would be impacted in the event of expansion to the Centre which is already experiencing traffic issues.

Figure 6: Barossa Valley Way/Sunnydale Avenue intersection and corridor upgrades



Source: AECOM, 2025

Scenario 2

This option assumes that the Cheek Avenue projects will still be constructed and that there would be no change to the current traffic volumes along Sunnydale Avenue. Sunnydale Avenue would be closed off in this option, and a new side road access would be provided from Barossa Valley Way to four properties only including the restaurant but would exclude access to Sunnydale Avenue.

Two transport projects have been identified, a new signalised Intersection at Barossa Valley Way/Sunnydale Avenue and a new all access arrangement allowing access from Barossa Valley way to Sunnydale in line with the current access provided.

Whilst this option is reasonable, likely cost effective and responds to the feedback in the code amendment to not alter the traffic volumes of Sunnydale Avenue it does not provide a sharing of the traffic load as provided for in Gawler Council's strategic documents. Accordingly, this option was not designed and costed as this option was not pursed due to the load shift onto other roads in the network.

A comparison example presented in the Transport Strategy Addendum in Appendix G.

ElectraNet Easement Corridor (Phase 1-2)

As part of traffic investigations, a high-level investigation was undertaken by the Town of Gawler, GICU and ElectraNet to determine a possible southern connection utilising the existing high voltage ElectraNet (Enet) power line easement.

Early on in the process the Enet corridor was considered as an option, however was identified as overly encumbered by possible technical design issues in relation to the location of the power poles, distances of wires from future traffic (i.e. heavy vehicle heights), topographic challenges, existing road crossings, existing resident issues, fragmented land ownership and an interrelationship with the existing development in Gawler East. The existing Gawler East development to the south of the CGA has lodged land divisions over portions of land that already impact the corridor which also placed further encumberment on this option.

It was identified that whist this option was overly encumbered it could be further explored in future investigations depending on the outcomes of the concurrent investigations into Sunnydale Avenue and Cheek Avenue if a preferred option could not be resolved.

The investigation identified that there is the opportunity to further explore this option in a future update to the proposed Scheme, and it is noted that such an option would require a coordinated approach with existing landowners to understand feasibility of the option. A draft Plan for information purposes and detail relating to this proposal from ElectraNet are provided in Appendix G.

The final iteration of the TIS (TIS Addendum) was completed by AECOM in October 2025 (Appendix G). The TIS contemplated options for the use of Cheek Avenue and Sunnydale Avenue as part of the current and future road network. This was supported by further modelling to refine anticipated traffic movements conducted separately by DIT. The TIS Addendum has considered the use of multiple southern access routes adopting a "share the load" principle. The TIS Addendum identifies that several transport projects are a high priority and should be operational by the commencement of Phases 0 and 1. These projects are set out in Section 5.5.1.

TIS Addendum and Recommendations

The TIS Addendum has identified that the existing and proposed internal road, public and active transport networks that are required to serve the needs of the future Concordia community can be achieved in line with the proposed Scheme and its Infrastructure plan. The TIS Addendum is at Appendix G.

The TIS Addendum provides cross sections that show scope within the design of the main internal boulevard collector road for duplication if required, within a defined road reserve width. It is proposed that the Scheme can enable funding for the internal boulevard roads and delivery by the respective developers with adequate nuancing available within the designated road reserve widths.

The report indicates that, within the proposed internal local road network, the north-south connector road RD-09 serves as an important northern link between the Sturt Highway and the neighbourhood centre within the CGA. Additionally, RD-07b and RD-07c are identified as providing essential connections through the existing Springett Road corridor which links multiple major landowners, further enhancing connectivity within the CGA. The remaining internal boulevards will still serve a strategic function in conveying traffic throughout the development providing convenient access to activity centres, schools and recreation areas. While the size and scale of these roads reflects those that would typically be provided for through direct delivery of infrastructure, given the strategic importance of these roads within the growth area to connect multiple land holdings and provide key service infrastructure it is recommended that provision is made for a proportion of the cost to construct these roads to be provided for within the future charge for the growth area.

Inclusion of these roads within the charge provides recognition of the function of these roads; all other internal minor collector and local access roads are to be directly delivered by developers, in line with traditional development practices.

The TIS has identified the infrastructure requirements associated with the development or upgrade of transport networks. The investigations have further highlighted that the Sturt Highway connection, the Link

Road and the Railway Extension will play a critical role in the success of transport infrastructure in and around the CGA. Without these State transport projects the southern access routes would need to be further duplicated and or upgraded to cope with the significant uplift in traffic volumes generated by the CGA. Scope for these additions is not provided within the current TIS detail, and planning for the CGA has proceeded on this basis.

The TIS and its Addendum and supporting details have considered different options to detail how transport infrastructure could be facilitated and settled on a preferred option of how this will be delivered, including responsibilities, coordination and staging, which are set out in this IFP. The Addendum to the TIS considers the important transport matters that were identified through the Code Amendment engagement and subsequent additional engagement activities conducted by GICU.

The detailed transport investigations have highlighted that the most suitable southern access should include Cheek Avenue as it represents the least encumbered route and the respective existing Deed has adequate cost recovery mechanisms associated with it for a portion of the required funding for works. Further, it is understood that Cheek Avenue will require upgrading regardless of traffic volume disbursement to Sunnydale Avenue or other roads due to traffic volumes associated with the CGA. In the interest of not duplicating works and providing infrastructure suitable for the development of the proposed Scheme, it is recommended that Cheek Avenue upgrades are included in the proposed Scheme.

Advice from the traffic engineers noted that the area known as stage 1b is detached from the main traffic network and would be the subject of further detailed design as part of the subdivision works forming part of the traditional development works. It was identified that any likely works could be directly delivered by the developers under negotiation with council and it would likely need some detailed level of consideration in terms of how SA Water and other service works may impact it and how the abutting land to the east would be integrated considering that the land to the east was under separate ownership and control.

It has been highlighted that Sunnydale Avenue is a key strategic access for the early phases of the development to enable access to the existing Local Activity Centre within Gawler East. As such it is recommended that the minor traffic management upgrades to this road should be included in the proposed Scheme as opposed to any significant upgrades, which are likely to promote higher traffic volumes.

3.3.2 Community and Recreation

A social infrastructure strategy was completed by AECOM[2] in November 2024 for the CGA. The social infrastructure strategy assessed likely requirements for local and district level facilities of social infrastructure within the CGA including community, open space and sport and recreation facilities. A high-level costing of select social infrastructure buildings was also included as well as recommendations for each category. Relevant recommendations were based on an estimated total projected population for Concordia of 30,190 people in 2052 and key population and social trends were outlined as considerations in the future planning of the CGA. These investigations were an input to the development of the masterplan, TIS and Stormwater strategy for the CGA by providing baseline assumptions relating to land use, traffic generation and potential infrastructure requirements and locations.

Social infrastructure including sports, recreation, community, shared paths and State Government facilities will form part of separate deeds to be managed outside of the proposed Scheme.

3.3.3 Stormwater Management

A final stormwater management strategy (SWMS) was completed by Tonkin[3] in April 2025 to inform the development of the overall Master Plan for the CGA and adjoining areas to demonstrate how stormwater could be effectively managed. The final SWMS incorporated stakeholder input and was used to develop the completed Master Plan. The SWMS specifies the necessary stormwater management assets required for CGA development, as indicated in Figure 7.

[2] Concordia Social Infrastructure Strategy, AECOM, 27 November 2024

[3] Concordia Growth Area Draft Stormwater Management Strategy, Tonkin, 20 December 2025

Without mitigation the SWMS identified that development of the CGA would increase peak flow rates, pollutant loads and average annual runoff volumes discharging from the catchment into both Whitelaw Creek and the North Para River, both which ultimately drain to the Gawler River. Increases in peak flow and pollutant volumes would exacerbate flood and ecological impact risks for areas downstream of the CGA therefore the final stormwater management projects must be designed and constructed to mitigate these impacts and meet the legislative requirements.

The SWMS recommends incorporating embankment storages to provide both detention and retention of runoff, supported by appropriately sized cross culverts to convey flows beneath major roadways. With the average annual runoff volume from the CGA projected to be approximately 640% greater than existing conditions, the strategy emphasises the need to manage this increase. To achieve this, four development scenarios were assessed to reduce annual runoff volumes through enhanced retention storage.

The development scenarios considered a combination of retention measures at the lot, street and regional scale that included retention basins, rainwater tanks, swales, WSUD and Bunyip Water reuse. These options reduced the average annual runoff to between 205% and 280% above pre-development conditions. This represents a substantial improvement in downstream average annual runoff compared to detention measures alone. However, this demonstrates that achieving pre-development runoff volumes post-development is unlikely without introducing excessively larger storages (further reducing the developable land area) and implementing large scale extraction/reuse schemes for the harvested runoff.

Option 2, which combines regional embankment basins with localised WSUD measures, is identified as the preferred approach for inclusion in the proposed Scheme. Embankment storages integrated with the road network will provide both retention and detention, reducing post-development runoff volumes by approximately 56%. Allotment-scale and street-scale measures, such as rainwater tanks, raingardens, swales, and tree pits, will be addressed through catchment-based Stormwater Management Plans (SMP) to ensure detailed design aligns with SWMS objectives. The integration of embankments and detention/retention storage with road crossings was considered as a cost-efficient approach, since flood-protected crossings would be required at these locations regardless

The SMWS demonstrates that the embankment storage regulates post developed 2070 climate peak flows for the 1% AEP to the pre-development peak flows. The SMWS identifies the size and scope of infrastructure to achieve this outcome across the CGA layout. The stormwater management of each for each catchment can be refined in accordance with the objectives and outcomes of the SWMS as development of the CGA layout proceeds. It is expected that the more detailed designs by parties undertaking development within the CGA will refine and optimise locations of basins and detention areas regarding the anticipated urban form of the development. This will allow for the design intents of the various sites to be integrated together, allowing for the stormwater management strategy to be adopted in a holistic manner with the potential for further refinement in future.

The findings of the SMWS confirmed that stormwater can be managed across the CGA. Given the consolidated landownership at the time of preparing the report whereby 90% of the CGA is controlled by three parties, the detail provided within the SWMS of separate detention requirements enabling stormwater infrastructure to align with land ownership. This provides opportunities for development to proceed with less reliance on construction of offsite, downstream infrastructure, allowing potential development of multiple fronts within the CGA. This also provides opportunities for development proponents to directly deliver their respective stormwater management infrastructure and have regard to the SWMS, council, EPA and existing engineering standards.

Although the SMWS addresses aspects of stormwater such as water quality, environmental impacts, erosion, and social wellbeing, the guidance remains broad. Each catchment will require a catchment-based Stormwater Management Plan (SMP) that applies the principles and objectives of the SWMS at a more detailed scale. These catchment-based SMPs will enable developers to refine basin sizes, address erosion risks, and deliver practical stormwater solutions. This approach allows for a more comprehensive and site-specific plan to be prepared during detailed design stages by the respective developers, which will then be reviewed and assessed by the relevant referral agencies once further information is available.

3.3.4 Geotechnical Investigation

The 12 September 2024 a Geotechnical Report was completed by Walbridge Gilbert Aztec (WGA) as a supplementary report to the WGA 2019 report commissioned by Concordia Land Trust as part of its original master planning investigations.

The report outlines the supplementary geotechnical investigation undertaken and summarises the site features, ground surface and subsurface conditions encountered. Key geotechnical considerations relating to the proposed residential land division are presented in report in Appendix G.

The report provides a high-level investigation of the site conditions, in particular:

- site features
- regional geology
- straitigraphy
- Surface Geology
- Subsurface geology

The investigation was undertaken for consideration in earthworks that may be conducted as part of the development of the CGA specifically commenting on:

- Site Characteristics
- Preliminary advice on footing systems
- Pavement Subgrade CBR
- Considerations for earthworks
- Safety in Design

The Geotechnical Report provides a high-level analysis of the site conditions for further use by the developers within the CGA to inform a basis for their respective further investigations to be undertaken as part of the subdivision process.

3.3.5 Water and Wastewater

A staged water and wastewater servicing plan has been undertaken for 15,000 lots over 34 years. The assessment has been completed for the full build out of 15,000 dwellings. SA Water has used an estimate of higher growth catering for 15,000 dwellings in order to plan for increased growth should it occur over the 34-year project lifespan.

The SA Water servicing plan provides an overview of the assessment for Phase 0 and Phase 1, that will service the first 600 lots for phase 0 and 2,000 lots for phase 1, based on the staging plan provided by the Concordia Infrastructure Scheme Co-ordinator. The first 2,600 lots are the subject of the initial Concordia Infrastructure Scheme and the remainder of the SA Water infrastructure will be investigated as part of the scheme review process post initiation of the scheme.

A new water system extension is required to service Concordia. The future water system will connect into existing infrastructure and will be part of a wider water network servicing growth in the area. The water supply area spans Concordia and adjacent local growth areas such as Gawler East, Roseworthy, Blakeview and Kudla. The water source for Concordia will come from Barossa and Little Para reservoirs. This is subject to change pending future water sources for Metropolitan Northern Adelaide.

As noted in the Greater Adelaide Regional Plan, population growth combined with extended periods of dry weather will require investment in a new water source for Adelaide by the 2030s. The Concordia development is one of the growth triggers that contributes to the requirement for a new source of water. SA Water is investigating options for a new climate independent water source for northern Adelaide which may become a future source of water for Concordia.

Concordia presents wastewater servicing challenges due to geographic scale, lack of existing network, and distance from existing sewer infrastructure, particularly the Bolivar Wastewater Treatment Plant (WWTP).

The full build out of 15,000 dwellings in Concordia requires further analysis of land use to calculate the equivalent wastewater lots in this site. For example, a commercial/residential mixed use will consume a higher number of equivalent lots than residential land use.

Two long term servicing options are being assessed further:

Option 1: wastewater conveyed southwards via new pump stations and upgraded trunk main networks to connect to the Bolivar WWTP for treatment; and

Option 2: new standalone WWTP constructed in stages, with associated infrastructure to support reuse of the recycled water.

- Option 2A: large local WWTP (10ML/day) to service Concordia only.
- Option 2B: large local WWTP solution (up to 40ML/day) to service Concordia and surrounding growth areas.

Development Phases

Phase 0

SA Water through hydraulic modelling, has determined the water augmentation requirements to service the first 300 lots in both stages 1 and 1b. These works include:

- New external water mains
- New internal water mains
- Easement adjustments

There is no existing wastewater network available for stages 1 and 1b. SA Water recommends wastewater tankering is required for Phase 0 works. A wastewater tankering station will need to be constructed and funded by the developer at an agreed location. The tankering station is to be constructed to SA Water technical standards, allow for safe vehicle access, odour management, electrical works and provide a water supply for washdown. Furthermore, two underground tanks @ 135 KL storage each is required.

Wastewater will be hauled and transferred to the Bolivar WWTP at the cost of the developer until future permanent infrastructure is commissioned.

SA Water and developers have been advised that Phase 0, being any works that enables houses to be constructed earlier than the Housing Roadmap commitment of land to be house ready December 2029, will be funded by the developer. This applies to the design, construction and SA Water governance of all water, wastewater and associated wastewater tankering costs.

If developers do not proceed with Phase 0 wastewater works, additional wastewater infrastructure will be required in Phase 1. This infrastructure will be required to capture wastewater until adequate flows are available for the effective operation of the smaller wastewater treatment plant.

Phase 1

Phase 1 requires enabling works upfront to ensure sufficient storage and water transfer and direct connecting works. SA Water understands from the developer's staging plan that the first 2,000 lots will be serviced from the central EL180 pressure zone.

The works to service 2,000 allotments will consist of:

- Extensive sections of new water mains
- 2 new high volume water tanks

Interim short term 1ML/day package wastewater treatment plants to service up to 2,000 lots will be installed at mutually agreed local sites to service the two major developers.

Treated wastewater will be reused for onsite irrigation consistent with the Australian Guidelines for Water Recycling requirements for the "non-food crop" end use category.

Utilising a local site within the development is expected to deliver greater short- to medium-term community benefits, potentially enabling additional uses such as blending recycled water with stormwater collected from the development in an ornamental lake.

During the design phase, SA Water will assess alternative uses and options to optimise overall cost efficiency.

Phase 2

Full cost of the scope of water works has been allocated to match the development staging plan provided by the Concordia Infrastructure Scheme Coordinator.

Due to complexities of the wastewater scope, the cost for the wastewater full build-out is yet to be established. The cost for the initial funding up to 2,000 lots has been developed and the approximate spend is shown in The SA Water Capacity and Infrastructure Availability Response in Appendix G.

3.4 Proposed Development Rates

Investigations have informed that a dwelling growth rate of 150-300 dwellings per year in phase 0, a range of 250-350 dwellings per year in Phase 1 and 450 dwellings per year in Phase 2 has been assumed across a 32-year time span. A range of early infrastructure works will occur in 2026 in phase 0 and then enabling infrastructure is required prior to development proceeding in Phase 1. Phase 1 required works is estimated to commence in 2028 where enabling infrastructure required to support the delivery of a further 2,000 lots will be completed. The delivery of 12,000 dwellings is expected to complete by 2057.

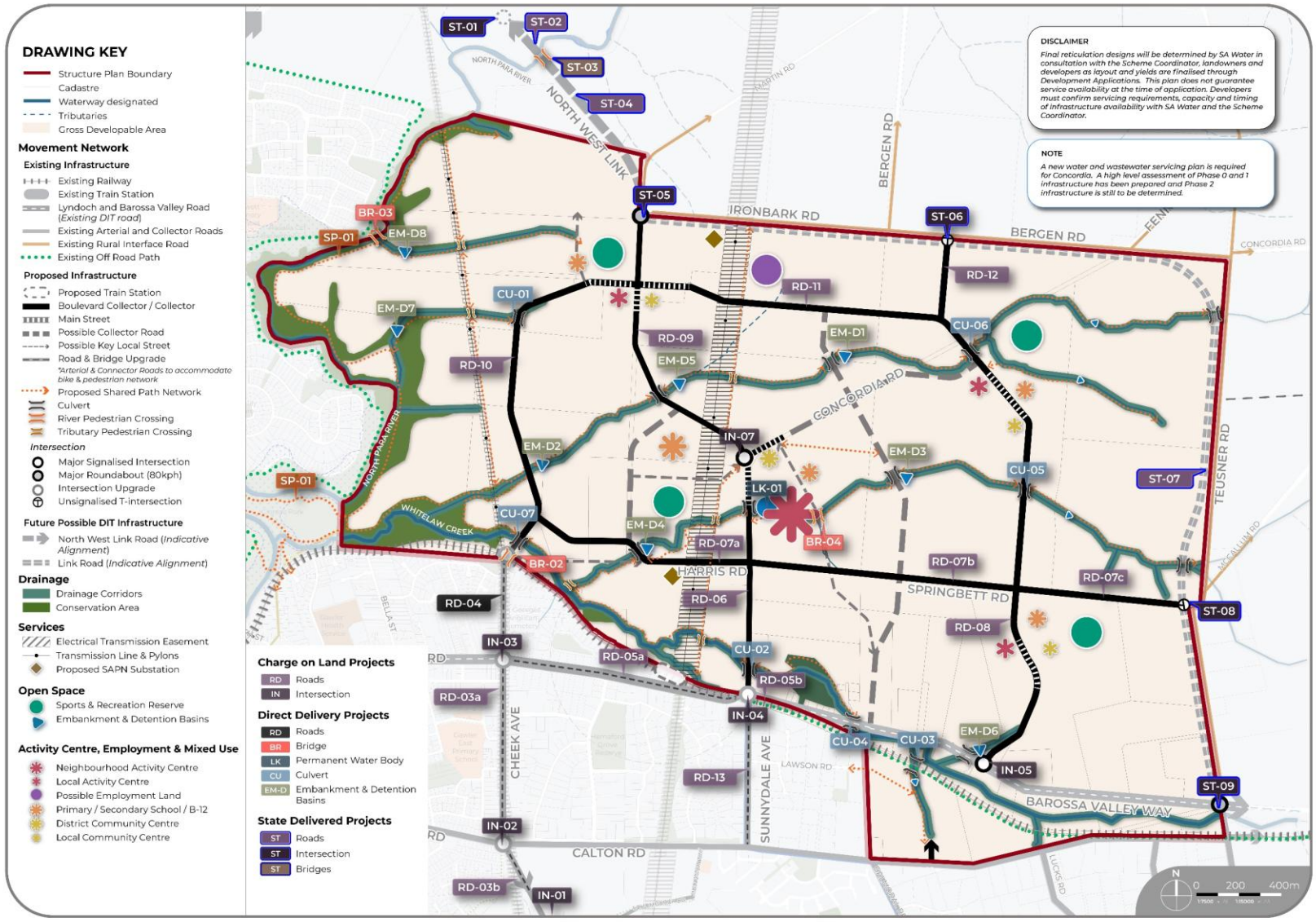
Table 2: Development Rates

Year	Date Estimate	Phase	Dwellings Delivered	Total Dwellings	Estimated Residential NDha (ha) based on 17.68 dwg/ha	Estimated Employment NDha (ha)
1	2026	Phase 0				
2	2027	Phase 0	150	150	8.48	
3	2028	Phase 0	150	300	8.48	
4	2029	Phase 0	300	600	16.97	
5	2030	Phase 1	300	900	16.97	
6	2031	Phase 1	250	1,150	14.14	
7	2032	Phase 1	250	1,400	14.14	
8	2033	Phase 1	250	1,650	14.14	1.66
9	2034	Phase 1	250	1,900	14.14	
10	2035	Phase 1	350	2,250	19.80	
11	2036	Phase 1	350	2,600	19.80	5.45
12	2037	Phase 2	450	3,050	25.45	2.13
13	2038	Phase 2	450	3,500	25.45	2.13
14	2039	Phase 2	450	3,950	25.45	2.13
15	2040	Phase 2	450	4,400	25.45	2.13
16	2041	Phase 2	450	4,850	25.45	2.13
17	2042	Phase 2	450	5,300	25.45	2.13
18	2043	Phase 2	450	5,750	25.45	2.13
19	2044	Phase 2	450	6,200	25.45	2.13
20	2045	Phase 2	450	6,650	25.45	2.13
21	2046	Phase 2	450	7,100	25.45	2.13
22	2047	Phase 2	450	7,550	25.45	2.13
23	2048	Phase 2	450	8,000	25.45	2.13
24	2049	Phase 2	450	8,450	25.45	2.13
25	2050	Phase 2	450	8,900	25.45	2.13
26	2051	Phase 2	450	9,350	25.45	2.13
27	2052	Phase 2	450	9,800	25.45	2.13
28	2053	Phase 2	450	10,250	25.45	2.13
29	2054	Phase 2	450	10,700	25.45	2.13
30	2055	Phase 2	450	11,150	25.45	2.13
31	2056	Phase 2	450	11,600	25.45	2.13
32	2057	Completion	400	12,000	22.62	2.13
Total			12,000		678.74	51.84

3.5 Infrastructure Projects

Figure 7 identifies the projects that were considered resulting from the infrastructure investigations and the following sections focus on which projects are recommended to be included in the proposed Scheme.

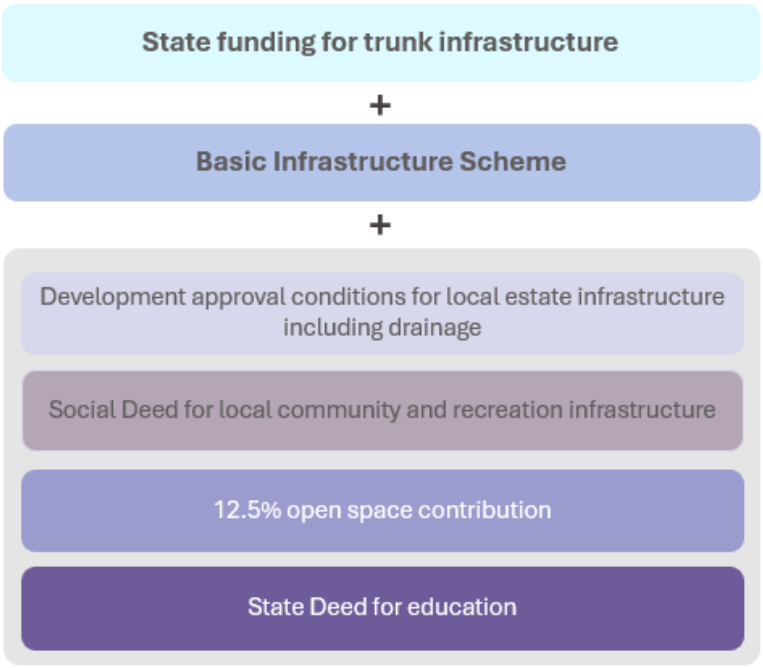
Figure 7: Infrastructure Projects ,



4. FUNDING CONTEXT

As described and illustrated above, there is a range of infrastructure required to support the development of the CGA that will be delivered via several funding mechanisms/ pathways. Figure 8 illustrates how infrastructure identified in the funding plan will be funded via the various funding mechanisms in conjunction with existing regulatory connection processes for energy and telecommunications.

Figure 8: Infrastructure Funding Mechanisms



This funding plan focuses on the basic infrastructure to be included in the proposed Infrastructure Scheme for Concordia. It is acknowledged that the project list, scope and costs included in this IFP are based on the inputs available at the time of preparing this report and it is anticipated the final scope and cost of the projects to be delivered will be refined as is the future Infrastructure Scheme is finalised.

5. PROPOSED BASIC INFRASTRUCTURE SCHEME PROJECTS

As outlined in the previous section, it is recommended that the enabling transport infrastructure, internal collector road network, pedestrian bridges, stormwater management infrastructure and a contribution towards the trunk water and wastewater infrastructure should be included in the proposed Scheme. A list of the proposed projects to be included in the future Scheme is included in Table 3 and these are described in further detail below.

5.1 Transport Infrastructure

The supporting investigations have highlighted that the CGA faces several infrastructure constraints including limited access to, and capacity within, the existing transport network. The Transport Strategy (AECOM, 2025) assessed the existing transport network and identified the major transport related infrastructure required to service the development of the CGA including enabling infrastructure required to provide access to the growth area and additional capacity within key roads to the south to service the development of the first 2,600 lots within CGA.

The Transport Strategy proposes transport project staging in line with the anticipated development staging for the CGA and plans for adjustment through the flexible network grid design. The Transport Strategy identifies that the following transport projects are required to create additional capacity within the existing road network to cater for CGA, provide access to the CGA development and create a new regional arterial link road.

Therefore, it is recommended that the following projects are included in the future Scheme.

- Cheek Avenue extension and upgrades towards Schomburgk Drive
- Barossa Valley Way connections into the Concordia Development and Sunnydale Avenue
- Link Road connection between Concordia and the Sturt Highway, via a new bridge across the North Para River
- Completion of Link Road to Barossa Valley Way, providing a more direct and efficient route through to the Sturt Highway and servicing the north-eastern portion of the Concordia Development.
- Cheek Avenue extension across the existing railway to connect the southwestern portion of the Concordia development to the existing road network
- Barossa Valley Way connections to the southern portion of the Concordia Development, including access to Calton Road and Schomburgk Drive.
- Active transport bridges over the North Para River, and internal to the NAC providing connectivity between existing communities and the new Concordia Development.
- The Transport Projects identified to be included in The Infrastructure Scheme are listed in Appendix I

5.1.1 Internal Collector Roads, Intersections and Bridges Infrastructure

The Transport Strategy (AECOM) provides for an internal road network comprising of collector and local roads supported by a regional collector link road. The Transport Strategy identified the key role that the proposed internal collector road network including key intersections and bridges would play in vehicle movements and connection to centres, schools and facilities expected in the CGA. In addition, AECOM have determined that road projects RD-06, RD-7a, RD-7b, RD-7c, RD-08, RD-9, RD-10, RD-11, RD-12 and intersection IN-07 contribute to the strategic function of the broader road network of the CGA, particularly until the bypass route is delivered in Phase 2. Accordingly, it is proposed that 50% of the construction cost of these roads is apportioned to the Scheme and included in the future Charge on Land and is therefore creditable when these projects are delivered as works in kind. The remaining 50% construction cost is considered a direct developer cost and is not creditable under the Scheme. Inclusion of these roads within the charge recognises the function of these roads.

Analysis concluded that all boulevard collector roads highlighted by the transport investigation and master planning process should be included as strategic roads as each will still serve a strategic function in conveying traffic throughout the development providing convenient access to activity centres, schools and recreation areas and connectivity should land ownership become fragmented. The function of these roads will have an elevated level of importance up until the link road and bypass are constructed.

In a greenfield growth context, it is typical that internal collector and local access roads are directly delivered via development proponents especially where large portions of land are in consolidated control/ownership. Therefore, it is proposed that the Scheme at this stage provide for the direct delivery of these roads by parties as the development of land occurs within the CGA for projects that have been identified in the Transport Strategy to achieve coordinated development outcomes. It is intended that these projects must be delivered by development proponents as portions of the land are developed and as detailed within the schedule of works Appendix H which provides indicative delivery timing details.

5.2 Stormwater Management Infrastructure

The SWMS outlines the modelling work that has been undertaken to better understand the impacts of the proposed stormwater management measures on managing runoff generated by the CGA and discusses the results of the modelling which informs the potential size, location, and alignment of proposed stormwater infrastructure.

The SWMS identified a series of embankments and detention basins to manage stormwater generated by proposed development catchments as nominated in appendix I: Transport and Stormwater Interventions. This infrastructure is aligned with the road network and culverts crossing the prescribed waterways. This

infrastructure manages the majority of the runoff generated by development with 4 future basins identified to manage either upstream portions of catchments or the catchment south of the train line (Cat04). Additional catchment-scale investigations are required to confirm storage volumes, allowable discharge rates, and outflow structures that maintain pre-development flow conditions. 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 for peak flows, as rapid drainage during major storm events is necessary to manage peak flows across the broader site. Stormwater generated by this catchment is to be further refined in a catchment SMP that addresses stormwater management at the lot, street and catchment scale.

The findings of the SMWS confirmed that stormwater management can be managed across the CGA given the consolidated landownership at the time of preparing this report whereby 90% of the CGA is controlled by three parties. Therefore, there is the opportunity for each development proponent to directly deliver their respective stormwater management infrastructure in accordance with the stormwater requirements and principles identified in the SWMS through the land division process. Through land division practices, proponents will have opportunities to refine this design through application specific technical reports to demonstrate how stormwater would be accounted for in alignment with the SWMS including potential on site and downstream erosion impacts and integration of all impacted lands.

It is proposed that the major stormwater management infrastructure identified in the SWMS is included in the proposed Scheme as direct delivery projects to achieve coordinated development outcomes across the growth area and in recognition of the wide scope available to parties in how such outcomes may be facilitated.

5.3 Water and Wastewater Infrastructure

As noted in the infrastructure context significant state investment in water and wastewater trunk 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 and there is currently no existing wastewater system available to service the CGA.

SA Water has designed a connection to an existing adjacent water system to enable access to existing trunk water services and proposes temporary wastewater infrastructure (via tankering) to service the first 600 allotments in Phase 0. These early wastewater and water works are to be separately funded, as they are not proposed to be included in the future Scheme, Therefore, the respective development proponents[4] proposing to deliver the first 600 allotments will be required to fund any necessary works required by SA Water. SA Water note that the includes funds for the design, construction and SA Water governance of all water, wastewater and wastewater tankering costs.

If however, developers do not proceed in Phase 0 wastewater works, additional wastewater infrastructure will be required in Phase 1. SA Water note that additional infrastructure will be required to capture wastewater until adequate flows are available to enable the effective operation of the smaller wastewater treatment plant.

The delivery of Phase 1 infrastructure will provide the capacity to service the further 2,000 dwellings, after which the Phase 2 infrastructure is required to support remaining development. SA Water have provided information to detail that a variety of servicing options are being progressed to support phase 2 of the CGA, taking into account broader agency strategies and further growth expected via the Greater Adelaide Regional Plan. The progression of this strategy will occur in parallel to the development of the CGA and SA Water will provide a final servicing strategy to reflect required timeframes for the scheme in progressing Phase 2 infrastructure planning by the 1800th allotment or at least 24 months prior to the expected completion of Phase 1, whichever occurs first. Therefore, the water and wastewater infrastructure capacity will constrain the capacity of the CGA to deliver development beyond 2,600 lots until this further infrastructure is delivered.

The cost of the trunk water and wastewater infrastructure for the whole of the CGA is subject to further refinement by SA Water, however detail provided by SA Water allows for a delivery cost of $476M to service Phase 1 of the CGA with potable water and wastewater. Given the cost of construction of enabling trunk infrastructure for both water and wastewater, it is acknowledged that full economic recovery of such infrastructure would be cost prohibitive for the development of the CGA and would be contrary to requirements

[4] At time of writing this report it is anticipated that the first 600 allotments will be delivered via developers of stage 1 (Concordia Land Trust) and stage 1B (Metro Homes).

under the Act relating to the development and consideration of the Charge on Land. A contribution towards this infrastructure is proposed to be sought via the Scheme by way of inclusion of a charge of $15,000 per dwelling for both water and wastewater infrastructure, resulting in a total per dwelling charge of $30,000 and a $30,000 per connection for employment land uses.

5.4 State Transport Infrastructure

Several State transport projects have been identified in the Transport Strategy prepared by AECOM as required to support the development of the CGA including the new link road running around the western edge of the growth area and extending up to the Sturt Highway. A total of nine State transport projects are proposed to be included in the Scheme to ensure the coordination of their delivery aligns with development triggers and available external public funds. Given the strategic and regional nature of these transport projects that will benefit both the CGA and broader region the cost of these state projects, is not included in the Scheme Charge on Land for Phase 0 and Phase 1 of the development.

The State transport projects will require additional funding submissions and considerations by DIT and government. The link road (ST-07) will require a land take within the CGA and land will be preserved through the structure planning process, although acquisition and construction will form part of a separate process with DIT. Such processes will be provided for within Phase 2 of the CGA and it is acknowledged that further refinement and detail relating to the provision of such infrastructure will be required at such a time.

Table 3 provides a general description of the infrastructure projects that are proposed to form part of the future Scheme, identifies the technical documents that provide the necessary strategic justification, the percentage of the project that is to be apportioned to the CGA, triggers for delivery, indicative timing based on the development projections and the asset owner. All projects proposed to the included in the future Scheme are illustrated in Figure 9.

Table 3: Proposed Basic Infrastructure Scheme Projects

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
ROADS									
RD-03a	**Cheek Avenue** Upgrade to existing collector road between Barossa Valley way/Lyndoch Road and Calton Road	Demolition of the existing road, approximately 850m 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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report	Concordia Growth Area and Gawler East Development subject to an existing Deed	17.01% *	Developers and or Town of Gawler Council	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2027-2030	Gawler Council
RD-03b	**McMillan Parade** Construction of McMillan Parade between Calton Road and Schomburgk Drive.	This new road is approximately 450 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	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report	Concordia Growth Area and Gawler East Development subject to an existing Deed	42.70%*	Developers and or Town of Gawler Council	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2027-2030	Gawler Council
RD-04	**Cheek Avenue** Upgrade to existing collector road between Barossa Valley way/Lyndoch Road and Harris Road.	Upgrade of this section of Cheek Avenue to construct a new widened pavement and kerbing.	N/A	Concordia Growth Area	0.00%	Developers and or Town of Gawler Council	As required at the time of development which proposes access via BR02.	2040+	Gawler Council
RD-05a	**Barossa Valley Way** Upgrade to existing road between Cheek Avenue and Concordia Road	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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area and Regional	100.00%	Developers and or Town of Gawler Council	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2027-2030	DIT

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
RD-05b	**Barossa Valley Way** Upgrade to side roads associated with Concordia Road intersection and others	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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area and Regional	100.00%	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2026-2028	DIT
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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	50.00%**	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	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.	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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	2034	Barossa Council
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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	2036	Barossa Council

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
							for delivery in a relevant phase		
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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	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.	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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	2032	Barossa Council
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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	2036	Barossa Council

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	2043	Barossa Council
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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	2045	Barossa Council
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.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	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	2048	Barossa Council

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
RD-13	**Sunnydale Avenue** Upgrade of existing road via LATM treatments	Upgrade of Sunnydale Avenue to enable additional capacity to service the early development of the CGA.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 60735510 Transport Infrastructure Strategy Order of Magnitude Cost Estimate Rev1B	Concordia Growth Area	100.00%	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2026	Barossa Council
INTERSECTIONS									
IN-01	**McMillan Parade & Schomburgk Drive** Construction of a roundabout	Upgrade of the McMillan Parade & Schomburgk Drive intersection to a roundabout.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report	Concordia Growth Area and Gawler East Development subject to an existing Deed	29.37%*	Developers and or Town of Gawler Council	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2027-2030	Gawler Council
IN-02	**Calton Road & Cheek Avenue** Upgrade to roundabout.	Upgrade of the Calton Road and Cheek Avenue intersection to a roundabout.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report	Concordia Growth Area and Gawler East Development subject to an existing Deed	58.39%*	Developers and or Town of Gawler Council	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2027-2030	Gawler Council
IN-03	**Barossa Valley Way and Cheek Avenue Intersection** New Intersection	Upgrade of the existing Barossa Valley Way and Cheek Avenue intersection to a signalised intersection subject to further investigation.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area and Gawler East Development subject to an existing Deed	67.42%*	Developers and or Town of Gawler Council	Total of 300 allotments developed on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2027-2030	DIT

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
IN-04	**Barossa Valley Way and Concordia Road Intersection** New intersections	Upgrade of Concordia Rd and Barossa Valley Way intersection to a signalised intersection	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. Concordia Estimate Commercial & Infrastructure	Concordia Growth Area	100.00%	Developers	The development of any allotments on the northern side of Barossa Valley Way by any proponent/s within Stage 1	2026-2028	DIT
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.	New Roundabout at the Intersection to new road extending to the north east activity centre.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 60735510 Transport Infrastructure Strategy Order of Magnitude Cost Estimate Rev1B	Concordia Growth Area	100.00%	Developers	As required at the time of development which proposes access through the intersection	2032-2032	DIT
IN-07	**Concordia Road & central arterial** New Intersection.	Signalised intersection at new roads adjacent to the proposed Neighbourhood Activity Centre.	Transport Infrastructure Strategy, AECOM April 2025 & Addendums. 60735510 Transport Infrastructure Strategy Order of Magnitude Cost Estimate Rev1B	Concordia Growth Area	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	2036	Barossa Council
BRIDGES									
BR-02	North end of Harris Road/ Cheek Avenue Bridge construction of vehicle and or pedestrian bridge over rail corridor	Demolition of existing Bridge and Road New Road and or pedestrian bridge	N/A	Concordia Growth Area	0.00%	TBD	If a vehicle connection to the North end of Cheek Avenue is required a vehicle bridge otherwise a pedestrian bridge shall be constructed.	2040	DIT/Town of Gawler Council
BR-03	New pedestrian bridge crossing of North Para River.	Pedestrian bridge subject to detailed design to council and engineering standards	N/A	Concordia Growth Area	0.00%	Developers	When required to deliver the shared path network	2042	Barossa Council

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
BR-04	New pedestrian bridge crossing of waterway connecting to community to central activity district.	Pedestrian bridge subject to detailed design to council and engineering standards	N/A	Concordia Growth Area	0.00%	Developers	When required to deliver the shared path network	2038	Barossa Council
DRAINAGE									
EM-D1	Embankment, 3.5ha Detention Area & Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers	Development of parcels in the corresponding drainage catchment and in accordance with phasing plans	2040	Barossa Council
EM-D2	Embankment, 3.5ha Detention Area & Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2040	Barossa Council
EM-D3	Embankment, 4.3ha Detention Area & pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2045	Barossa Council
EM-D4	Embankment, 3.2ha Detention Area & Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2035	Barossa Council
EM-D5	Embankment, 5.1ha Detention Area & Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2037	Barossa Council
EM-D6	Embankment, 1.1ha Detention Area & Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2032	Barossa Council
EM-D7	Embankment, .38ha Detention Area &Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2045	Barossa Council
EM-D8	Embankment, .62ha Detention Area & Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2045	Barossa Council
LK-01	Lake, 1.5ha Detention Area & Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2035	Barossa Council
CU-01	Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2045	Barossa Council

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
CU-02	Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2027	Barossa Council
CU-03	Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2027	Barossa Council
CU-04	Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		n/a	Barossa Council
CU-05	Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2037	Barossa Council
CU-06	Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2039	Barossa Council
CU-07	Pipes/Culverts	N/A	N/A	Concordia Growth Area	0.00%	Developers		2044	Barossa Council
STATE INFRASTRUCTURE									
ST-01	Sturt Highway Interchange	Major Arterial Interchange connecting the CGA to Sturt Highway	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
ST-02	Arterial Road Section	Arterial Road section between Interchange and Bridge across North Para. Arterial Road Section	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
ST-03	Bridge Across North Para River. Arterial Road Bridge	Bridge crossing of the North Para River Approximately 250m in length	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
ST-04	Arterial Road Section	Arterial road section between Interchange and Bridge across North Para.	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT

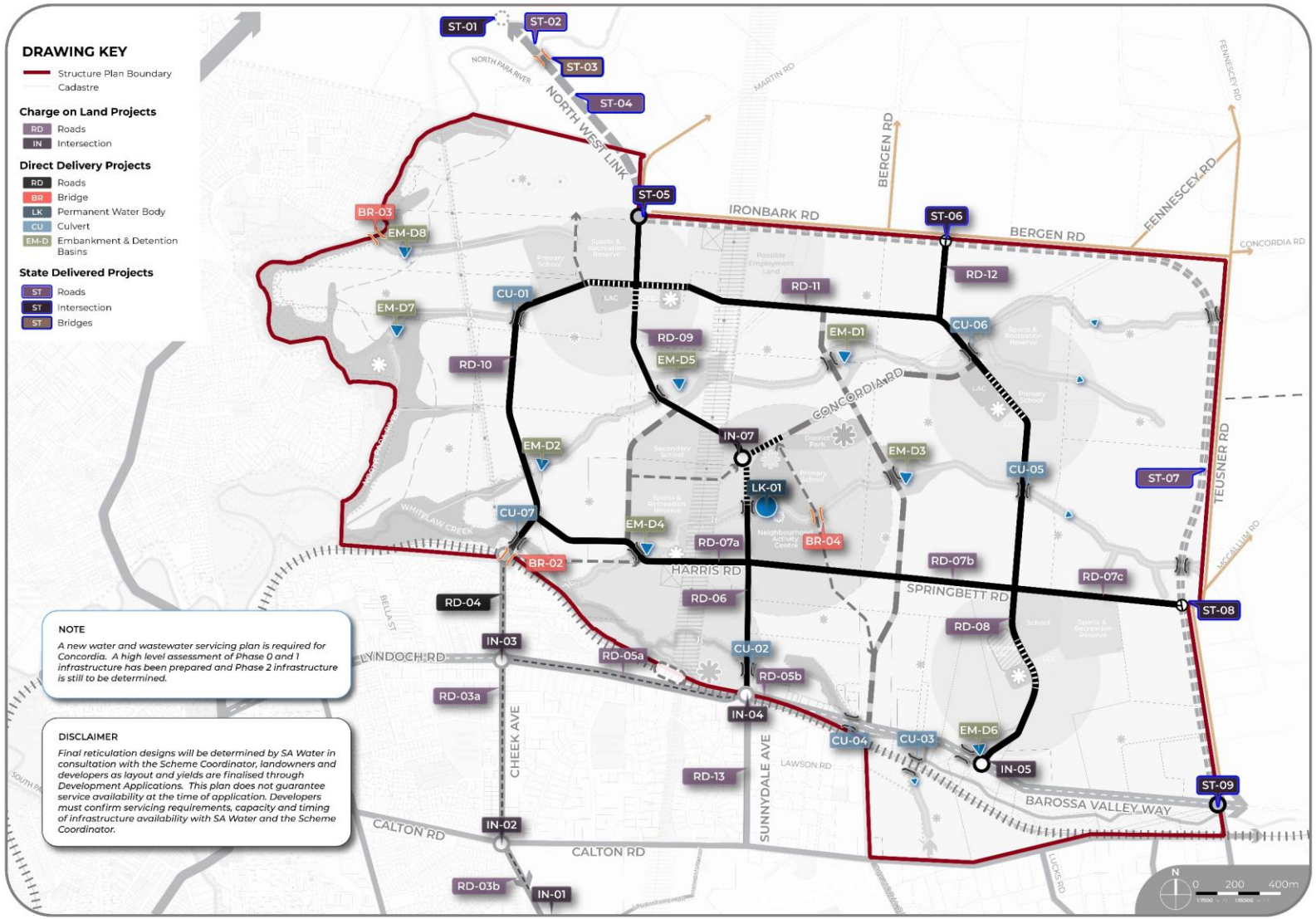
IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
ST-05	Major Intersection.	Major Arterial Intersection of the Link Road and the CGA	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
ST-06	Intersection	Intersection with Link Road and CGA	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
ST-07	Arterial Link Road around the perimeter of the CGA.	Arterial Bypass Link Road to divert heavy vehicles, regional and local traffic away from Gawler Central and Murray Street.	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
ST-08	Intersection from Growth Area to Link Road. Major Arterial Intersection	Intersection with Link Road and CGA	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
ST-09	Intersection at Barossa Valley Road and Link Road. Major Arterial Intersection	Intersection with Link Road, Barossa Valley Way and Kalbeeba Road	Transport Infrastructure Strategy, AECOM April 2025 & Addendum Report	Concordia Growth Area and Regional	TBD	DIT	TBD	TBD	DIT
SW-001	**WATER** Phase 0- SA Water early Water works.	Early Water works for first 600 lots	20251007 Concordia-Capacity and Infrastructure Availability Response	Concordia Growth Area	0.00%	Developers	600	2025-2027	SA Water
SW-01	**WATER** SA Water - Water Enabling Works.	(up to 2,000 Lots) - Internal Water Supply	20251007 Concordia-Capacity and Infrastructure Availability Response	Concordia Growth Area and Regional	100.00%	SA Water	2000	2025-2029	SA Water
SW-02	**WATER** SA Water - Water Internal Works.	(up to 2,000 Lots) - Internal Water Enabling Supply	20251007 Concordia-Capacity and Infrastructure Availability Response	Concordia Growth Area	100.00%	SA Water	2000	2025-2030	SA Water
SW-03	**WATER** SA Water - Reticulated Water.	Reticulated water, Phase 2 2035 onwards	20251007 Concordia-Capacity and	Concordia Growth Area	100.00%	SA Water	TBD	TBD	SA Water

IFP Project ID	Project Title & Description	Scope	Strategic Justification	Catchment	% Apportionment to CGA Charge on Land	Delivery Responsibility	Trigger for Delivery (allotments delivered)	Indicative Timing	Asset Owner
			Infrastructure Availability Response						
SS-001	**WATER** Phase 0- SA Water early Wastewater works	works for first 600 lots. Early Wastewater works for first 600 lot	20251007 Concordia-Capacity and Infrastructure Availability Response	Concordia Growth Area	0.00%	Developers	600	2025-2027	SA Water
SS-01	**WATER** SA Water - Wastewater Enabling Works.	(up to 2,000 Lots) - Internal Wastewater Enabling Supply	20251007 Concordia-Capacity and Infrastructure Availability Response	Concordia Growth Area	100.00%	SA Water	2000	2025-2030	SA Water
SS-02	**SEWER** SA Wastewater - Trunk Sewer.	Completion of Trunk sewer for entire growth area, work to be completed in Phase 2 between 2034-44	20251007 Concordia-Capacity and Infrastructure Availability Response	Concordia Growth Area and Regional	100.00%	SA Water	TBD	TBD	SA Water

*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 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.

Figure 9: Proposed Concordia Basic Infrastructure Scheme Projects



5.5 External Usage of Basic Infrastructure

For some projects there is a proportion of usage generated from areas external to the CGA. This section explains the how the external usage for the upgrade of southern transport projects located outside the CGA has been determined.

5.5.1 Southern Transport Projects

The transport technical reports have established that upgrades to the Sunnydale Avenue and Cheek Avenue corridors including Lyndock Road (Barossa Valley Way), McMillian Parade and Calton Road are required to be delivered in the early phases of development. AECOM completed specific studies on the Cheek Avenue and Sunnydale Avenue Corridors and determined that each corridor is required to be upgraded to provide alternative north-south routes to avoid Murray Street which is already at capacity. AECOM note that Cheek Avenue “will provide a clear line of movement outside of the constrained heritage Murray Street.” (Cheek Avenue Corridor Study AECOM 17 April 2025).

Option 2 as described in Section 3.3.1 consists of a signalised intersection at Barossa Valley Way and Concordia Road, a signalised intersection at a new Sunnydale Road access and Barossa Valley Way including side road upgrades and local area traffic management along Sunnydale Avenue is the designated option.

The Sunnydale Avenue corridor upgrades were explored however significant upgrades to this corridor were ruled out due to their complexities and difficulty with integration to the existing activity centre. In order to share the load Sunnydale Avenue will play a role up until the end of Phase 0 to take some of the earlier traffic, however when Cheek Avenue is built in Phase 1 this traffic is anticipated to dissipate and redirect to Cheek Avenue. A signalised intersection at Sunnydale Avenue and some Local Area Traffic Management is proposed.

Cheek Avenue will take the majority of the vehicle traffic produced by the CGA accessing via the southern areas of the site. The Cheek Avenue corridor is subject to an existing deed arrangement.

The existing deed, (updated in resolution 2025:06: COU098 23 June 2025, Town of Gawler) between the Town of Gawler, Springwood developers, Department of Transport and other future developers. These works provide for the upgrade of:

- Lyndoch Road/Barossa Valley Way/Cheek Avenue intersection,
- Cheek Avenue between Barossa Valley Way and Calton Road
- Cheek Avenue and Calton Road intersection
- A new Mullimar Way section
- An intersection with Schomburgk Drive

Cheek Avenue will take the majority of the vehicle traffic produced by the CGA accessing via the southern areas of the site. The Cheek Avenue corridor is subject to an existing deed arrangement and as such the following Phase 1 infrastructure projects (IN-01, IN-02, IN-03, RD03a and RD-03b as illustrated in Figure 3) are captured within an existing Deed between the Town of Gawler, the developers of the Gawler East Development (Wel.co),the Department for Infrastructure and Transport (DIT) and other future developers.

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. The development of the CGA requires further upgrade to these infrastructure projects than was envisaged under the original Deed investigations due to the increased traffic generation. This is further detailed within the Cheek Avenue Corridor Study (AECOM, 2025).

AECOM has assessed the change in function of Sunnydale Avenue and Cheek Avenue and identified the construction scope required to cater for the additional traffic generated by the CGA. AECOM presented two cost sharing arrangements within its investigation giving comparative costs between the Cheek Avenue only option with minor upgrades to Sunnydale Avenue and an option where Sunnydale Avenue had significant upgrades and Cheek Avenue had lesser upgrades because of the traffic volume shift.

Further consideration was given by GICU to apply a different rationale in comparing the costs established for the works that would be required within Cheek Avenue under the current deed versus the scope of works proposed by AECOM because of the traffic uplift of 11,000 vehicles per day from CGA.

Based on the outcomes of the traffic assessment the cost share for Cheek Avenue has been established as the difference in the transport project costs allocated to the existing Town of Gawler Transport Deed (TOG DEED) versus the transport project designs prepared by AECOM. The transport projects within the TOG Deed were originally costed by RLB in 2017 dollars and based on a project scope determined at the time. AECOM prepared an updated project scope and design for each project based on current design standards which was then costed by RLB.

The cost share arrangement for Cheek Avenue between the Existing Transport Deed and the CGA is represented below in Table 4 whereby the CGA is apportioned the cost difference between the total construction cost minus contributions included in the existing Deed, based on AECOMS design. After the analysis the cost share apportionment towards the Cheek Avenue Phase 1 works is $22,667,594.59.

Table 4: Proposed Cost Apportionment of Cheek Avenue Projects between the existing Deed and future Concordia Infrastructure Scheme

Intervention	Description	RLB Costs Associated with Deed	RLB costs AECOM Designs	CGA cost Share 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 Rd & Cheek Ave** Upgrade to roundabout.	$3,273,901.00	$7,868,539.00	$4,594,638.00
IN-03	**Barossa Valley Way and 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/Lyndoch Road and Calton Road Likely interim minimum upgrades for first stages of CGA development Approximately 1.5km of road upgrade	$8,675,870.00	$10,454,663.00	$1,778,793.00
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**

This methodology has been endorsed by The Town of Gawler and is the preferred option to support the proposed Scheme and the principles of the transport investigations.

5.6 Funding Arrangements

The Act provides for the establishment of a Funding Arrangement for the Scheme Infrastructure Projects that can include State Funding, Direct Delivery and/ or a Charge on land. This funding plan recommends that the proposed Scheme allocate the basic infrastructure types across the following arrangements as set out in Table 5.

A summary of the type of projects proposed to be funded via each mechanism is illustrated in Figures 10 and Figure 11. Figure 10 illustrates the projects included in the Charge on Land funding arrangement and Figure 11 illustrates the projects included in the Direct Delivery funding arrangement and which are listed in Table 6.

Table 5: Summary of the proposed allocation of projects by funding arrangement

Infrastructure Type	Recommended Funding Mechanism
Regional road links and associated major intersections and bridges	State Funding
Key Collector Internal roads	Charge on land*
Collector Internal roads	Direct Delivery* **
Enabling transport projects	Charge on land
Internal Pedestrian Bridges, as well as those linking the CGA to the surrounding area	Charge on land
Stormwater management	Direct Delivery**
Water - trunk infrastructure	Contribution via Charge on land, State
Wastewater - trunk infrastructure	Contribution via Charge on land, State

*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 and is not creditable under the Scheme.

**Projects identified for direct delivery are to be delivered where required in association with the development of land. The location and scope of these projects may change to respond to the proposed development.

Figure 10: Charge on Land Infrastructure

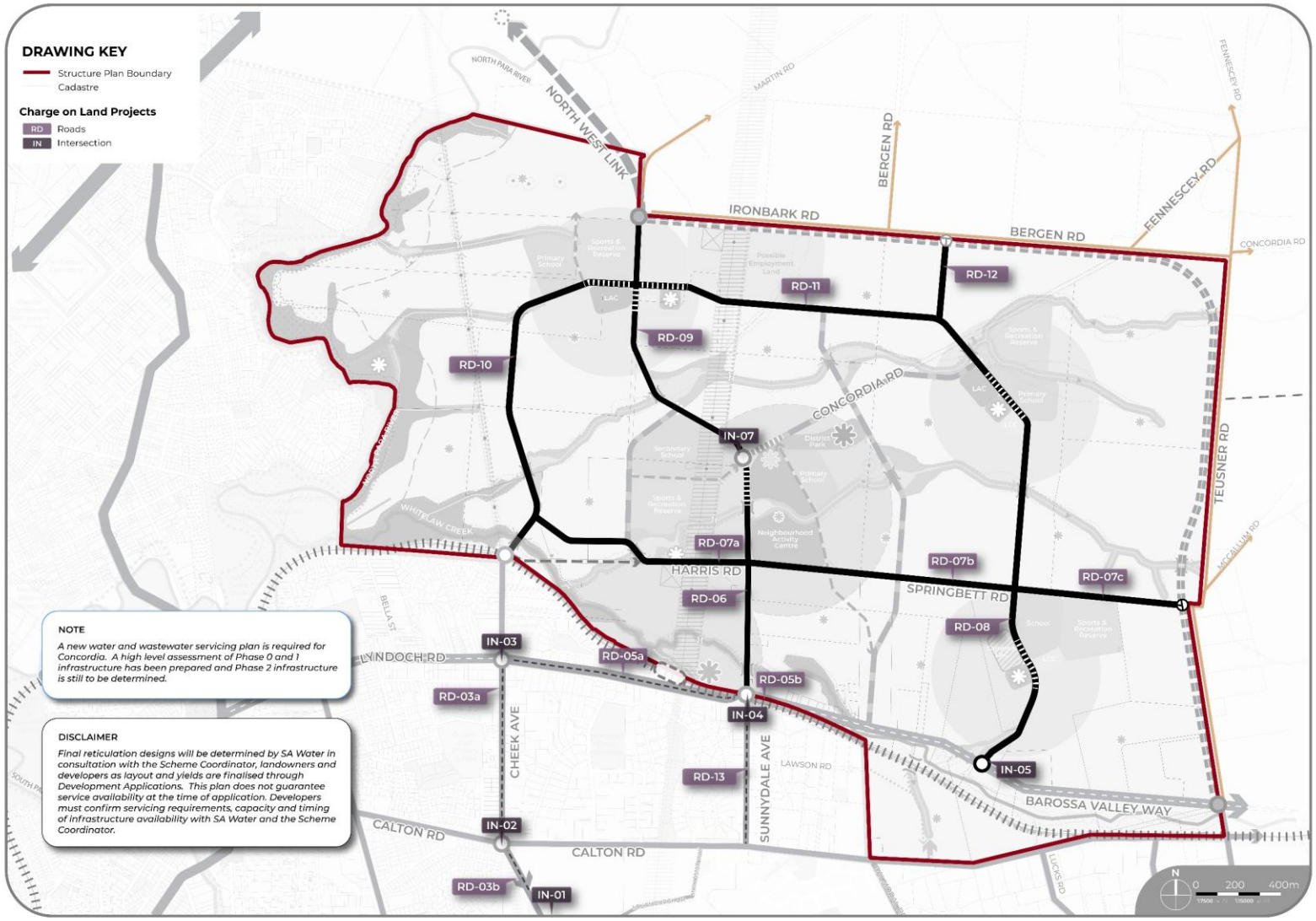


Figure 11: Direct Delivery Scheme Infrastructure

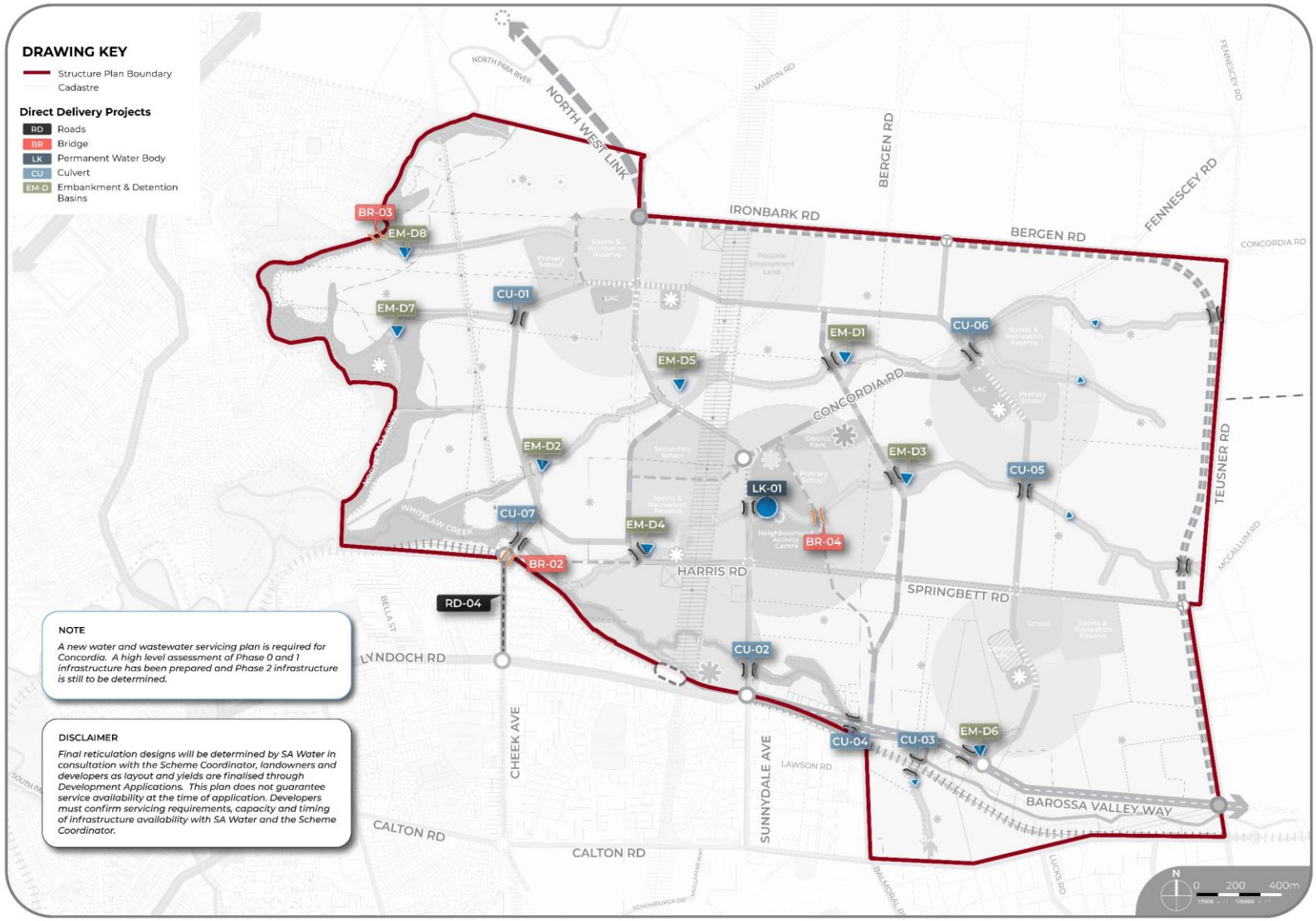


Table 6: Direct Delivery Scheme Infrastructure

IFP Project ID	Project Title & 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 Avenue 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 community to central activity district.	When required to deliver the shared path network
DRAINAGE		
EM-D1	Embankment, 3.5ha Detention Area & Pipes/Culverts	Development of parcels in the corresponding drainage catchment and in accordance with phasing plans
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	

IFP Project ID	Project Title & Description	Trigger for Delivery
EM-D7	Embankment, 0.38ha Detention Area & Pipes/Culverts	
EM-D8	Embankment, 0.62ha Detention Area & Pipes/Culverts	
LK-01	Lake, 1.5ha Detention Area & 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	

5.7 Basic Infrastructure Costs

To determine the potential Scheme Charge on Land, the projects that are proposed to be funded via this arrangement have been costed. Table 7 sets out the proposed basic infrastructure Scheme total project costs per infrastructure category and the proportion of the total project costs recommended to be apportioned to the CGA. The infrastructure costs have been determined through the following technical work, and a more detailed explanation of how the charge is calculated is set out in Section 5.5.

5.7.1 Transport Infrastructure Costs

The construction costs proposed to be included in the Scheme for transport infrastructure have been costed by qualified engineers and quantity surveyors – the details of which are specified in Appendix G. Construction costs have been provided using Order of Magnitude (OoM) or level 2 cost assumptions in guidance with Department and Transport EST 600P Estimating Manual.

- In order to achieve a progressive level of certainty all projects were originally costed using OoM Class 5 cost estimates whilst scenario testing was underway and further, more detailed designs could be procured. Upon procurement of more detailed designs and a better quality of information most Infrastructure Projects have been able to be costed to a Level 2 standard.

The infrastructure projects have been costed to a sufficient level of detail; apart from interventions which have an existing level of design, Order of Magnitude Costings (OoM Costs) have been used to inform the development. Where possible Level 2 costings have been used to inform a higher level of certainty. It is identified that all the projects will require further modelling and design prior to construction. As part of detailed design, the costs should be amended or modified for some aspects of projects, provided that the overall outcomes and intent of the infrastructure are consistent with the requirements outlined in the intended scope. It is envisaged that as projects are constructed and handed over to the local council a review at an appropriate point in time should be conducted to inform any necessary changes to the scheme.

Due to a large proportion of transport projects being internal to the CGA, with no existing roads and infrastructure and subject to further detailed design by the respective developers or the scheme in its latter phases, functional area rates have been used to estimate the Order of Magnitude Costs, including a view on high level costs for special provisions such as contingencies without definition of design, scope or specification at this stage.

The infrastructure projects and costs based on OoM costings are contained within the following reports:

- 60735510 Transport Infrastructure Strategy OOM Cost Estimate Rev1
- Sunnydale Avenue Upgrade Investigation Att4- Order of Magnitude Cost Estimate
- Concordia Transport Infrastructure Strategy, AECOM
- Concordia Transport Strategy Addendum, AECOM
- Works identified as potential Scheme projects for Cheek Avenue and The Barossa Valley Way were costed using a level 2 cost assumption based on designs at approximately 5% due to the proposed projects being integrated with existing roads and infrastructure. RLB and Commercial and Infrastructure undertook the costings in the following reports:
- 27648-251202-Gawler East Traffic Interventions -RLB Cost Estimate Report
- Concordia Road Estimate_Draft_R2

Due to the complexities and unknowns associated with the new growth area, where the site includes a significant proportion of undulating terrain, anticipated future waterway crossings, future intersections, bus ways, internal collector road connections and a lack of detailed designs OoM costs were used to estimate an average section of road length with costs provided per km.

- Concordia Road Estimate_Draft_R2

The Transport Projects identified to be included in the Scheme are listed in Appendix I.

5.7.2 Wastewater and Water Trunk Infrastructure Costs

SA Water (October,2025) have determined the estimated infrastructure costs for both the water and wastewater works required to service Phase 1, which deliver a total yield of 2,000 allotments. Further work is being undertaken by SA Water to determine the costs of phase 0 works. Phase 0 works will be funded by the Developers wishing to gain early access to their land. Between Phase 0 and Phase 1, this will provide for the delivery of 2600 residential allotments.

In determining the high-level cost estimates, SA Water note that these costs are based on high level planning in the absence of detailed investigations of design work and due to the scale and long-term nature of the development precise costing of all infrastructure projects is not currently feasible. Due to complexities of the wastewater scope, the cost for the wastewater full build-out is yet to be established. The cost for the initial funding up to 2,600 lots for Phase 1 works has been developed and the approximate spend is shown in Table 7.

5.7.3 Summary of Costs

Table 7 below provides an overview of the project categories and costs recommended to be included in the Concordia Infrastructure Scheme Charge on Land. A more detailed explanation of apportionment, methods of calculation, and the description and costs of individual projects is set out in the following sections.

Table 7: Proposed Basic Infrastructure Scheme Charge on Land Project Costs

INFRASTRUCTURE TYPE	TOTAL PROJECT LAND COST	TOTAL PROJECT CONSTRUCTION COST	TOTAL PROJECT COST	TOTAL COST OF PROJECTS APPORTIONED TO CGA
LOCAL - TRANSPORT				
ROADS	$0	$279,865,101	$279,865,101	$159,635,691
INTERSECTIONS	$4,155,000	$53,292,910	$57,447,910	$39,394,198
TOTAL - LOCAL	$4,155,000	$333,158,011	$337,313,011	$199,029,889
STATE				
TRANSPORT	TBD	TBD	TBD	TBD
WATER	$4,900,000	$295,085,809	$299,985,809	$180,000,000
SEWER	$11,200,000	$165,513,337	$176,713,337	$180,000,000
TOTAL - STATE	$16,100,000	$460,599,146	$476,699,146	$360,000,000
TOTAL LOCAL + STATE PROJECTS	$20,255,000	$793,757,157	$814,012,157	$559,029,889

*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/ connection for water and $15,000 charge per dwelling/ connection for wastewater infrastructure.

5.8 Basic Infrastructure Charges

Table 9 illustrates the proposed charge rates for the cost of the basic infrastructure Scheme projects apportioned to the CGA, charge rates for both residential and employment development are provided. As noted earlier, for some projects there is a proportion of usage generated from areas external to the CGA and this is shown in Table 9 where the percentage of project apportioned to the CGA is less than 100%.

The cost of each proposed basic infrastructure project to be funded through a future Charge on Land has been apportioned based upon the likelihood that a project will be used by the future residents and workers of the CGA. 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. The cost of the infrastructure projects to be funded via a future Charge on land has been attributed to the total development area.

The common demand unit recommended is one net developable hectare and there is a total of 730.59 net developable hectares in the CGA as set out in Table 8 of which 681.87 is for residential and 51.89 hectares is dedicated to employment.

A residential dwelling density of 17.7 dwellings per net developable hectare has been assumed in line with the Land Budget Plan to calculate a per dwelling Charge for residential development.

It is important to note that the demand units and estimated yield have been determined based on the inputs available at the time of preparing this report. It is recommended that these development assumptions are updated through any future Scheme review to ensure they remain accurate.

Table 8: Demand Units and Estimated Yield

Land Use	Demand units (Net Developable Area (ha))	Estimated Yield
Residential	681.87	12,000 Dwellings
Employment	51.89	1,200 Jobs
Total	**730.59**	

The charge rate has been calculated by dividing the total cost of projects apportioned to the CGA by the estimated yield. Ie first by dividing the total cost of each infrastructure project by the total NDA to establish the cost per hectare for both residential and non-residential uses. A per dwelling charge is then established by dividing the cost per hectare by the estimated yield of 17.7 dwellings per net developable hectare.

The proposed Charge on Land is set out in Table 9 which includes a local infrastructure charge of $15,408.84 per dwelling for residential development and a charge of $272,425 per net developable hectare for employment uses. A contribution to State water and wastewater projects of $30,000 per residential dwelling or connection for employment land uses is also proposed.

The proposed CGA-specific SA Water charge has been considered in accordance with the provisions of Part 13 of the PDI Act which require that a charge shall be limited to the reasonable recovery of capital costs of infrastructure but should not have an adverse impact to the viability or affordability of a growth area. The water and wastewater contributions relating to the charge have been provided of this this basis.

As noted previously, several of the key enabling transport, water and wastewater infrastructure projects are required to enable the development of more than 2,600 lots. The exact scope and cost of this infrastructure is still to be confirmed and as such it is anticipated that further work will be completed to confirm the exact project scope and costs of these works prior to the development of Phase 2. In light of this, the proposed charge set out in Table 9 below will apply to Phases 0 and 1 but that the Charge will be reviewed prior to commencement of development in Phase 2.

Table 9: Basic Infrastructure Proposed Charge Rates for Residential and Employment Land Use

Development Type	Residential Development	Employment Development
	Charge per Dwelling	Charge per NDha
LOCAL INFRASTRUCTURE		
Roads	$12,358.95	$218,503.81
Intersections	$3,049.89	$53,921.41
Local Charge Rate	$15,408.84	$272,425.22
STATE INFRASTRUCTURE		
Transport	$-	$-
Water	$15,000.00	$15,000 per connection
Wastewater	$15,000.00	$15,000 per connection
Total State Charge Rate	$30,000.00	$30,000 per connection

Est. Local Charge Rate	$15,408.84	$272,425.22
Total State Charge Rate	$30,000.00	$30,000 per connection
Total Charge Rate	$45,408.84	$272,425 per NDha + State Connection Charge

5.9 Basic Infrastructure Sequencing

As explained in the strategic context section, the CGA requires several infrastructure projects to be delivered to service the initial 600 allotments, these projects are referred to as Phase 0 works. Once the initial 600 allotments have been delivered a range of enabling transport, trunk wastewater and water projects are required to be delivered before a further 2,000 allotments can be created, these projects are referred to as Phase 1 works. Once 2,600 allotments have been delivered further works including a regional transport link to the Sturt Highway and additional trunk water and wastewater works are required to support the development of the balance of the growth area, these projects are referred to as Phase 2 works. As noted in previous sections several of the key enabling transport, water and wastewater infrastructure required to enable the development more than 2,600 lots are still to be confirmed and as such it is anticipated that further work will be completed to confirm the exact project scope and costs of these works prior to the development of Phase 2.

The phasing of the proposed Scheme projects is illustrated in and described in further detail below. Appendix H sets out a potential Works Schedule for the delivery of these projects.

5.9.1 Phase 0 Projects

Maximum Allotment Capacity in Phase 0	**600 (300 stage 1 & 300 stage 1b)**

The existing water system servicing the CGA has limited capacity available to service additional allotments and there is currently no existing wastewater system available to service the CGA. SA Water has designed a connection to an existing adjacent water system to enable access to existing trunk water services and proposes a temporary wastewater infrastructure (via tankering) to service the first 600 allotments in Phase 0. These early wastewater and water works are to be separately funded, as they are not proposed to be included in the future Scheme, Therefore, the respective development proponents[5] proposing to deliver the first 600 allotments will be required to fund any necessary works required by SA Water. SA Water note that the includes funds for the design, construction and SA Water governance of all water, wastewater and wastewater tankering costs.

If however, developers do not proceed with Phase 0 wastewater works, additional wastewater infrastructure will be required in Phase 1. SA Water note that additional infrastructure will be required to capture wastewater until adequate flows are available to enable the effective operation of the smaller wastewater treatment plant.

In addition, several proposed Scheme projects are required to be delivered to enable the development of the first 600 allotments. These projects are proposed as either direct delivery works or Charge on land projects under the proposed funding arrangement. All the Phase 0 Charge on land projects are required to facilitate the delivery of the first 600 allotments it is anticipated that these projects will be delivered through a combination of Government funding for projects RD-05b and IN-04 and works in kind via the respective development proponents for the other projects.

Table 10 lists the projects to be delivered within Phase 0, including timing triggers, apportionment attributed to the CGA and delivery method, these projects are illustrated in Figure 13. The projects proposed to be included in the future Scheme Charge on land include project costs.

[5] At time of writing this report it is anticipated that the first 600 allotments will be delivered via developers of stage 1 (Concordia Land Trust) and stage 1B (Metro Homes).

5.9.2 Phase 1 Projects

Maximum Allotment Capacity in Phase 1	**2,000**
Total allotment capacity within the CGA	**2,600 (includes 600 allotments from Phase 0)**

As noted previously, the existing wastewater and water network is constrained, with limited ability to service the CGA and therefore enabling servicing infrastructure is required to service the 2,000 lots anticipated to be delivered in Phase 1. In addition, the Transport Strategy assessed the existing transport network and identified that enabling infrastructure is required to provide additional access to the growth area and capacity within existing key roads to the south. The Transport Strategy identifies several transport projects as a high priority and should be operational by 2030 before occupation of any dwelling in this phase.

The total cost of delivering the Phase 1 infrastructure projects required to enable construction of an additional 2,000 allotments is estimated at $583M. The $583M comprises $477M for state water and wastewater infrastructure projects and $106M for local transport infrastructure. Based on the development projections this infrastructure is required to be delivered between 2028 and 2033.

The State Government proposes to forward fund intersection and road projects along Cheek Avenue corridor and the Barossa Valley Way between 2027 and 2029 to enable development commencement by 2029, these projects are costed at $94M of which $68.9M is attributed to the CGA and the balance to an existing Deed. Additionally, the State water and wastewater infrastructure will also be forward funded by the State Government to support the timely delivery of the development within the same period.

In summary, the State Government will forward fund $94M towards the following local road projects that are proposed to be included in the Scheme, the cost of which will be recouped and paid back to Government across the life of the proposed Scheme and the from the existing Deed. $22M is required to fund projects RD-05b and IN-04 in Phase 0 and $72M is required to fund the following projects.

Cheek Avenue Projects:

IN-01

RD-03b

IN-02

RD-03a

IN-03

Barossa Valley Way Project:

RD05a

Table 11 lists the projects to be delivered within Phase 1, including timing triggers, apportionment attributed to the CGA and delivery method, these projects are illustrated in Figure 14. The projects proposed to be included in the future Scheme Charge on land include project costs.

5.9.1 Phase 2 Interventions

The Phase 1 water, wastewater and transport infrastructure can support the first 2,600 homes delivered. Once this threshold has been reached no further development can occur until the Phase 2 wastewater, water and road projects are delivered. In addition, to the provision of reticulated water and trunk wastewater services, the Transport Strategy identifies that a regional transport link to the Sturt Highway that connects the CGA via the central collector road to the Sturt Highway is required to support the development of the balance of the growth area, once these Phase 2 enabling works are delivered it is anticipated that the balance of the Phase 2 projects will be delivered as required to meet the needs of the growing community and ensure access to the necessary infrastructure. The Phase 2 projects are described in Table 12 and identified in Figure 15.

Figure 12: Proposed Phasing of Infrastructure

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.*

Table 10: Phase 0 Projects

IFP 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**			**$27,125,257**		
INTERSECTIONS								
IN-04	Prior to creation of a lot north of Barossa Valley Way	**BVW and Concordia Rd Intersection** New intersections	incl in RD05B	Concordia Basic Infrastructure Scheme	incl in RD05B	incl in RD05B	No	Yes
SUB-TOTAL			**$ -**			**$ -**		
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

IFP 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
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**			**$27,125,257**		
SA WATER INFRASTRUCTURE								
Water								
SW-001	Prior to creation of any allotment	Phase 0- SA Water early Water works into stage 1 and 1b	TBD	Directly funded via developers as agreed with SA Water	0%	Nil	n/a	n/a
SUB-TOTAL			**$ -**			**$ -**		
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 11: Phase 1 Projects

IFP 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 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

IFP 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 Government enabling funding
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**			**$34,069,698**		
STORMWATER INFRASTRUCTURE								
EM-D6	Pipes/Culverts	New Stormwater Infrastructure Required	Direct Delivered	Concordia Basic Infrastructure Scheme Direct Delivery by Developers	0%	n/a	No	No
SUB-TOTAL			**$ -**			**$ -**		
SUB-TOTAL (LOCAL)			**$105,938,499**			**$71,813,901**		
SA WATER INFRASTRUCTURE								
Water								
SW-01	300 allotments on the northern side of Barossa Valley Way	**WATER** SA Water - Water Internal Water Supply Works (up to 2,000 Lots) -	$62,685,809	State/ Concordia Basic Infrastructure Scheme Charge on Land	100%	TBD	TBD	Yes

IFP 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 Government enabling funding
SW-02	300 allotments on the northern side of Barossa Valley Way	**WATER** SA Water - Water enabling Works. (up to 2,000 Lots) -	$237,300 ,000	State/ Concordia Basic Infrastructure Scheme Charge on Land	100%	TBD	TBD	Yes
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	100%	TBD	TBD	Yes
SUB-TOTAL (STATE)			**$476,699,146**			**TBD**		
TOTAL (LOCAL + STATE)			**$582,637,645**			**TBD**		

Table 12: Phase 2 Projects

IFP 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 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

IFP 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 Government enabling funding
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**			**$5,324,500**		
STORMWATER INFRASTRUCTURE								
EM-D1-EM-D8 & CU-01-CU-07	Pipes /Culverts /Embankments	All remaining Stormwater Infrastructure	Direct Delivered	Concordia Basic Infrastructure Scheme Direct Delivery by Developers	0%	n/a	No	No
SUB-TOTAL			**$ -**			**$ -**		
SUB-TOTAL (LOCAL)			**$200,181,461**			**$100,090,731**		
SA WATER AND DIT INFRASTRUCTURE								
SA Water								
SW-03	2,600+	**WATER** SA Water - Reticulated Water. Reticulated water, Phase 2 2035 onwards	TBD	State/ Concordia Basic Infrastructure Scheme Charge on Land	TBD	TBD	TBD	TBD
SUB-TOTAL			**$ -**			**$ -**		
SA Water 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

IFP 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 Government enabling funding
SUB-TOTAL			**$ -**			**$ -**		
DIT 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**		

Figure 13: Phase 0 Concordia Infrastructure Scheme Projects Plan

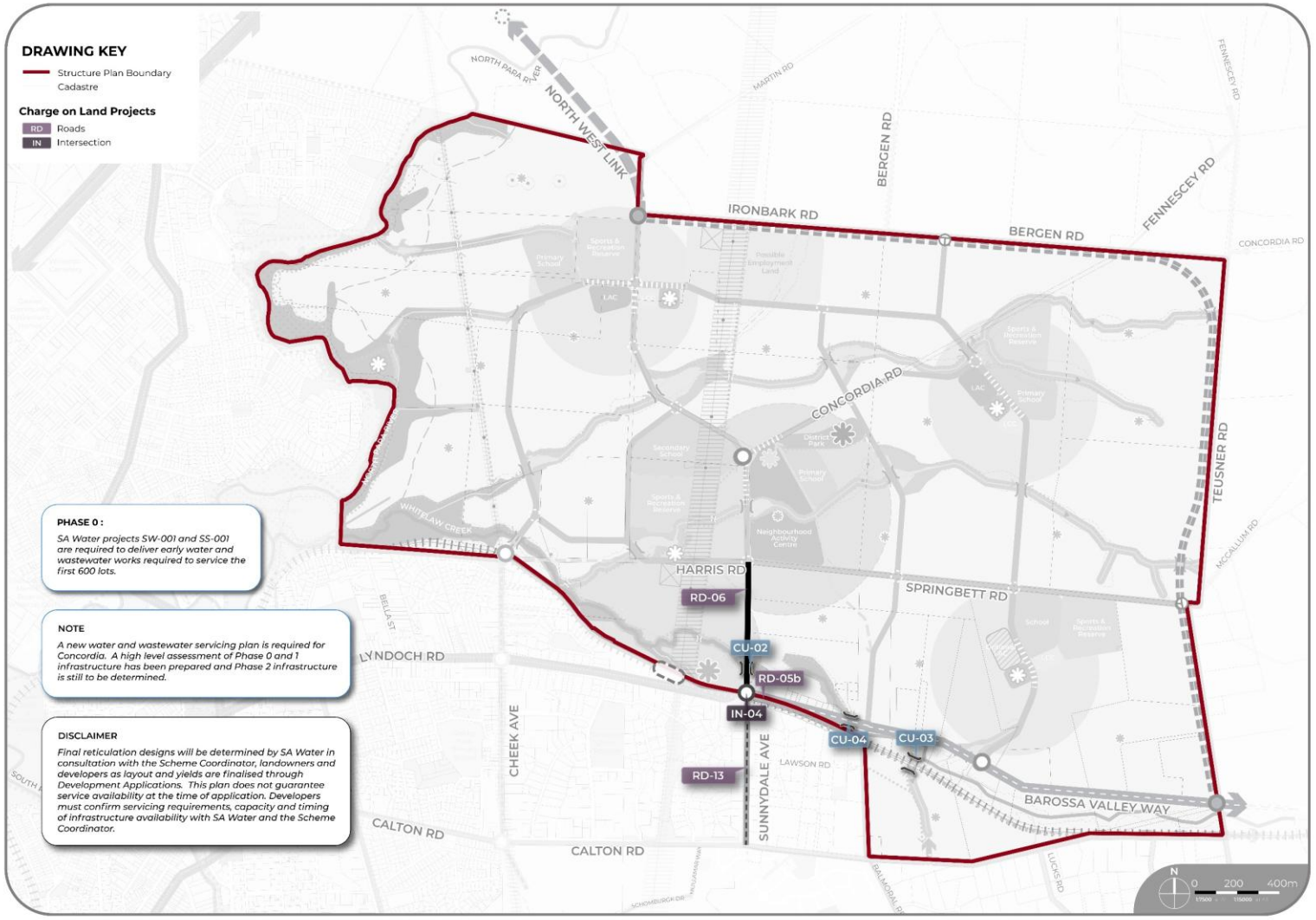


Figure 14: Phase 1 Concordia Infrastructure Scheme Projects Plan

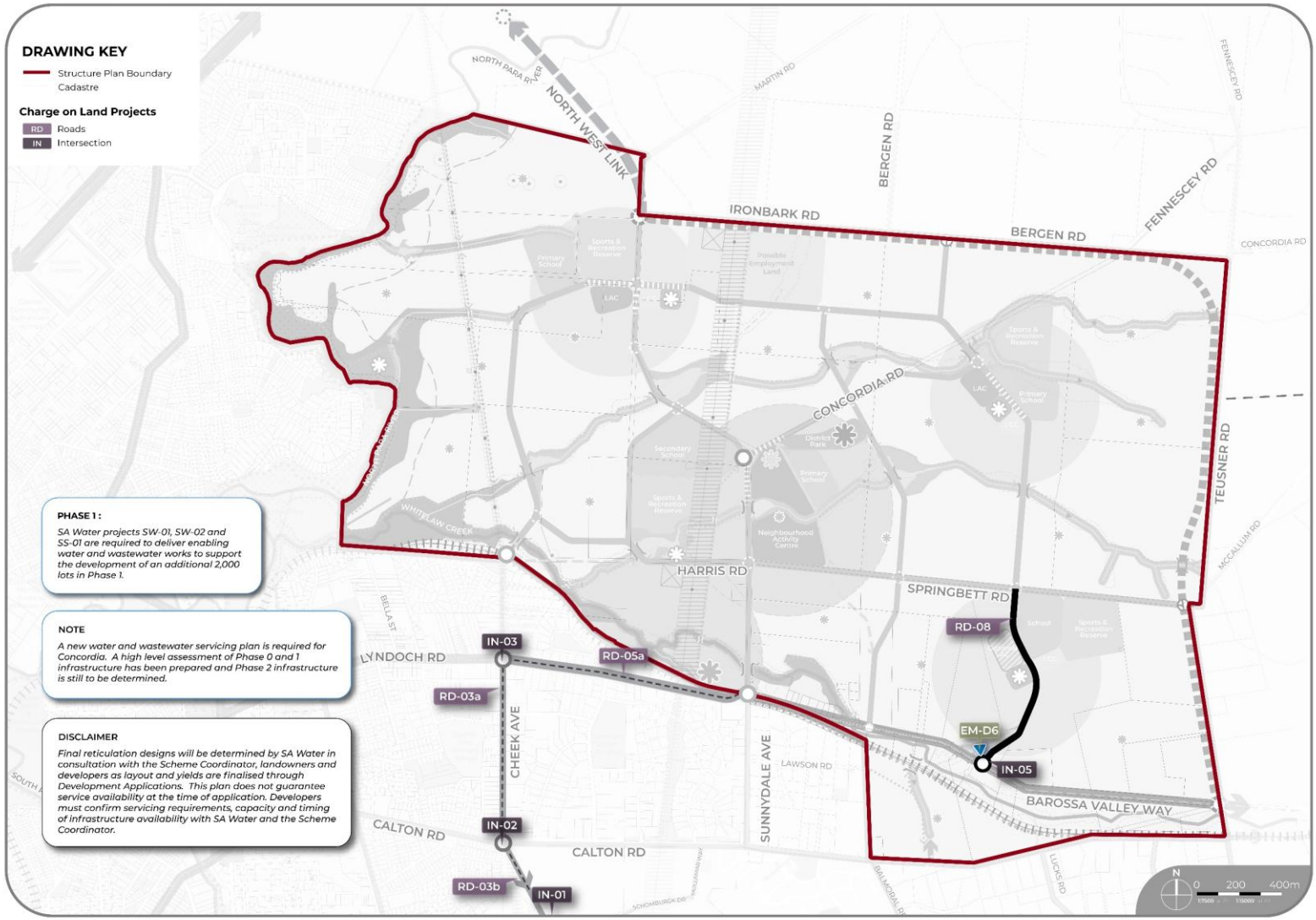
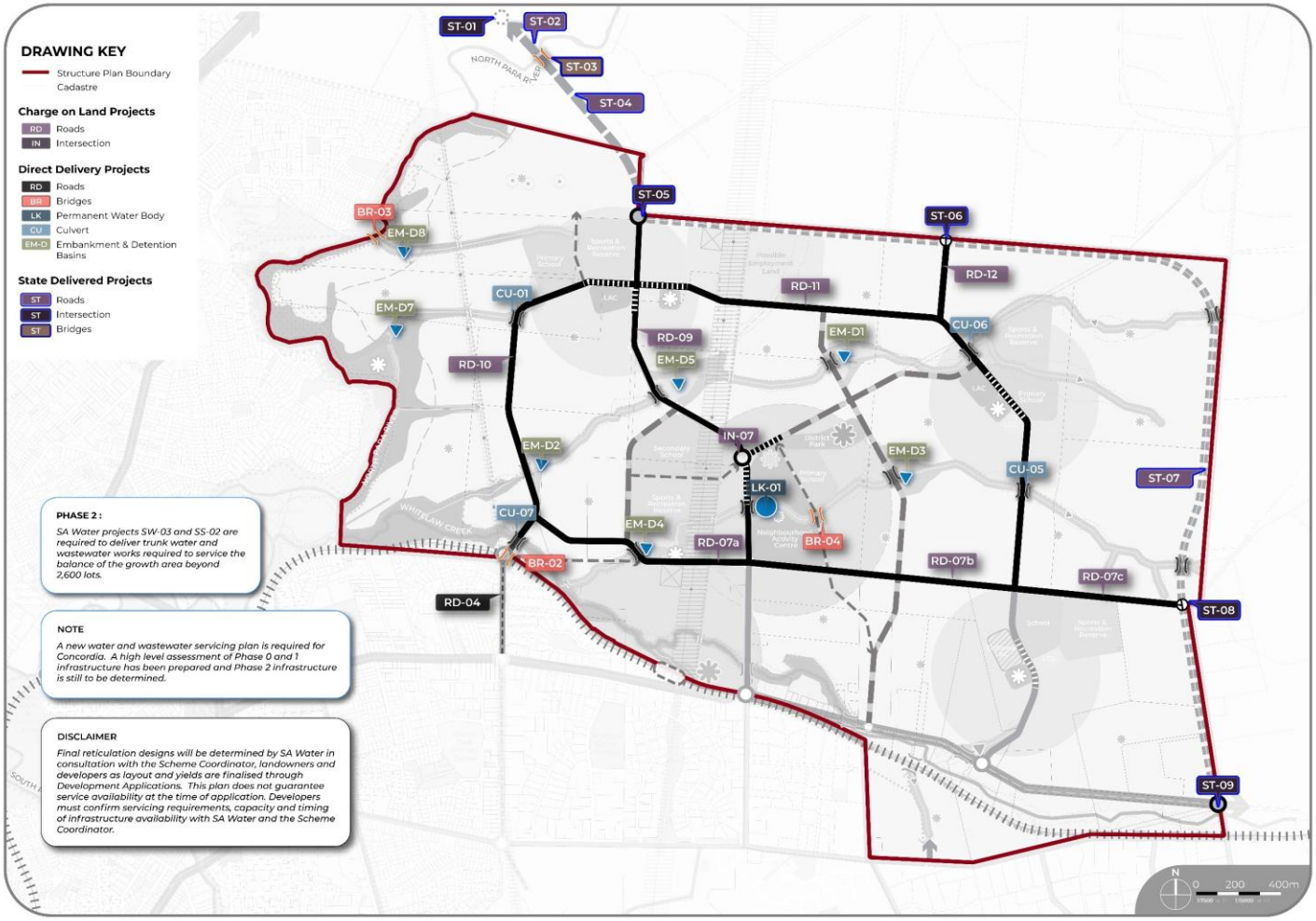


Figure 15: Phase 2 Concordia Infrastructure Scheme Projects Plan



6. FINANCIAL ANALYSIS

The purpose of this financial analysis is to assess the level of cost recovery achieved through the proposed Basic Infrastructure Scheme for the delivery of the basic infrastructure projects. Specifically, the analysis examines the potential contribution from development towards these projects and the remaining amount that will require funding from other sources, either through state or local government intervention, or in some instances be identified as infrastructure without a defined funding path. The assessment is first conducted for Phase 0 projects that are to be delivered between 2026-2028 and then extended to include both Phases 1 (2030-2036) and 2 (2036+), covering the full 32-year lifespan of the IFP.

6.1 Cash Flow Assumptions:

Development Projections

The CGA is projected to ultimately accommodate approximately 12,000 dwellings within 678.74 hectares of residential land, along with the development of around 51.84 hectares of employment land.

Development Timeframe

The development projections are based on a 32-year development timeframe, spanning from 2026 to 2057.

Development Rate

An average dwelling growth rate of 150-300 dwellings per year in Phase 0, range of 250-350 dwellings per year in Phase 1 and 450 dwellings per year in Phase 2 has been assumed across a 32-year time span. No employment land is projected for Phase 0. However, employment land south of Springbett Road is planned for development in Phase 1. The remaining employment land north of Springbett Road is allocated to Phase 2 and distributed evenly between 2037 and 2057 at a rate of 2.13 hectares per year. The residential and employment growth rate has been established through engagement with the developer stakeholders and an analysis of Adelaide average and predicted future rates completed by the Department.

Development Charges

Each dwelling is subject to a charge of $45,408.84 for both state and local infrastructure. The total proposed charge per dwelling comprises of $15,408.84 per dwelling for local transport infrastructure and a $30,000 per dwelling contribution for state water and wastewater projects. The employment charge per NDha is $272,452.22 per hectare + $30,000 per connection charge. The per connection charge for employment development is excluded in this financial analysis as the number of connections for employment land is unknown.

Table 13: Proposed Basic Infrastructure Scheme Charges for Residential Development

	Residential Development	Employment Development
Type of Charges	Charge per Dwelling	Charge per NDha
State Water Charge	$15,000.00	$15,000 per connection*
State Wastewater Charge	$15,000.00	$15,000 per connection*
Local Infrastructure Charge	$15,408.84	$272,452.22
Total Charge	$45,408.84	$272,425 per NDha + State Connection Charge*

*Excluded from cash flow model due to unknown no. of connection in employment land.

Therefore, the total estimated revenue for funding state water and wastewater infrastructure is $360M from residential development, while $184.9M from residential development and $14.1M from employment development is projected for funding local transport related infrastructure resulting in a total combined revenue of $559M as shown in Table 14.

Table 14: Estimated Revenue from Residential and Employment Developments

Type of Charges	Estimated Phase 0 Revenue	Estimated Phase 1 Revenue	Estimated Phase 2 Revenue***	Total Estimated Revenue
Residential				
State Water Revenue	$9,000,000	$30,000,000	$141,000,000	$180,000,000
State Wastewater Revenue	$9,000,000	$30,000,000	$141,000,000	$180,000,000
Local Infrastructure Revenue**	$9,245,304	$30,817,681	$144,843,102	$184,906,087
Employment				
Local Infrastructure Revenue**	$0	$1,936,943	$12,185,580	$14,122,523
Total	$27,245,304	$92,754,625	$439,028,682	$559,028,611***

**Actual revenue for each phase may vary depending on extent of Works in Kind.

***Phase 2 revenue subject to finalisation of Phase 2 Infrastructure Charge

6.2 Infrastructure Staging and Delivery

To provide the catalyst needed for the early delivery of housing and to support the private sector in accelerating land creation for residential development, the State Government intends to fund a range of strategic infrastructure projects. These include major intersection improvements and road upgrades along Barossa Valley Way and Cheek Avenue during Phases 0 and 1 of the development program. This upfront investment will remove critical barriers to land activation, enabling developers to proceed with confidence and ensuring housing supply can meet demand in a timely manner. The tables below highlight the different funding sources for the first phases.

The funding will be recovered over time through the Infrastructure Scheme, a mechanism designed to deliver catalytic infrastructure with economic sustainability. By providing upfront capital while maintaining cost recovery, the scheme ensures that economic outcomes remain balanced and that public investment continues to drive long-term growth without imposing undue fiscal pressure. This approach not only accelerates housing delivery but also fosters private sector participation, creating a collaborative pathway toward achieving the State's housing and economic objectives.

Phase 0

The cost of delivering the Phase 0 transport projects is estimated at $31.2M however $4M is attributed directly to developers through the direct provision of RD-06 and as a result $27.1M is to be recouped through the Charge on land. SA Water costs will be in line with the charge costs for water and wastewater. In addition, to the state component of the Charge, the proponents seeking to deliver the initial 600 allotments are also required to separately fund early wastewater and water works as these are not proposed to be included in the future Concordia Basic Infrastructure Scheme.

Given the existing water system servicing the CGA has limited capacity available to service additional allotments and there is currently no existing wastewater system available to service the CGA. SA Water has designed a connection to an existing adjacent water system to enable access to existing trunk water services and proposes a temporary wastewater infrastructure (via tankering) to service the first 600 allotments in Phase 0. The following infrastructure is required to enable construction of the first 600 dwellings in the CGA which is anticipated to occur between 2026 and 2029.

Transport Projects:

Table 15: Phase 0 Transport Projects Funding Source

Project	***Delivery Responsibility***
RD-13	Developer
IN-04	State Government
RD-05b	State Government
RD-06	Developer

Stormwater Projects:

Table 16: Phase 0 Stormwater Projects Funding Source

Project	**Delivery Responsibility**
CU-02	Developers
CU-03	Developers
CU-04	Developers

Water and Wastewater Projects:

Table 17: Phase 0 Water and Wastewater Projects Funding Source

Project	**Delivery Responsibility**
SW-001	Developer
SS-001	Developer

Phase 1

The total cost of delivering the Phase 1 infrastructure projects is estimated at $582.6M however $9.1M is attributed directly to developers through the direct provision of RD-08 and $25M is to be recouped through existing Deeds leaving $573.5M to funded via the Scheme. The $573.5M comprises $476.7M for state water and wastewater infrastructure projects and $96.8M for local transport infrastructure. This infrastructure is required to enable construction of a further 2,000 dwellings, within 113.12 NDha and 7.11 NDha of employment land south of Springbett Road in the CGA which is anticipated to occur between 2030 and 2036.

A commitment by the State Government and SA Water recognises the importance of providing catalytic funding to these projects

The State Government proposes to forward fund intersection and road projects along Cheek Avenue corridor and the Barossa Valley Way between 2028 and 2029 to enable phase 1 construction commencement by 2029. The total cost of these projects is $94M of which $68.9M is attributed to the future Scheme and will be recouped over the life of the Scheme with the balance of funds to be provided via an existing TOG Deed. The transport infrastructure projects to be forward funded via the Government are set out below.

Cheek Avenue projects:

Table 18: Phase 1 Cheek Avenue Projects Funding Source

Project	Delivery Responsibility
RD-03a	State Government
RD-03b	State Government
IN-01	State Government
IN-02	State Government

Barossa Valley Way projects:

Table 19: Phase 1 Barossa Valley Way Projects Funding Source

Project	Delivery Responsibility
RD-05a	State Government
RD-08	Developer
IN-03	State Government
IN-05	Developer

Stormwater Projects:

Table 20: Phase 1 Stormwater Projects Funding Source

Project	Delivery Responsibility
EM-D6	Developers

Water and Sewer Projects:

Table 21: Phase 1 Water and Sewer Projects Funding Source

Project	Delivery Responsibility
SW-01	SA Water
SW-02	SA Water
SS-01	SA Water

The Cheek Avenue projects form part of an existing work program established by The Town of Gawler with partial funding provided through an existing deed. The Cheek Avenue interventions are critical in establishing the early vehicle transport route to the south of the CGA and need to be built in anticipation of the future growth and to allow the growth to proceed unencumbered.

The Barossa Valley Way project (RD-05a) is also required in line with the Cheek Avenue works to enable construction works to be unimpeded by the increase in traffic because of the development of the CGA. Establishing this southern connection prior to a large volume of housing will enable a seamless and uninterrupted work program. Additionally, the State water and wastewater infrastructure will also be forward funded by the State Government to support the timely delivery of the development within the same period, the cost of which will be recouped and paid back to Government across the life of the Scheme.

Phase 2 – Remaining Basic Infrastructure

The Phase 2 local transport projects are valued at $200.2M however $100.1M is attributed directly to developers through the direct provision of RD-07a, RD-07b, RD-07c, RD-09, RD-10, RD-11, RD-12 and IN-07 and as a result $100.1M is to be recouped through the Charge on land.. The State water, wastewater and transport infrastructure works for phase 2 estimated value is yet to be determined and these works are scheduled for delivery between 2036 and 2057.

The Phase 2 Transport projects are:

Table 22: Phase 2 Transport Project Funding Source

Project	Delivery Responsibility
IN-07	Developers
RD-04	Developers
RD-07a	Developers
RD-07b	Developers
RD-07c	Developers
RD-09	Developers
RD-10	Developers
RD-11	Developers
RD-12	Developers

Stormwater Projects:

Project	Delivery Responsibility
EM-D1-EM-D8 & CU-01-CU-07	Developers

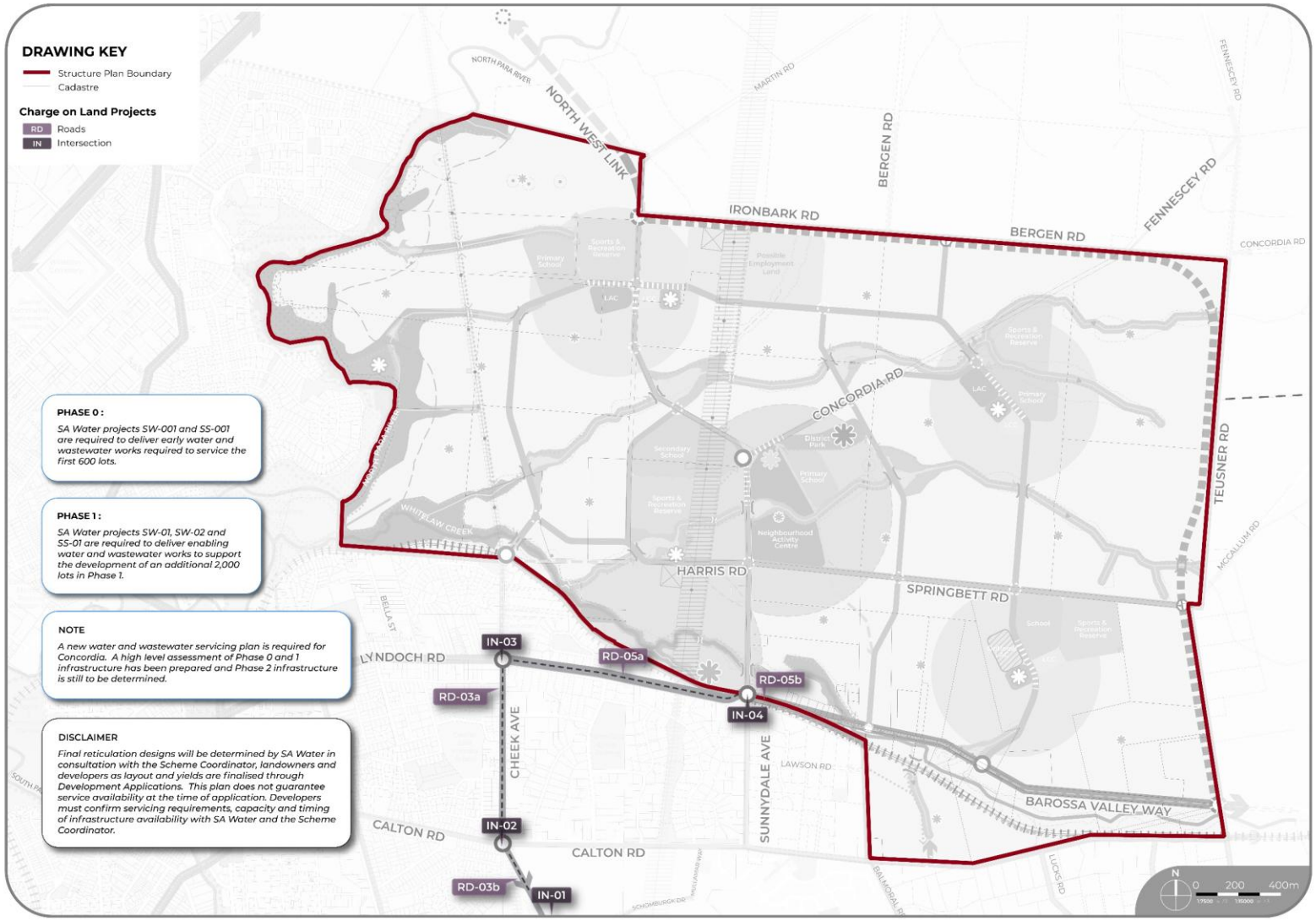
Water and Sewer Projects:

Project	Delivery Responsibility
SW-03	SA Water
SS-02	SA Water

The $100.1M in infrastructure works include the 50% construction cost for the strategic internal boulevard collector roads and IN-07 which are to be delivered by developers, as illustrated in Table 12. The Transport Strategy indicates that, within the proposed internal local road network, internal boulevard collector roads are identified as providing essential connections through the future network, further enhancing connectivity within the CGA. The cost share identified at Table 12 apportions 50% of the anticipated cost of these roads and IN-07 to the scheme and the remaining 50% will be apportioned to the respective developers that have control over parcels with direct frontage to these roads. The cost share arrangement allows for these roads and intersection to be delivered by developers with 50% of the delivered value able to be recognised as works in kind.

It has been recognised that the growth area is contained within a locality that has limited access to water, wastewater and transport infrastructure that can sustain the anticipated level of growth resulting from the development of the CGA. In recognition the State Government together with SA Water has committed to funding catalyst infrastructure in the form of water, wastewater and transport infrastructure in Phases 0 and 1 with the continued provision of essential infrastructure throughout the life of the project.

Figure 16: State Government forward funded infrastructure



6.3 Potential Funding Gaps

Funding Gap – Phase 0

The development of the first 600 dwellings is expected to generate a total revenue of $27.2M. The $27.2M comprises $18M for state projects and $9.2M for local projects. This revenue will contribute to partially recovering Phase 0 costs. However, there is a funding gap of $17.9M towards local projects at the end of this phase. See Figure 17.

Funding Gap – Phase 0 and Phase 1

The development of the additional 2,000 dwellings within 113.12 NDha of residential land and 7.11 NDha of employment land in Phase 1 is expected to generate additional $60M in revenue for state infrastructure and $32.7M for local infrastructure. This revenue will contribute to partially recovering Phase 1 costs. As a result, a significant funding shortfall is observed, with $398.7M outstanding for State projects and $81.9M for local projects, refer to Figure 18.

Funding Gap – Phase 0, 1 and Phase 2

When the CGA reaches full development of the 12,000 dwellings by 2057, a total funding gap of $141.7M is projected, comprising $25M for local projects and $116.7M for State projects. The funding gap of $25M is attributable to existing deeds to further fund[6]. See Figure 19.

6.4 Summary

The total cost to deliver all Phase 0 infrastructure is $27.1M, which is required to support the creation of allotments on the northern side of Barossa Valley Way between 2026 and 2029. This cost is fully attributed to local infrastructure.

The total cost to deliver all Phase 1 infrastructure is estimated at $582.6 million. Of this, $9.1 million will be directly provided by developers through the delivery of RD-08, and $25 million will be recovered through existing Deeds. This leaves $573.5 million to be funded via the Scheme. The construction of these projects in this phase is required to support the additional 2,000 dwellings within 113.12 NDha and 7.11 NDha employment land between 2030 and 2036. Of this, $476.7M is attributed to State infrastructure projects, and $96.8M to local infrastructure. State government is to forward fund $94M towards the identified local road interventions.

The total cost to deliver all Phase 2 infrastructure is valued at $200.2M however only $100.1M is to be recouped through the Charge on Land, which is required to support the remaining dwellings and employment land from 2036 to 2057.

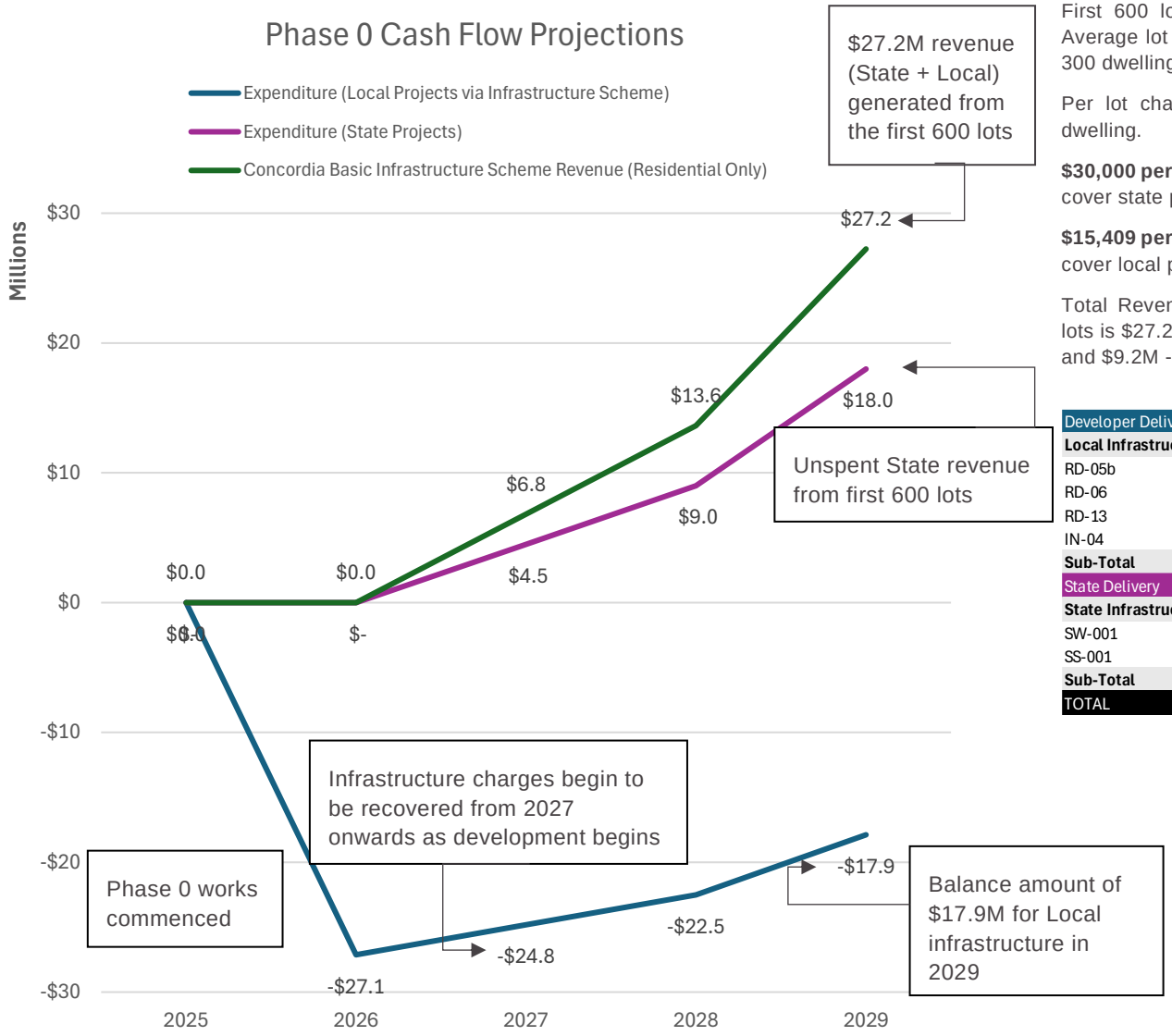
Revenue generated from the first 600 dwellings is expected to contribute $18M towards State infrastructure and $9.2M towards local infrastructure. As such, there is a funding gap of $17.9M outstanding for local projects.

Revenue generated from the additional 2,000 dwellings and 7.11 NDha of employment land in Phase 1 is expected to contribute $60M towards State infrastructure and $32.7M towards local infrastructure. This results in a significant funding gap of $398.7M for State projects and $81.9M for local projects.

Revenue generated from the remaining dwellings up to 12,000 and 44.73 NDha of employment land will generate a further revenue of $282M for state projects and $157M for local projects. At the completion of development in CGA, it will result in a funding gap of $25M for local projects and $116.7M for state projects. Hence, a total funding gap total of $141.7M.

[6] $25M in 2025 $ to be funded via existing Deeds for the construction of projects along Cheek Avenue (IN-01, IN-02, IN-03, RD-03a and RD-03b).

Figure 17: Phase 0 Cash Flow Projections



Phase 0 Summary:

First 600 lots from 2027-2029. Average lot construction of 150-300 dwellings per year.

Per lot charge of $45,409 per dwelling.

$30,000 per dwelling attribute to cover state project costs

$15,409 per dwelling attribute to cover local project costs

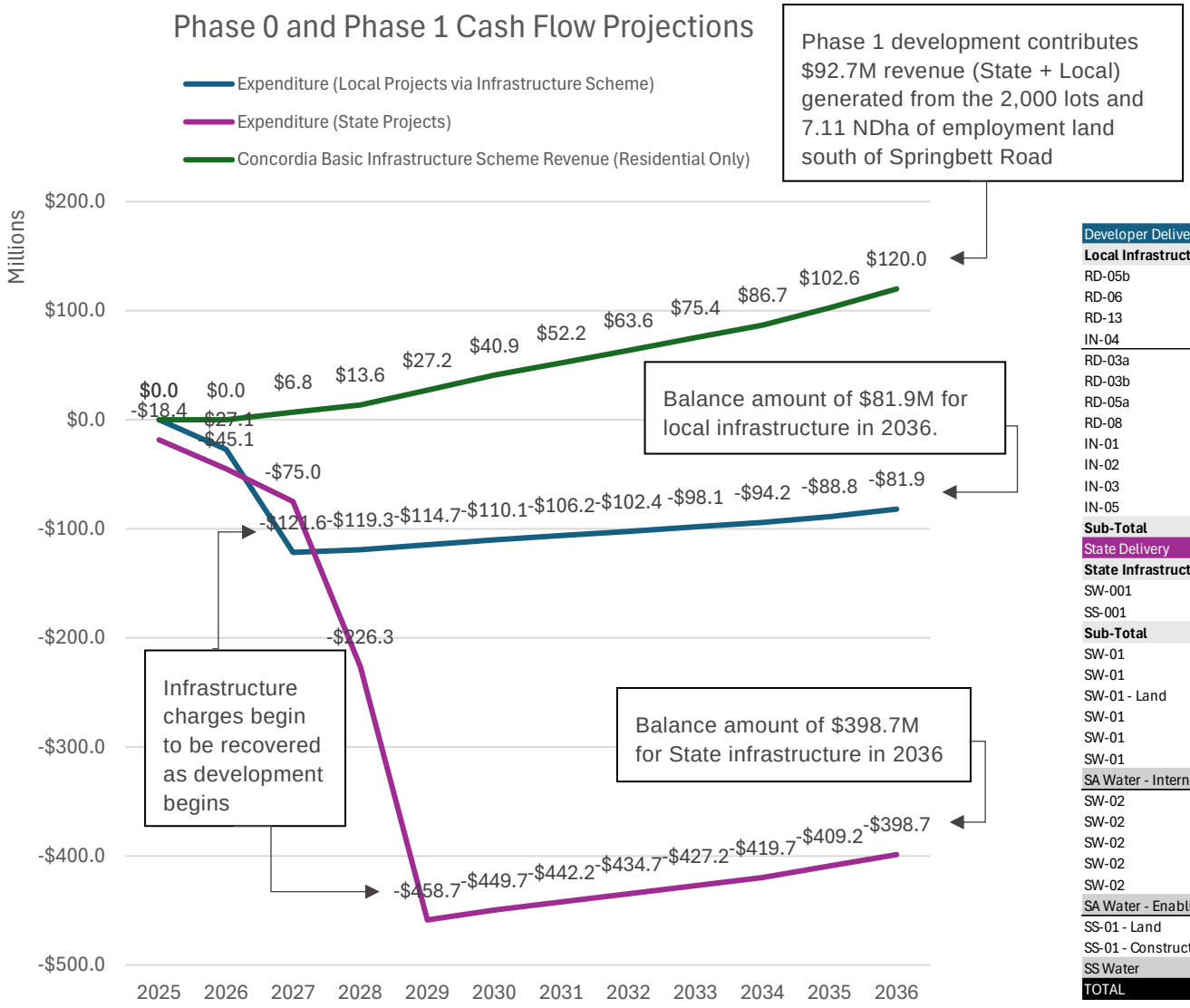
Total Revenue for the first 600 lots is $27.2M (i.e., $18M - State and $9.2M - IFP)

Phase 0 projects total expenditure is $27.1M and assumed to commence works by 2026.

After the first 600 lots is constructed and make contributions, there is a remaining total of $17.9M of local projects in Phase 0 costs to be recovered by State.

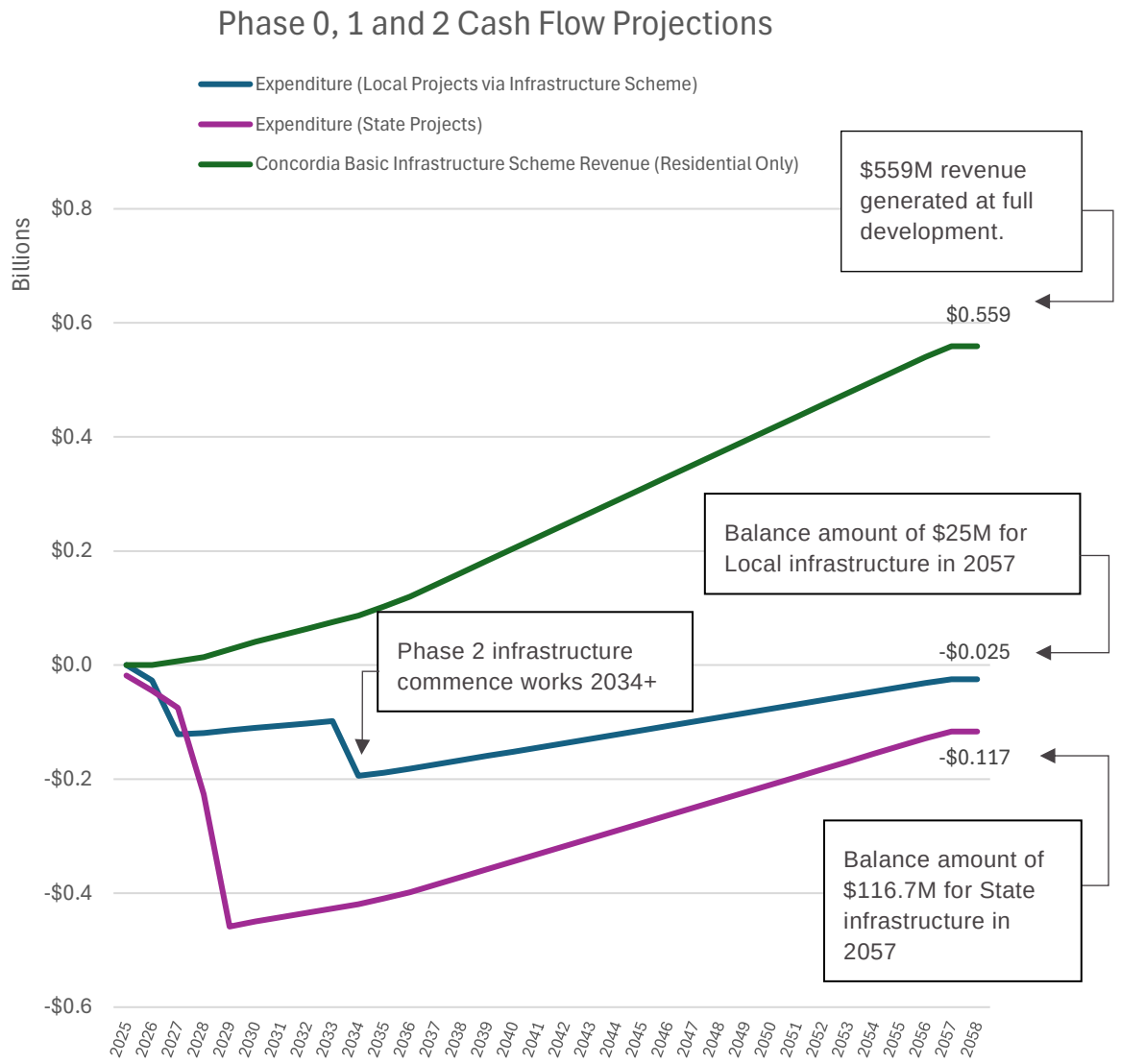
Developer Delivery via Basic Infrastructure Scheme	Phase	Year	Estimate Costs
Local Infrastructure			
RD-05b	0	2026	$22,120,463
RD-06	0	2026	$4,067,794
RD-13	0	2026	$937,000
IN-04	0	2026	incl in RD05B
Sub-Total			$27,125,257
State Delivery	Phase	Year	Estimate Costs
State Infrastructure			
SW-001	0		Nil
SS-001	0		
Sub-Total			
TOTAL			$27,125,257

Figure 18: Phase 0 and Phase 1 Cash Flow Projections



Developer Delivery via Basic Infrastructure Scheme	Phase	Year	Estimate Costs
Local Infrastructure			
RD-05b	0	2026	$22,120,463
RD-06	0	2026	$4,067,794
RD-13	0	2026	$937,000
IN-04	0	2026	incl in RD05B
RD-03a	1	2027	$10,454,663
RD-03b	1	2027	$6,260,511
RD-05a	1	2027	$24,160,198
RD-08	1	2027	$9,132,108
IN-01	1	2027	$5,088,066
IN-02	1	2027	$7,868,539
IN-03	1	2027	$17,988,305
IN-05	1	2027	$15,854,000
Sub-Total			$123,931,648
State Delivery	Phase	Year	Estimate Costs
State Infrastructure			
SW-001	0		Nil
SS-001	0		
Sub-Total			$0
SW-01	1	2025	$1,414,336
SW-01	1	2026	$4,261,385
SW-01 - Land	1	2026	$4,900,000
SW-01	1	2027	$6,756,323
SW-01	1	2028	$30,877,518
SW-01	1	2029	$14,476,247
SA Water - Internal			$62,685,809
SW-02	1	2025	$5,801,664
SW-02	1	2026	$17,480,374
SW-02	1	2027	$27,714,715
SW-02	1	2028	$124,921,093
SW-02	1	2029	$61,382,154
SA Water - Enabling			$237,300,000
SS-01 - Land	1	2025	$11,200,000
SS-01 - Construction	1	2029	$165,513,337
SS Water			$176,713,337
TOTAL			$600,630,794

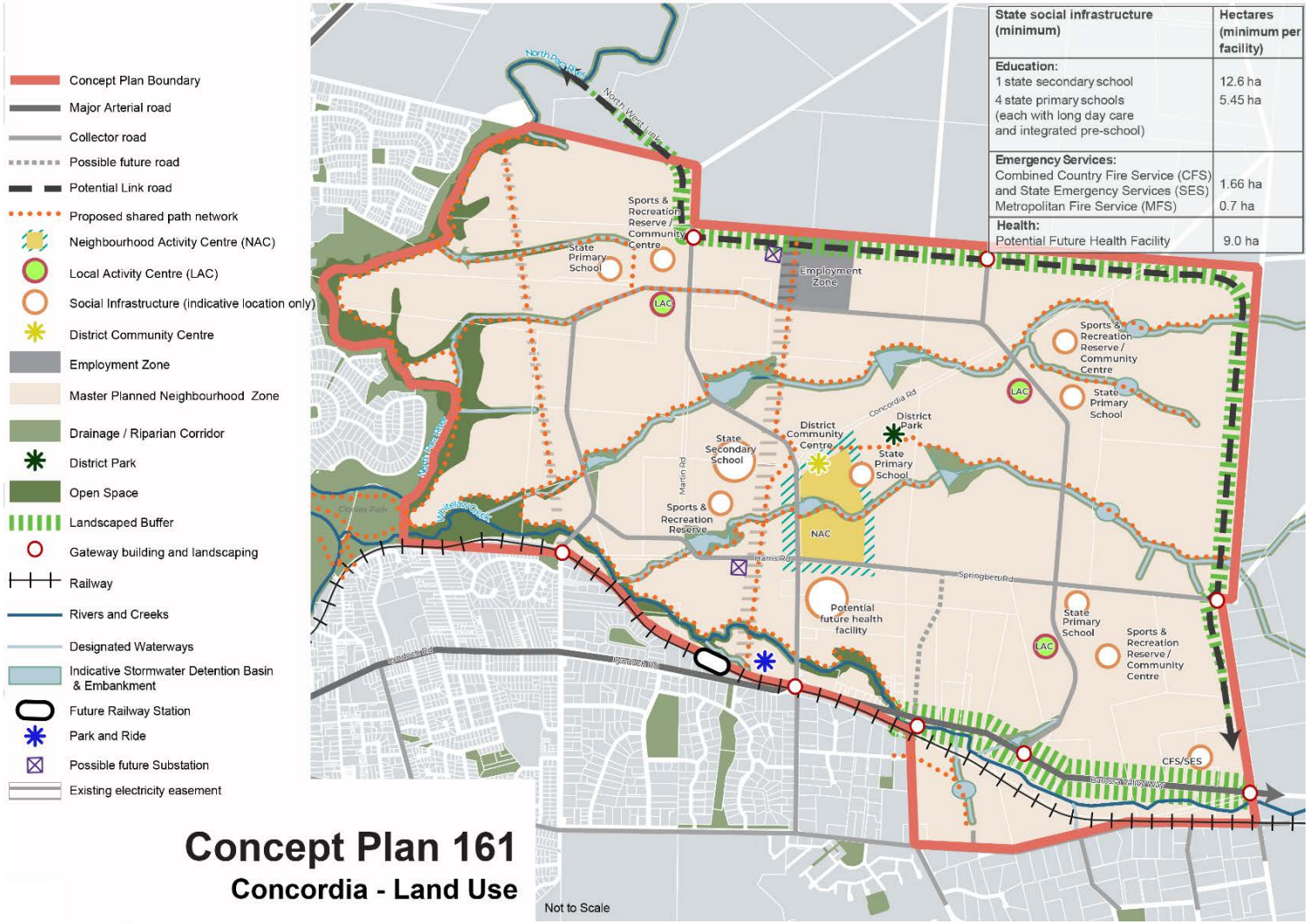
Figure 19: Phase 0, 1 and 2 Cash Flow Projections



Developer Delivery via Basic Infrastructure Scheme	Phase	Year	Estimate Costs
Local Infrastructure			
RD-05b	0	2026	$22,120,463
RD-06	0	2026	$4,067,794
RD-13	0	2026	$937,000
IN-04	0	2026	incl in RD05B
RD-03a	1	2027	$10,454,663
RD-03b	1	2027	$6,260,511
RD-05a	1	2027	$24,160,198
RD-08	1	2027	$9,132,108
IN-01	1	2027	$5,088,066
IN-02	1	2027	$7,868,539
IN-03	1	2027	$17,988,305
IN-05	1	2027	$15,854,000
RD-07a	2	2034	$12,624,576
RD-07b	2	2034	$5,301,654
RD-07c	2	2034	$7,542,000
RD-09	2	2034	$18,734,367
RD-10	2	2034	$19,660,763
RD-11	2	2034	$27,606,454
RD-12	2	2034	$3,296,417
IN-07	2	2034	$5,324,500
Sub-Total			$224,022,378
State Delivery	Phase	Year	Estimate Costs
State Infrastructure			
SW-001	0		Nil
SS-001	0		
Sub-Total			$0
SW-01	1	2025	$1,414,336
SW-01	1	2026	$4,261,385
SW-01 - Land	1	2026	$4,900,000
SW-01	1	2027	$6,756,323
SW-01	1	2028	$30,877,518
SW-01	1	2029	$14,476,247
SA Water - Internal			$62,685,809
SW-02	1	2025	$5,801,664
SW-02	1	2026	$17,480,374
SW-02	1	2027	$27,714,715
SW-02	1	2028	$124,921,093
SW-02	1	2029	$61,382,154
SA Water - Enabling			$237,300,000
SS-01 - Land	1	2025	$11,200,000
SS-01 - Construction	1	2029	$165,513,337
SS Water			$176,713,337
SW-03, SS-02	2		TBD
ST-01, ST-02, ST-03, ST-04, ST-05, ST-06, ST-07, ST-08, ST-09	2		TBD
TOTAL			$700,721,524

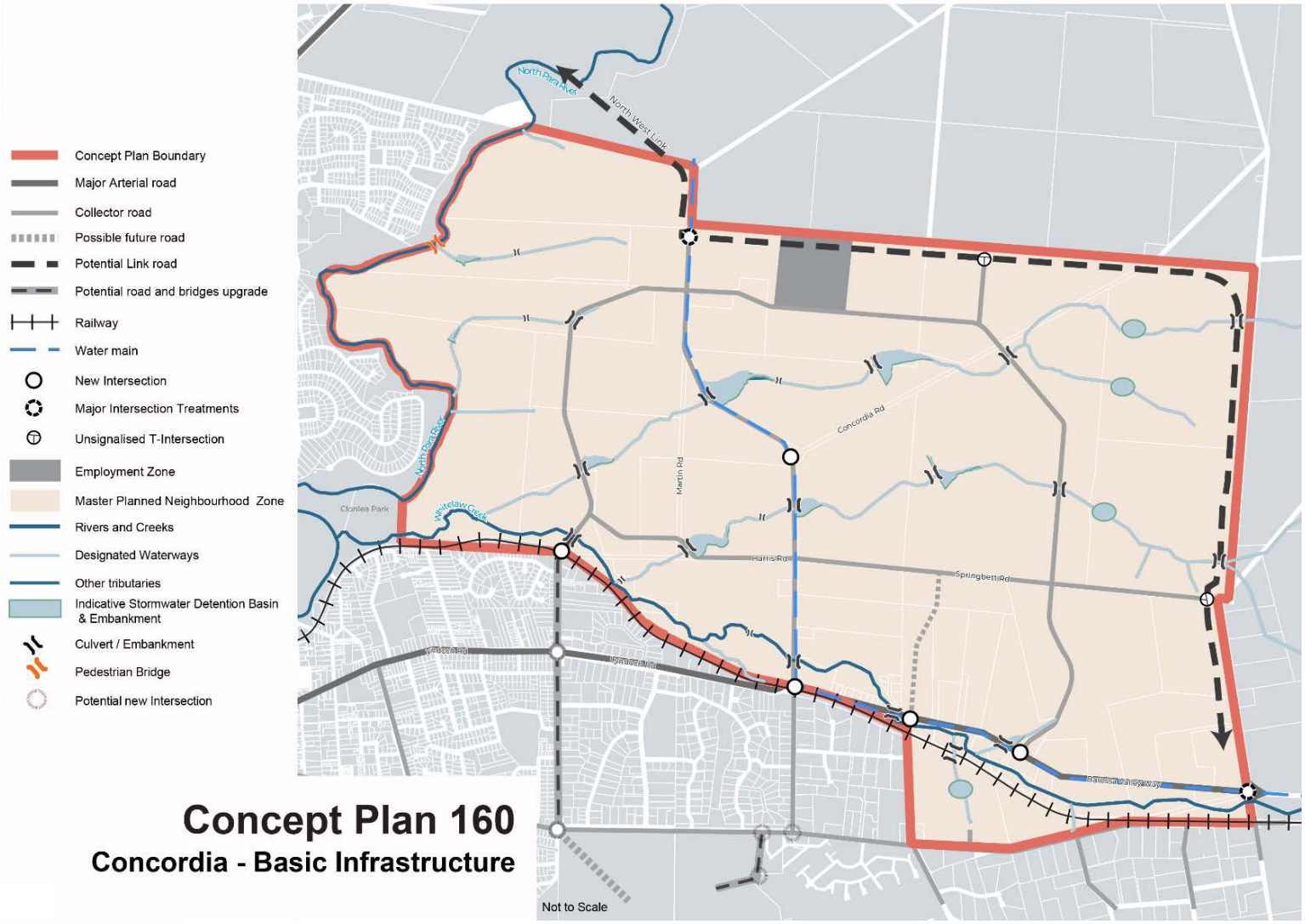
APPENDIX A: Concordia Land Use Concept Plan

Figure 20: Concordia Land Use Concept Plan



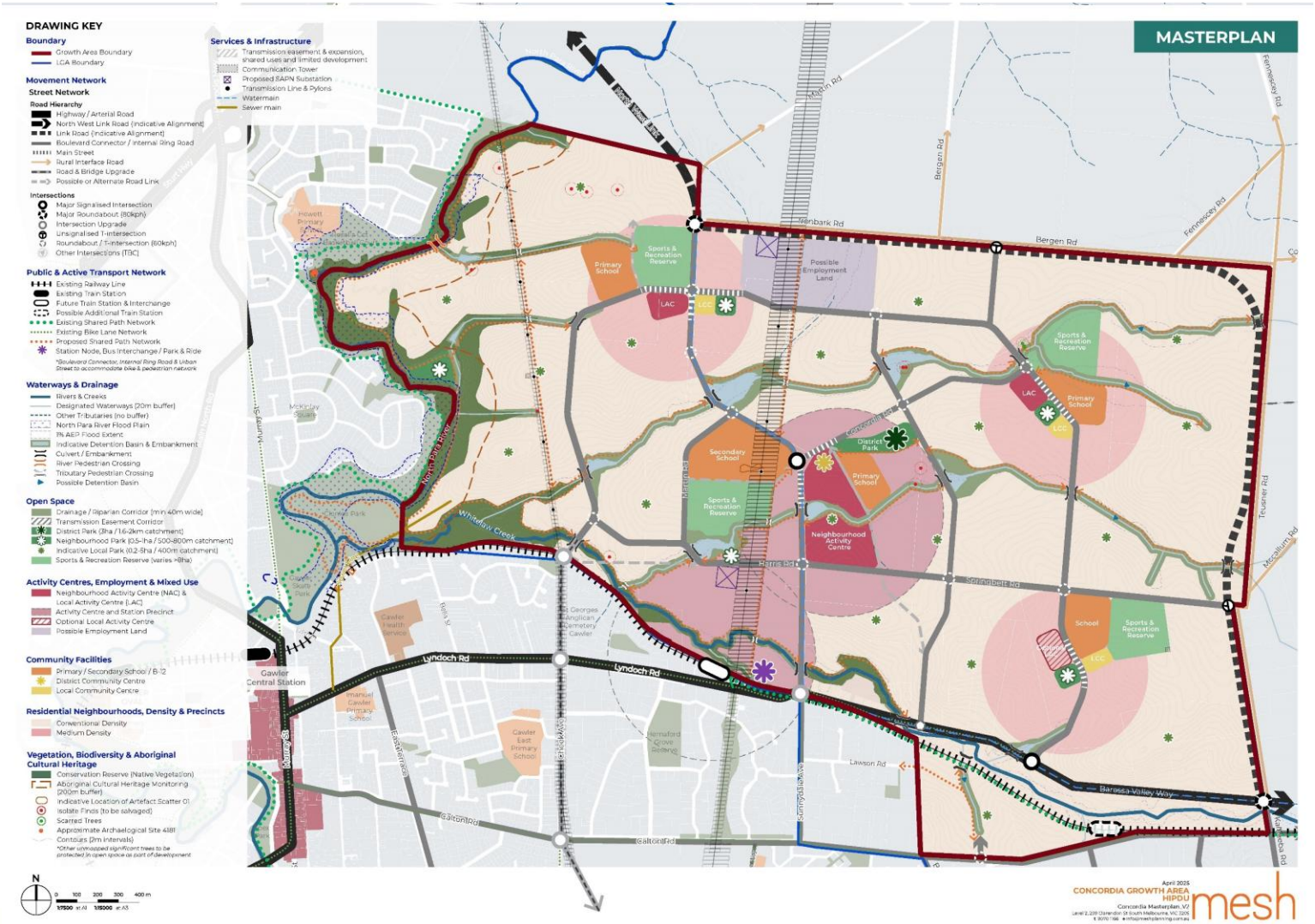
APPENDIX B: Concordia Basic Infrastructure Concept Plan

Figure 21: Concordia Basic Infrastructure Concept Plan



APPENDIX C: Concordia Growth Area Masterplan

Figure 22: Concordia Growth Area Masterplan



APPENDIX D: Concordia Land Use Budget Plan

Figure 23: Land Use Budget Plan

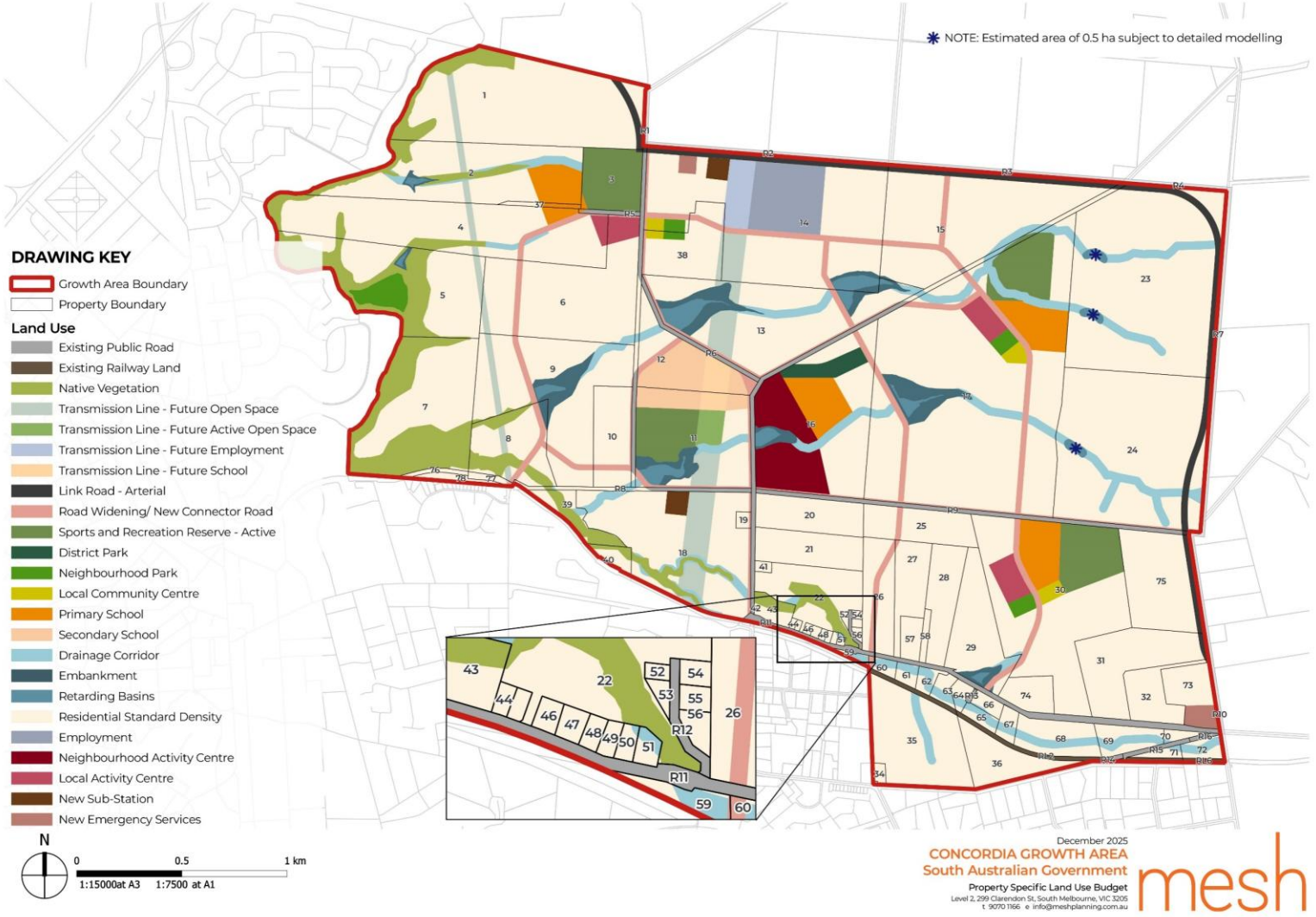


Table 23: Property Specific Land Budget

CONCORDIA GROWTH AREA INFRASTRUCTURE PLAN			Existing – Transport		Existing – Open Space	Existing – Services			New – Transport		New – Open Space			New – Community	New – Drainage			New – Services		Net Developable Area (NDA) – Residential NDA			Net Developable Area (NDA) – Employment NDA							Public Purpose Land						
PROPERTY ID	ADDRESS	TOTAL AREA (HA)	Existing Public Road	Existing Railway Land	Conservation Reserve - Native Vegetation	Transmission Line - Future Active Open Space	Transmission Line - Future Passive Open Space	TOTAL GDA (HA)	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 - 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	NDA % of Property	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	Dwelling Yield @17 dwelling/nda
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		33.46	29.37	1.31	43.33	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	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	-	-	-	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	0.00	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		5.00	8.92	0.86	2.93	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
37		0.74	-	-	-	-	-	0.74	-	-	-	-	-	-	-	-	-	-	0.74	0.36	-	-	-	-	0.39	-	-	-	100.00%	-	-	-	-	-	0.00%	6
38		10.52	-	-	-	-	0.46	10.06	-	0.75	-	-	0.36	0.32	-	-	-	-	8.63	8.57	-	-	-	0.06	-	-	-	-	82.03%	0.75	0.36	0.32	-	1.43	14.17%	151
39		3.88	-	-	2.35	-	-	1.53	-	-	-	-	-	-	0.18	-	-	-	1.35	1.35	-	-	-	-	-	-	-	-	34.87%	-	-	-	0.18	0.18	11.61%	24
40		1.71	-	-	0.56	-	-	1.15	-	-	-	-	-	-	-	-	-	-	1.15	1.14	-	-	0.00	-	-	-	-	-	66.98%	-	-	-	-	-	0.00%	20
41		0.41	-	-	-	-	-	0.41	-	-	-	-	-	-	-	-	-	-	0.41	0.41	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	7
42		0.02	-	-	-	-	-	0.02	-	0.00	-	-	-	-	-	-	-	-	0.02	0.02	-	-	-	-	-	-	-	-	99.91%	0.00	-	-	-	0.00	0.09%	0
43		2.11	-	-	1.04	-	-	1.06	-	0.00	-	-	-	-	-	-	-	-	1.06	1.06	-	-	-	-	-	-	-	-	50.45%	0.00	-	-	-	0.00	0.00%	19
44		0.14	-	-	-	-	-	0.14	-	-	-	-	-	-	-	-	-	-	0.14	0.14	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	2
45		0.13	-	-	-	-	-	0.13	-	-	-	-	-	-	-	-	-	-	0.13	0.13	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	2
46		0.20	-	-	-	-	-	0.20	-	-	-	-	-	-	-	-	-	-	0.20	0.20	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	3
47		0.22	-	-	-	-	-	0.22	-	-	-	-	-	-	-	-	-	-	0.22	0.22	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	4
48		0.16	-	-	-	-	-	0.16	-	-	-	-	-	-	-	-	-	-	0.16	0.16	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	3
49		0.16	-	-	-	-	-	0.16	-	-	-	-	-	-	-	-	-	-	0.16	0.16	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	3
50		0.16	-	-	-	-	-	0.16	-	-	-	-	-	-	0.02	-	-	-	0.15	0.15	-	-	-	-	-	-	-	-	90.30%	-	-	-	0.02	0.02	9.70%	3
51		0.20	-	-	-	-	-	0.20	-	-	-	-	-	-	0.09	-	-	-	0.11	0.11	-	-	-	-	-	-	-	-	55.46%	-	-	-	0.09	0.09	44.54%	2
52		0.10	-	-	-	-	-	0.10	-	-	-	-	-	-	-	-	-	-	0.10	0.10	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	2
53		0.13	-	-	-	-	-	0.13	-	-	-	-	-	-	-	-	-	-	0.13	0.13	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	2
54		0.20	-	-	-	-	-	0.20	-	-	-	-	-	-	-	-	-	-	0.20	0.20	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	4
55		0.20	-	-	-	-	-	0.20	-	-	-	-	-	-	-	-	-	-	0.20	0.20	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	4
56		0.25	-	-	-	-	-	0.25	-	-	-	-	-	-	-	-	-	-	0.25	0.25	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	4
57		2.04	-	-	-	-	-	2.04	-	-	-	-	-	-	-	-	-	-	2.04	2.04	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	36
58		0.79	-	-	-	-	-	0.79	-	-	-	-	-	-	-	-	-	-	0.79	0.79	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	14

PROPERTY ID	ADDRESS	TOTAL AREA (HA)	Existing					TOTAL GDA (HA)	New								TOTAL NDA (HA)	Net Developable Area (NDA)									NDA % of Property	Public Purpose Land				Land Required Percentage of GDA	Dwelling Yield @17 dwelling/nda
			Transport		Open Space	Services			Transport		Open Space			Community	Drainage		Services		Residential NDA			Employment 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		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		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)		
SUB-TOTAL		135.22	0.00	0.00	0.00	0.00	0.00	135.22	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	5.48	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	-	-	-	-	-	-	-	-	39.70%	0.02	-	-	0.30	0.33	60.30%	4
60		0.93	-	-	-	-	-	0.93	-	0.13	-	-	-	-	0.43	-	-	-	0.36	0.36	-	-	-	-	-	-	-	-	38.87%	0.13	-	-	0.43	0.57	61.13%	6
61		1.02	-	-	-	-	-	1.02	-	-	-	-	-	-	0.41	-	-	-	0.61	0.61	-	-	-	-	-	-	-	-	59.98%	-	-	-	0.41	0.41	40.02%	11
62		1.10	-	-	-	-	-	1.10	-	-	-	-	-	-	0.56	-	-	-	0.54	0.54	-	-	-	-	-	-	-	-	49.00%	-	-	-	0.56	0.56	51.00%	10
63		1.30	-	-	-	-	-	1.30	-	-	-	-	-	-	0.46	-	-	-	0.85	0.85	-	-	-	-	-	-	-	-	64.96%	-	-	-	0.46	0.46	35.04%	15
64		1.02	-	-	-	-	-	1.02	-	-	-	-	-	-	0.24	-	-	-	0.78	0.78	-	-	-	-	-	-	-	-	76.24%	-	-	-	0.24	0.24	23.76%	14
65		1.20	-	-	-	-	-	1.20	-	-	-	-	-	-	0.66	-	-	-	0.55	0.55	-	-	-	-	-	-	-	-	45.50%	-	-	-	0.66	0.66	54.50%	10
66		1.10	-	-	-	-	-	1.10	-	-	-	-	-	-	0.07	-	-	-	1.03	1.03	-	-	-	-	-	-	-	-	93.23%	-	-	-	0.07	0.07	6.77%	18
67		1.34	-	-	-	-	-	1.34	-	-	-	-	-	-	0.37	-	-	-	0.97	0.97	-	-	-	-	-	-	-	-	72.36%	-	-	-	0.37	0.37	27.64%	17
68		6.33	-	-	-	-	-	6.33	-	-	-	-	-	-	1.61	-	-	-	4.72	4.72	-	-	-	-	-	-	-	-	74.54%	-	-	-	1.61	1.61	25.46%	83
69		3.74	-	-	-	-	-	3.74	-	-	-	-	-	-	1.31	-	-	-	2.44	2.44	-	-	-	-	-	-	-	-	65.11%	-	-	-	1.31	1.31	34.89%	43
70		0.76	-	-	-	-	-	0.76	-	-	-	-	-	-	0.06	-	-	-	0.70	0.70	-	-	-	-	-	-	-	-	92.64%	-	-	-	0.06	0.06	7.36%	12
71		0.86	-	-	-	-	-	0.86	-	-	-	-	-	-	0.14	-	-	-	0.72	0.72	-	-	-	-	-	-	-	-	84.17%	-	-	-	0.14	0.14	15.83%	13
72		1.78	-	-	-	-	-	1.78	-	-	-	-	-	-	0.82	-	-	-	0.97	0.97	-	-	-	-	-	-	-	-	54.20%	-	-	-	0.82	0.82	45.80%	17
73		6.03	-	-	-	-	-	6.03	0.01	-	-	-	-	-	-	-	-	-	6.02	4.36	-	-	-	-	-	-	-	1.66	99.77%	0.01	-	-	-	0.01	0.23%	77
74		3.72	-	-	-	-	-	3.72	-	-	-	-	-	-	-	-	-	-	3.72	3.72	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	66
75		15.76	-	-	-	-	-	15.76	1.50	-	-	-	-	-	-	-	-	-	14.25	14.25	-	-	-	-	-	-	-	-	90.46%	1.50	-	-	-	1.50	9.54%	252
76		0.65	-	-	-	-	-	0.65	-	-	-	-	-	-	-	-	-	-	0.65	0.65	-	-	-	-	-	-	-	-	100.00%	-	-	-	-	-	0.00%	11
77		0.62	-	-	-	-	0.02	0.60	-	0.06	-	-	-	-	-	-	-	-	0.55	0.55	-	-	-	-	-	-	-	-	88.48%	0.06	-	-	-	0.06	9.16%	10
78		1.18	-	-	-	-	-	1.18	-	0.01	-	-	-	-	-	-	-	-	1.17	1.17	-	-	-	-	-	-	-	-	99.57%	0.01	-	-	-	0.01	0.43%	21
SUB-TOTAL		75.46	0.00	0.00	3.96	0.00	0.48	71.56	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	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	-	-	-	-	-	-	-	-	22.78%	0.10	-	-	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	-	-	-	-	-	-	-	-	26.95%	0.12	0.26	-	-	0.38	16.22%	25
R5		0.59	0.55	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	0.04	-	-	-	-	0.04	-	-	-	-	7.09%	-	-	-	-	-	0.00%	-
R6		1.54	1.54	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
R7	Teusner Road	3.52	3.52	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
R8	Harris Road	2.06	0.94	-	0.07	-	-	1.05	-	-	-	-	-	-	0.19	-	-	-	0.87	0.87	-	-	-	-	-	-	-	-	42.01%	-	-	-	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%	-	-	-	-	-	0.00%	-
R11	Barossa Valley Way	5.78	5.78	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
R12	Wheatsheaf Avenue	0.31	0.31	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
R13	Lawes Court	0.14	0.14	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
R14	Ann Milroy Lane	0.22	0.22	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
R15	Ann Milroy Lane	0.71	0.71	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
R16	Ann Milroy Lane	0.27	0.27	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
RL1		0.93	-	0.93	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
RL2		1.47	-	1.47	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
RL3		0.01	-	0.01	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
RL4		0.05	-	0.05	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
RL5		0.53	-	0.53	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
RL6		0.38	-	0.38	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.00%	-	-	-	-	-	0.00%	-
SUB-TOTAL		40.63	32.60	3.37	0.07	0.00	0.00	4.60	0.29	0.00	0.26	0.00	0.00	0.00	0.34	0.00	0.00	0.00	3.72	3.13	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	9.15%	0.29	0.26	0.00	0.34	0.88	19.20%	55
TOTAL CONCORDIA LAND TRUST		633.49	0.00	0.00	49.31	2.02	17.71	563.92	8.36	25.10	21.95	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	72.11%	33.46	29.37	1.31	43.33	107.48	19.06%	7,287
TOTAL TEUSNER		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	85.46%	6.74	0.00	0.00	9.60	16.34	14.54%	1,698
TOTAL METRO HOMES		135.22	0.00	0.00	0.00	0.00	0.00	135.22	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	5.48	0.00	0.00	0.00	86.90%	5.00	8.92	0.86	2.93	17.71	13.10%	1,981
TOTAL OTHERS		75.46	0.00	0.00	3.96	0.00	0.48	71.56	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	1.66	79.74%	2.56	0.36	0.32	7.72	10.96	15.32%	1,034
TOTAL		956.55	0.00	0.00	53.27	2.02	18.19	883.08	16.53	31.24	29.93	2.96	5.77	2.49	36.66	16.02	8.68	2.22	730.59	659.34	12.08	7.33	11.03	3.98	21.88	9.65	2.95	2.36	76.38%	47.77	38.65	2.49	63.58	152.49	17.27%	12,000
TOTAL ROAD RESERVE		37.26	32.60	0.00	0.07	0.00	0.00	4.60	0.29	0.00	0.26	0.00	0.00	0.00	0.34	0.00	0.00	0.00	3.72	3.13	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.00	9.97%	0.29	0.26	0.00	0.34	0.88	19.20%	55
TOTAL RAIL		3.37	0.00	3.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00	0.00	0.00	0.00	0.00%	-
GRAND TOTAL		997.18	32.60	3.37	53.33	2.02	18.19	887.68	16.82	31.24	30.19	2.96	5.77	2.49	37.00	16.02	8.68	2.22	734.30	662.46	12.08	7.33	11.03	3.98	21.92	9.65	2.95	2.36	73.64%	48.06	38.91	2.49	63.92	153.38	17.28%	12,055

Note: Land Areas for some land uses that overlap with known easements such as the ElecrtaNet Easement are calculated to include that easement in the related charge. Ie: The Secondary School has part of its area contained within the ElecrtaNet easement therefore when calculating its actual area the easement area needs to be considered.

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

Table 24: 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 exisitng road network to cater	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

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
	for the development of CGA.									
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 othewise 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 othewise 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 othewise 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 othewise specified for delivery in a relevant phase
RD-09	**New North-South Collector Road** Construction of a new ollector 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 othewise 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-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 othewise 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 othewise 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 othewise 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-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										
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

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-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 othewise specified for delivery in a relevant phase
SUB-TOTAL			$4,155,000	$53,292,910	$57,447,910		$39,394,198		$53,921	
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	State	TBD	TBD	$0	0%	$0	730.59	$0	Estimated demand trigger for intervention to occur at occupation

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
	North Para. Arterial Road Section									of 2600 Allotments within growth area
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 perimiter of the CGA. Arterial Link Road around the perimiter 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

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-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

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
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
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		

APPENDIX F: Cost Estimates

LINK

ESTIMATES Appendix F

APPENDIX G: Consultant Investigations

LINKS

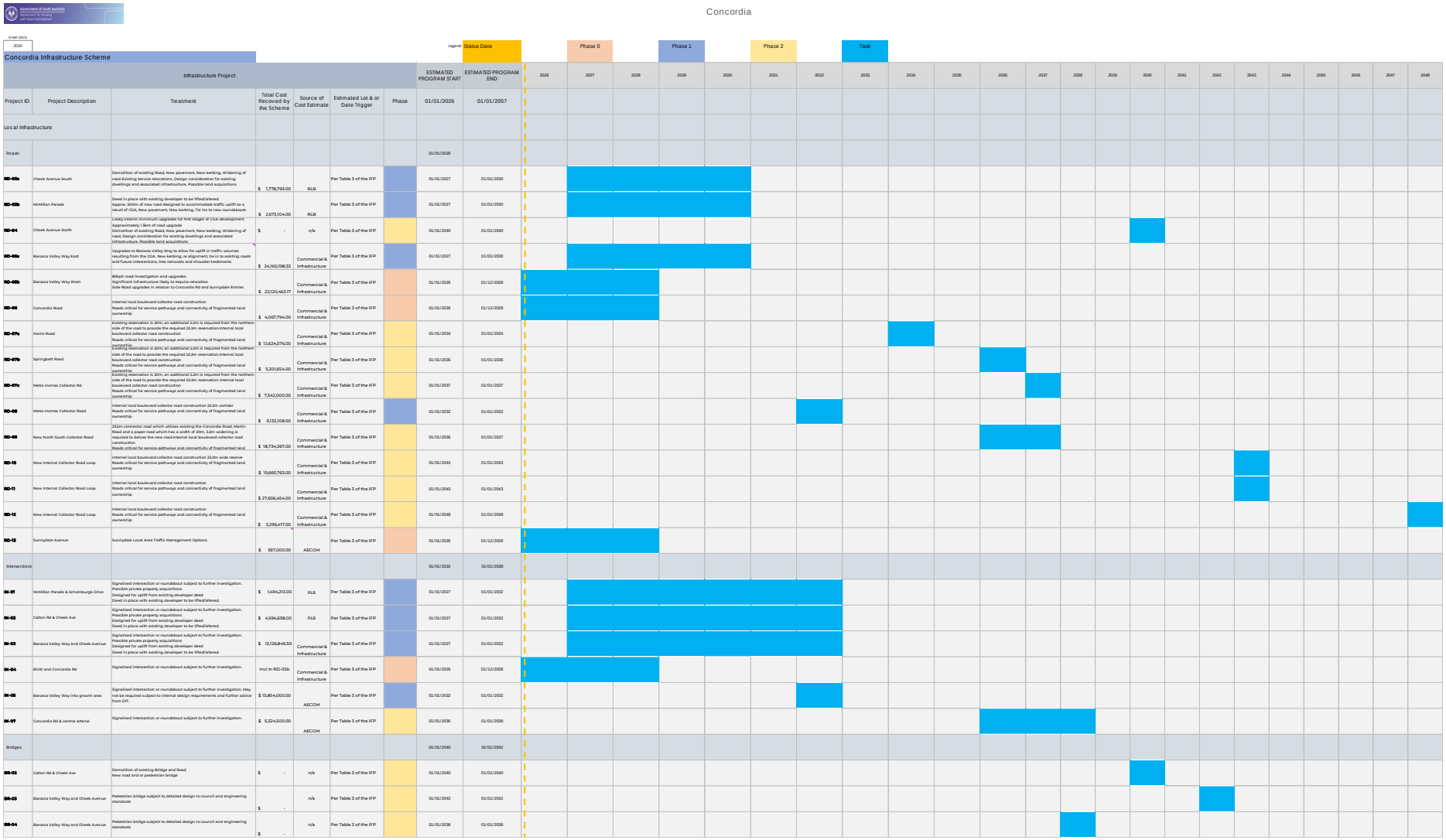
STORMWATER Stormwater

GEOTECH Geotechnical

TRANSPORT Transport

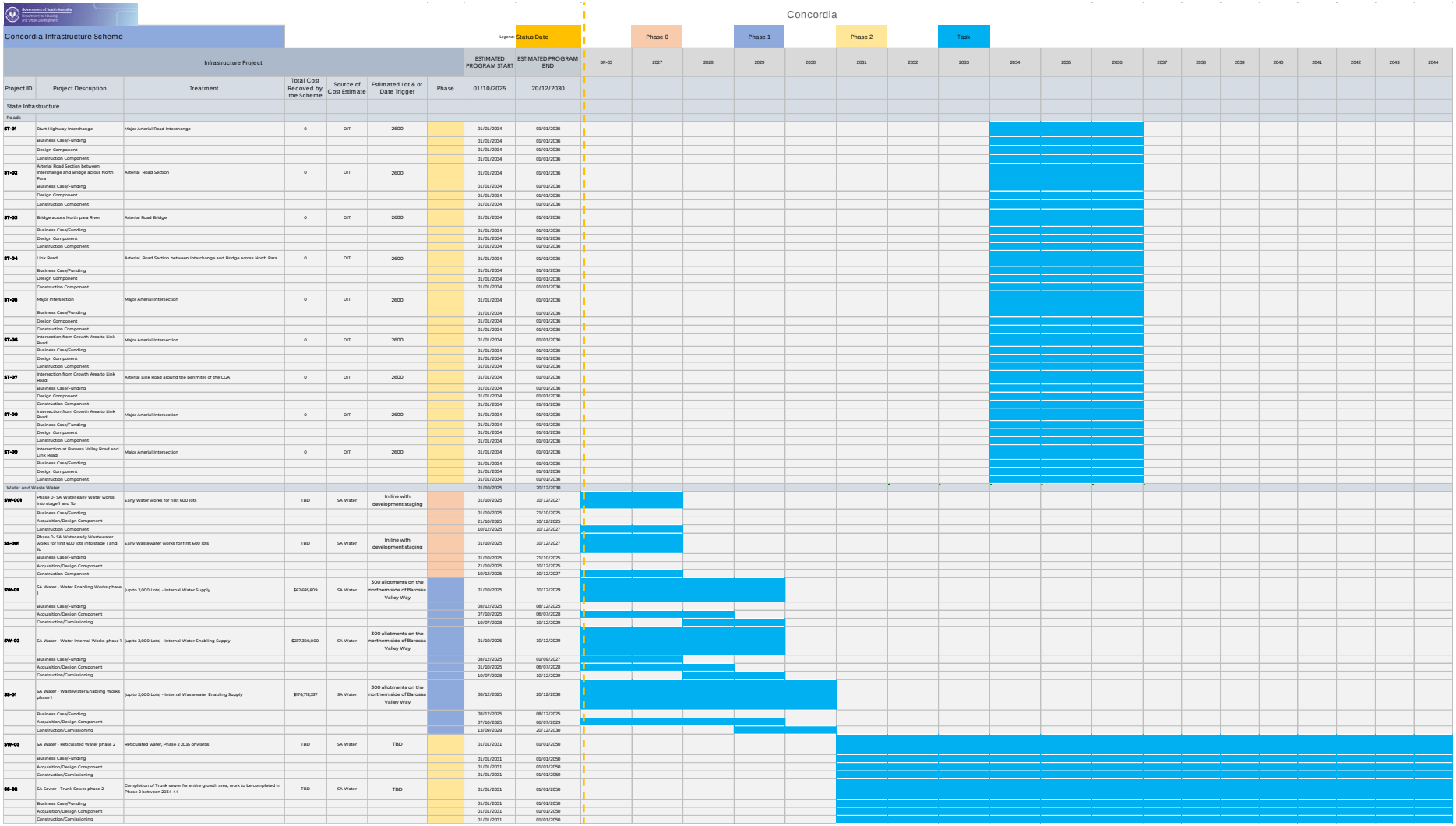
SA WATER REPORT SA Water

APPENDIX H: Schedule of Works [Appendix H]



Project ID.	Project Description	Treatment	Total Cost Recoved by the Scheme	Source of Cost Estimate	Estimated Lot & or Date Trigger	Phase	ESTIMATED PROGRAM START	ESTIMATED PROGRAM END
		Infrastructure Project					01/01/2026	01/01/2057
Local Infrastructure								
Roads							01/01/2026	
RD-01a	Cheek Avenue South	Demolition of existing Road, New pavement, New kerbing, Widening of road Existing Service relocations, Design consideration for existing dwellings and associated infrastructure, Possible land acquisitions	$ 1,778,793.00	RLB	Per Table 3 of the IFP		01/01/2027	01/01/2030
RD-01b	McMillan Parade	Deed in place with existing developer to be lifted/altered. Approx. 600m of new road designed to accommodate traffic uplift as a result of CCA, New pavement, New kerbing, Tie ins to new roundabouts	$ 2,673,104.00	RLB	Per Table 3 of the IFP		01/01/2027	01/01/2030
RD-04	Cheek Avenue North	Likely interim minimum upgrades for first stages of CCA development Approximately 1.6km of road upgrade Demolition of existing Road, New pavement, New kerbing, Widening of road, Design consideration for existing dwellings and associated infrastructure, Possible land acquisitions	$ -	n/a	Per Table 3 of the IFP		01/01/2040	01/01/2040
RD-05a	Barossa Valley Way East	Upgrades to Barossa Valley Way to allow for uplift in traffic volumes resulting from the CCA. New kerbing, re alignment, tie in to existing roads and future intersections, tree removals and shoulder treatments	$ 24,160,198.33	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2027	01/01/2030
RD-05b	Barossa Valley Way West	80kph road investigation and upgrades Significant infrastructure likely to require relocation Side Road upgrades in relation to Concordia Rd and Sunnydale Entries	$ 22,120,463.77	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2026	01/12/2028
RD-06	Concordia Road	Internal local boulevard collector road construction Roads critical for service pathways and connectivity of fragmented land ownership	$ 4,087,794.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2026	01/12/2028
RD-07a	Harris Road	Existing reservation is 20m, an additional 2.2m is required from the northern side of the road to provide the required 22.2m reservation.Internal local boulevard collector road construction Roads critical for service pathways and connectivity of fragmented land ownership	$ 12,624,576.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2034	01/01/2034
RD-07b	Springbett Road	Existing reservation is 20m, an additional 2.2m is required from the northern side of the road to provide the required 22.2m reservation.Internal local boulevard collector road construction Roads critical for service pathways and connectivity of fragmented land ownership	$ 5,301,654.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2036	01/01/2036
RD-07c	Metro Homes Collector Rd	Existing reservation is 20m, an additional 2.2m is required from the northern side of the road to provide the required 22.2m reservation.Internal local boulevard collector road construction Roads critical for service pathways and connectivity of fragmented land ownership	$ 7,542,000.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2037	01/01/2037
RD-08	Metro Homes Collector Road	Internal local boulevard collector road construction 22.2m corridor Roads critical for service pathways and connectivity of fragmented land ownership	$ 9,132,108.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2032	01/01/2032
RD-09	New North South Collector Road	22.2m connector road which utilises existing the Concordia Road, Martin Road and a paper road which has a width of 20m, 3.2m widening is required to deliver the new road.Internal local boulevard collector road construction Roads critical for service pathways and connectivity of fragmented land	$ 18,734,367.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2036	01/01/2037
RD-10	New Internal Collector Road Loop	Internal local boulevard collector road construction 22.2m wide reserve Roads critical for service pathways and connectivity of fragmented land ownership	$ 19,660,763.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2043	01/01/2043
RD-11	New Internal Collector Road Loop	Internal local boulevard collector road construction Roads critical for service pathways and connectivity of fragmented land ownership	$ 27,606,454.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2043	01/01/2043
RD-12	New Internal Collector Road Loop	Internal local boulevard collector road construction Roads critical for service pathways and connectivity of fragmented land ownership	$ 3,296,417.00	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2048	01/01/2048
RD-13	Sunnydale Avenue	Sunnydale Local Area Traffic Management Options	$ 937,000.00	AECOM	Per Table 3 of the IFP		01/01/2026	01/12/2028
Intersections							01/01/2032	01/01/2038
IN-01	McMillan Parade & Schomburgk Drive	Signalised intersection or roundabout subject to further investigation. Possible private property acquisitions Designed for uplift from existing developer deed Deed in place with existing developer to be lifted/altered.	$ 1,494,213.00	RLB	Per Table 3 of the IFP		01/01/2027	01/01/2032
IN-02	Calton Rd & Cheek Ave	Signalised intersection or roundabout subject to further investigation. Possible private property acquisitions Designed for uplift from existing developer deed Deed in place with existing developer to be lifted/altered.	$ 4,594,638.00	RLB	Per Table 3 of the IFP		01/01/2027	01/01/2032
IN-03	Barossa Valley Way and Cheek Avenue	Signalised intersection or roundabout subject to further investigation. Possible private property acquisitions Designed for uplift from existing developer deed Deed in place with existing developer to be lifted/altered.	$ 12,126,846.59	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2027	01/01/2032
IN-04	BVW and Concordia Rd	Signalised intersection or roundabout subject to further investigation.	Incl in RD-05b	Commercial & Infrastructure	Per Table 3 of the IFP		01/01/2026	01/12/2028
IN-05	Barossa Valley Way into growth area	Signalised intersection or roundabout subject to further investigation. May not be required subject to internal design requirements and further advice from DIT.	$ 15,854,000.00	AECOM	Per Table 3 of the IFP		01/01/2032	01/01/2032
IN-07	Concordia Rd & central arterial	Signalised intersection or roundabout subject to further investigation.	$ 5,324,500.00	AECOM	Per Table 3 of the IFP		01/01/2036	01/01/2038
Bridges							01/01/2040	01/01/2042
BR-02	Calton Rd & Cheek Ave	Demolition of existing Bridge and Road New road and ar pedestrian bridge	$ -	n/a	Per Table 3 of the IFP		01/01/2040	01/01/2040
BR-03	Barossa Valley Way and Cheek Avenue	Pedestrian bridge subject to detailed design to council and engineering standards	$ -	n/a	Per Table 3 of the IFP		01/01/2042	01/01/2042
BR-04	Barossa Valley Way and Cheek Avenue	Pedestrian bridge subject to detailed design to council and engineering standards	$ -	n/a	Per Table 3 of the IFP		01/01/2038	01/01/2038

(Note: Stormwater Infrastructure to be direct delivered to follow infrastructure delivery as required)



Government of South Australia
Department for Housing and Urban Development

Concordia Infrastructure Scheme

Concordia

Legend: Status Date | Phase 0 | Phase 1 | Phase 2 | Task

Infrastructure Project							ESTIMATED PROGRAM START	ESTIMATED PROGRAM END	BR-03	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Project ID.	Project Description	Treatment	Total Cost Recoved by the Scheme	Source of Cost Estimate	Estimated Lot & or Date Trigger	Phase	01/10/2025	20/12/2030																			
State Infrastructure																											
Roads																											
ST-01	Sturt Highway Interchange	Major Arterial Road Interchange	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-02	Arterial Road Section between Interchange and Bridge across North Para	Arterial Road Section	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-03	Bridge across North para River	Arterial Road Bridge	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-04	Link Road	Arterial Road Section between Interchange and Bridge across North Para	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-05	Major Intersection	Major Arterial Intersection	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-06	Intersection from Growth Area to Link Road	Major Arterial Intersection	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-07	Intersection from Growth Area to Link Road	Arterial Link Road around the perimiter of the CGA	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-08	Intersection from Growth Area to Link Road	Major Arterial Intersection	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
ST-09	Intersection at Barossa Valley Road and Link Road	Major Arterial Intersection	0	DIT	2600		01/01/2034	01/01/2036																			
	Business Case/Funding						01/01/2034	01/01/2036																			
	Design Component						01/01/2034	01/01/2036																			
	Construction Component						01/01/2034	01/01/2036																			
Water and Waste Water							01/10/2025	20/12/2030																			
SW-001	Phase 0- SA Water early Water works into stage 1 and 1b	Early Water works for first 600 lots	TBD	SA Water	In line with development staging		01/10/2025	10/12/2027																			
	Business Case/Funding						01/10/2025	21/10/2025																			
	Acquisition/Design Component						21/10/2025	10/12/2025																			
	Construction Component						10/12/2025	10/12/2027																			
SS-001	Phase 0- SA Water early Wastewater works for first 600 lots into stage 1 and 1b	Early Wastewater works for first 600 lots	TBD	SA Water	In line with development staging		01/10/2025	10/12/2027																			
	Business Case/Funding						01/10/2025	21/10/2025																			
	Acquisition/Design Component						21/10/2025	10/12/2025																			
	Construction Component						10/12/2025	10/12/2027																			
SW-01	SA Water - Water Enabling Works phase 1	(up to 2,000 Lots) - Internal Water Supply	$62,685,809	SA Water	300 allotments on the northern side of Barossa Valley Way		01/10/2025	10/12/2029																			
	Business Case/Funding						08/12/2025	08/12/2025																			
	Acquisition/Design Component						07/10/2025	06/07/2028																			
	Construction/Comissioning						10/07/2028	10/12/2029																			
SW-02	SA Water - Water Internal Works phase 1	(up to 2,000 Lots) - Internal Water Enabling Supply	$237,300,000	SA Water	300 allotments on the northern side of Barossa Valley Way		01/10/2025	10/12/2029																			
	Business Case/Funding						08/12/2025	01/09/2027																			
	Acquisition/Design Component						01/10/2025	06/07/2028																			
	Construction/Comissioning						10/07/2028	10/12/2029																			
SS-01	SA Water - Wastewater Enabling Works phase 1	(up to 2,000 Lots) - Internal Wastewater Enabling Supply	$174,713,137	SA Water	300 allotments on the northern side of Barossa Valley Way		08/12/2025	20/12/2030																			
	Business Case/Funding						08/12/2025	08/12/2025																			
	Acquisition/Design Component						07/10/2025	06/07/2029																			
	Construction/Comissioning						13/09/2029	20/12/2030																			
SW-03	SA Water - Reticulated Water phase 2	Reticulated water, Phase 2 2035 onwards	TBD	SA Water	TBD		01/01/2031	01/01/2050																			
	Business Case/Funding						01/01/2031	01/01/2050																			
	Acquisition/Design Component						01/01/2031	01/01/2050																			
	Construction/Comissioning						01/01/2031	01/01/2050																			
SS-02	SA Sewer - Trunk Sewer phase 2	Completion of Trunk sewer for entire growth area, work to be completed in Phase 2 between 2034-44	TBD	SA Water	TBD		01/01/2031	01/01/2050																			
	Business Case/Funding						01/01/2031	01/01/2050																			
	Acquisition/Design Component						01/01/2031	01/01/2050																			
	Construction/Comissioning						01/01/2031	01/01/2050																			

APPENDIX I: Transport and Stormwater Interventions

251212_Appendix I Update.pdf

APPENDIX J: Cheek Avenue Before and After Comparisons

251212_Appendix J Comparison of Cheek Avenue Options.pdf