



SOUTH AUSTRALIA

Regional Development South Australia Infrastructure Prioritisation

December 2023



Report prepared by WSP and RDA Adelaide on behalf of Regional Development South Australia (RDSA)



An Australian Government Initiative



Regional
Development
Australia

Acknowledgment of Country:

Regional Development South Australia, and our member Regional Development Australia boards, would like to acknowledge the traditional owners of the South Australian lands and pay our respects to the elders past and present.

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Government
of South Australia



Local Government Association
of South Australia

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1. Executive Summary

1.1 Advocating for the regions: the need for the 2023 Infrastructure Prioritisation

The 2023 RDSA Infrastructure Prioritisation is an initiative of Regional Development South Australia (RDSA), a member-based, not-for-profit Incorporated Association that plays a unique role in supporting the economic development efforts of seven South Australian-based RDAs, as well as the Adelaide Metropolitan RDA. This process follows-on from the 2013 and 2018 infrastructure prioritisation exercises and looks to continue to support and advocate for the most pressing infrastructure needs and opportunities across regional South Australia.

The pertinence of this prioritisation task is best demonstrated in the success of the 2018 process, where of the top 20 projects 11 projects are funded and completed or under construction, with a total CAPEX of \$2.018 billion:

- Six (6) Projects funded and either completed and/ or under construction:
 - Port Wakefield Bypass and Highway Duplication Project
 - Joy Baluch Bridge
 - Mount Gambier Airport Upgrade
 - Strzelecki Track Sealing
 - Duplication of Victor Harbor Road (Stage One)
 - Energy Transmission Infrastructure to Eyre Peninsula
- Three (3) Projects funded and operational
 - Whyalla Super School
 - Murray River Study Hub
 - Reducing Food Waste & Loss as a Driver for Economic Development (CRC)
- One (1) Project completed and Stage One operational
 - Northern Adelaide Irrigation Scheme

This exercise represents the only one of its kind across Australia in prioritising regional infrastructure projects. This is an important task considering that in South Australia the regions that these projects support deliver a cumulative contribution of \$26.37 billion value-add¹ – approximately one quarter of the State's economy.

¹ Economy.id, 2023, RDSA Regional RDAs Industry Sector Analysis FY2021/22

1.2 South Australia’s highest priority regional infrastructure projects in 2023

The projects listed below have considerable potential to help grow these regional economies. These projects have demonstrated strong performance in terms of their strategic fit, their expected economic, social and environmental impacts and their deliverability.

Whilst each of these projects sits within the geographic boundaries of a particular region, many of these high-priority projects will also deliver benefits transcending these boundaries and driving growth and other outcomes across the State and, in some instances, the nation.

These projects are not listed in ranked order, but rather are presented as a collection of infrastructure interventions which would deliver high benefits for regional communities if provided with the funding and support required. Where projects are already confirmed and fully funded they are not included as they are deemed committed to.

Table 1 Highest priority infrastructure projects in regional South Australia

Project	Region
Mount Barker City Centre Project	Adelaide Hills Fleurieu and Kangaroo Island
Hahndorf Freeway Interchange Adelaide Road	Adelaide Hills Fleurieu and Kangaroo Island
Mount Barker Wastewater Reuse Infrastructure	Adelaide Hills Fleurieu and Kangaroo Island
Critical Infrastructure to Support Phase One Establishment of Concordia Development	Barossa Gawler Light Adelaide Plains
Flood Protection and Water Proofing for Gawler	Barossa Gawler Light Adelaide Plains
Hydrogen Jobs Plan and Port Bonython Hydrogen Hub	Eyre Peninsula
Northern Water project	Eyre Peninsula / Far North
Cape Hardy Industrial Precinct and Port	Eyre Peninsula
Southern Desalination Plant and Distribution Network Upgrade	Eyre Peninsula
Thevenard Port Expansion and Efficiencies	Eyre Peninsula
Quorn Town Water Supply	Far North
Multispecies Livestock Transshipping Hub	Far North

Regional telecommunications connectivity upgrades	Limestone Coast
Mount Gambier Saleyards and Industrial Estate	Limestone Coast
Upgrades to the Green Triangle road network	Limestone Coast
Upgrade of drainage network infrastructure in the Limestone Coast	Limestone Coast
South Eastern Freeway Freight Route	Murraylands & Riverland / AHFKI
Hydrogen and Biomethane Renewable Hubs	Murraylands & Riverland
Riverland Sustainable Growth Precinct	Murraylands & Riverland
Complete and implement master planning for Provincial Cities	Yorke and Mid North
Port Pirie Southwest Housing Project	Yorke and Mid North
Braemar Infrastructure Corridor	Yorke and Mid North / Far North
Barossa New Water & Clare Valley New Water	Yorke and Mid North / Barossa
Augusta Highway Upgrades	Yorke and Mid North



Wellness Wander, Adelaide Hills (Photo: Darren Centofanti, Visit Adelaide Hills)

Taking a holistic view: applying a program lens to major challenges facing South Australia's regions

Whilst some challenges and opportunities in the regions can be addressed by individual projects, there are some areas which require a more holistic approach. This is largely due to scale, with some needs transcending regional boundaries and impacting a wider population.

The 2023 RDSA *Infrastructure Prioritisation* highlighted four sectors as falling into this category – housing, childcare, digital and jetty infrastructure – with the RDA network collectively resolving that a program-based approach offers the greatest potential in meeting these needs for the affected communities.

Housing

The housing market in South Australia faces many challenges in delivering sufficient and affordable housing for workers and residents. Whilst the causal factors may vary between regions, there is commonality in the impact this has on the ability of regional businesses to find and retain the workers needed to sustain and grow regional economies.

In some regions, particularly those close to Adelaide or those that are major 'lifestyle' destinations attracting sea or tree-changers, affordability is a major issue. This is illustrated in the median house price increases in South Australia of 36.8 per cent between December 2019 and 2023 and median rent increases of 12 per cent increase between December 2021 and December 2022.²

In regions where housing is relatively affordable, availability of dwellings is a key issue. As of December 2022, residential vacancy rates sat at under 1.5 per cent across all of South Australia, with only the Outer Adelaide area sitting above 1 per cent.³ In spite of this, residential building approvals across regional South Australia have risen only 9 per cent between 2019 and 2023.⁴ This dearth of available housing can be attributed to myriad factors, including a lack of serviceable land for development and problems with the supply of the skilled labour and supplies needed to deliver housing and supportive infrastructure.

State Government actions to address this issue include:⁵

- Committing to the Housing Accord alongside the Commonwealth Government, with the intent to deliver up to 50,000 new social and affordable homes nationally over five years from 2024.
- Committing to the SA Housing Authority's program to develop 1,000 new affordable homes over four years.
- Establishing the \$965 million *A Better Housing Future* plan for providing more new houses in the regions and greater support for regional communities to pursue housing projects that meet their needs.

² South Australian Government, 2023, *A better housing future*, p.6.

³ South Australian Government, 2023, *A better housing future*, p.7.

⁴ .id InformedDecisions, 2023, *RDA South Australia Economic Profile: Building Approvals*

⁵ South Australian Government, 2023, *A better housing future*, p.8-20

Beyond these actions, the Office for Regional Housing has been established within Renewal SA with the mandate of tackling the unique housing challenges facing regional South Australia. This includes supporting the planning and delivery of housing projects identified by local governments, regional employers, the development industry and other peak bodies that provide strategic affordable and key worker housing in the regions, as well as facilitating implementation of the Regional Key Worker Housing Scheme.

The Regional Key Worker Housing Scheme is intended to encourage greater investment in fit-for-purpose, well located rental housing for workers in regional South Australia. A pilot program is expected to deliver approximately 30 new homes for police, teachers and healthcare workers in the Copper Coast, Riverland, Mount Gambier, Port Augusta and Ceduna, helping to support quality government services and reduce pressure on the private rental market. Should the pilot prove successful, the Regional Key Worker Housing Scheme will be expanded to include other regions.⁵ A number of RDAs identified individual housing projects in their Top 10 infrastructure projects and there are multiple examples both in this document and in the broader *Regional Investment Pipeline*. By way of example RDA Far North in its Port Augusta Housing Supply submission have consolidated the potential for 18 housing development estates within Port Augusta with the ability to provide 1,085 houses, noting 148 of those are lifestyle living villages. They are varying levels of development and some have infrastructure

Childcare

The provision of adequate childcare places for regional communities is a significant and pressing need across the state. This need is illustrated by 82 per cent of regional South Australians being classified as living in areas considered 'childcare deserts', where there are more than three children per childcare place available. This number is over double the rate experienced in greater metropolitan areas (36 per cent).⁶

In rural and regional areas, childcare deserts result from a complete absence of services, or too few places available to meet demand. This situation can mean families need to travel significant distances to access childcare, or one parent must disengage from the workforce to provide care to their child (or children). This impact is often most acutely felt by women, with female rates of workforce participation in regional and remote South Australia, where there are four to ten children for every childcare place available, sitting at or below 51 per cent. Meanwhile, Central Adelaide, where there are two children for every childcare place available, has a female workforce participation rate of over 70 per cent.⁶⁶

A lack of childcare not only inhibits economic productivity and social engagement amongst existing residents, but also impedes the ability of regions to attract a skilled workers who may need these services for their families.

This issue was raised as a collective concern – and a major opportunity to promote economic growth – across the RDA network. Two project-based solutions were put forward as offering potential solutions, including:

⁶ The Mitchell Institute, 2022, *Deserts and Oases: How accessible is childcare in Australia?*

- A new childcare centre in Kingston (RDA Limestone Coast). This may present potential as a pilot in a co-funded, collaborative approach to childcare delivery in regional areas. The Kingston Early Learning & Childcare Services (KELCS) Working Group and Kingston District Council have sourced funding from local, state and federal governments to deliver a new centre co-located within the grounds of an existing community facility (Kingston Community School).
- A holistic Regional Childcare program. This proposal, put forward as a high priority by RDA Yorke & Mid North, looks to leverage funding through the Preschool Reform Agreement between the Australian and State and Territory governments to provide universal access to preschool for three-year-olds. It will address specific recommendations from the *Royal Commission into Early Childhood Education and Care* (recommendations which the State Government has endorsed).

Jetty infrastructure

Another key infrastructure priority which transcends regional boundaries is the need to upgrade jetties across coastal locations. Many of the state's 75 mostly timber jetties are over 100 years old and require ongoing maintenance to ensure safe public access. Some of these jetties have had to be partially or completely closed due to their poor condition and public safety risks, including the Tumby Bay jetty and the Port Germein jetty.⁷

The important roles of jetties in supporting the economies and social fabric of regional communities is recognised by the South Australian Government in establishing the SA jetties renewal program. This program has committed \$20 million over four years to assist councils in addressing immediate and critical concerns regarding the condition and sustainability of jetties around the state.

Stage 1 applications are currently open to local governments seeking funding under this program, with support likely needed for these councils in navigating this process, as well as sourcing additional co-funding where required. This need for support beyond the renewal program is illustrated by the Eyre Peninsula's inclusion of renewal works to Tumby Bay jetty as a high priority for the region, with essential works costed at \$15 million.

The importance of enhancing the state's jetty infrastructure is further recognised in the South Australian Department for Infrastructure and Transport's (DIT) completion of draft business cases in late 2022 for five jetties across regional South Australia, including Kingston South East, Tumby Bay, Port Germein, Edithburgh and Rapid Bay. These key pieces of infrastructure are intended to form part of a pilot project that could be extended to other jetties, delivering enhanced outcomes for both residents of and visitors to coastal communities across the State.

Telecommunications and digital infrastructure

Access to telecommunications and digital connectivity was also identified as a need, and an opportunity, which transcends regional borders. Several RDAs identified this as being a high priority

⁷ Premier of South Australia, 2023, \$20 million budget boost to breathe new life into regional jetties

challenge for their region and one which will only grow with changes in remote working arrangements and technology advancements.

The scale of this need was highlighted in the projects put forward under this category having encompassed whole-of region approaches, as with the need for 27 new mobile base stations across the Limestone Coast region and the need to overhaul digital telecommunications infrastructure across the Murraylands & Riverland region to support much-needed housing supply growth.

In addition, all RDAs have undertaken detailed assessments of their region's telecommunications over time, a recent example being the *RDA Murraylands & Riverland Telecommunications Review (May 2022)*. RDA Adelaide has identified that the next steps in implementing the recommendations of these reviews include stepping beyond connectivity to accelerate digital empowerment and enable the use of technology to meet productivity and lifestyle targets. This work can support the South Australian Government's current engagement on telecommunications needs in regional South Australia through the Government Chief Information Officer engaging, with outcomes of this work due to be considered



Statewide opportunities: key infrastructure sectors offering a suite of interconnected projects across the state

The infrastructure sectors noted below are highly represented in the projects put forward for prioritisation. These areas represent common areas of need or opportunity across regional South Australia.

Water

The water sector was well-represented in candidate projects put forward by RDAs through the 2023 RDSA Infrastructure Prioritisation exercise. Of the projects put forward, four have been recognised as falling within the highest priority category. Whilst some of these projects have a localised focus, such as upgrades to Bordertown's water supply infrastructure (RDA Limestone Coast) or the need to address water quality issues in Quorn (RDA Far North), others transcend regional boundaries in their implementation and benefits.

Responsibility for many of these cross-regional water projects, such as the Northern Water project, Barossa New Water and Clare Valley New Watersits with SA Government. The high priority placed by all regions on addressing challenges around water supply indicates that this state agency has substantial potential to deliver benefits across regional SA if the current investment pipeline can be delivered upon.

These benefits sit across economic, social and environmental categories and include:

- increased liveability for rural and remote communities, benefiting the health and wellbeing of existing residents and making these regions more attractive to migrating key workers
- increased resilience of water supply and infrastructure in communities which are at high risk of variable rainfall and drought⁸
- improved capacity and efficiency to support critical industries, such as mining, food product manufacturing, and agriculture, horticulture and viticulture, as well as emerging industries such as hydrogen production.



Hot Dog Fisheries (Photo: Josie Withers)

Freight connectivity

Freight connectivity has also appeared as a common theme in projects put forward for the 2023 RDSA *Infrastructure Prioritisation*. These projects have ranged from the sealing of outback routes to secure key supply chains in the face of flood events (Yorkey's Crossing, RDA Far North) and strengthening key export routes for engine industries such as agriculture (South Eastern Freight Route, RDA Adelaide Hills, Fleurieu and Kangaroo Island and RDA Murraylands & Riverland), to introducing new intersections which enable access road freight to peri-urban townships (Hahndorf Freeway Interchange, RDA Adelaide Hills, Fleurieu and Kangaroo Island) and deepening of major ports to allow for increased export capacity of critical minerals (Thevenard Port Expansion, RDA Eyre Peninsula).

These projects often have co-benefits for other infrastructure users, including improved road safety through a reduction in conflict of use with domestic vehicles and improved access to key destinations for tourists. These investments also have long-term benefits for the sustainability and productivity of the South Australian economy, particularly in improving the resilience of local supply chains. The importance of this resilience was brought to the fore by recent events which brought about shocks to national and international supply chains, such as the COVID-19 pandemic or major global conflicts.

These projects also have the potential to increase the competitiveness of South Australia. For example, increasing port and road capacities will make South Australia more attractive for emerging energy industries such as hydrogen production and increasing road freight efficiency will attract a greater share of the nation's rapidly increasing road freight task (expected to grow by 77% from 2022 to 2050).⁹

Social and community infrastructure

The RDA network put forward twelve social and community infrastructure projects as part of the RDSA 2023 *Infrastructure Prioritisation* exercise. This represented the highest number of projects in any category aside from transport-related projects.

The prevalence of this need corresponds to the findings of Infrastructure Australia's *Regional Strengths and Infrastructure Gaps* report, which found that almost one third (30%) of the state's infrastructure gaps sat within the social and community infrastructure sector.

There is a need for increased support to address this high demand, particularly in-light of the funding allocations of the state government which see \$2.4 billion collectively dedicated to health, housing and education infrastructure compared to \$9.9 billion dedicated to transport projects.¹⁰

Providing high-quality social and community infrastructure will improve the liveability and amenity of towns for existing residents and also lift regional competitiveness in attracting skilled workers and their families.

The projects put forward in this space have been varied, ranging from completing and implementing master planning for Provincial Cities across the state to delivering a sport and recreation facility to cater to high growth areas in the Adelaide Hills and developing a creative industries precinct to service

⁹ BITRE, 2022, *Australian aggregate freight forecasts – 2022 update (Summary)*

¹⁰ South Australian Government, 2023, *SA State Budget 2023-24*

the Barossa region. Whilst the health and wellbeing benefits of these projects to local communities is clear, it is also important to recognise the role that this work plays in growing the South Australian economy. This was recognised in the *South Australian Economic Statement* in its emphasis on the need to support an inclusive economy which puts the wellbeing of South Australians front and centre.¹¹

Tourism infrastructure

Tourism infrastructure has also appeared as a common thread running through the candidate projects put forward by the RDA network. The importance of this sector to the state's economy is clear, with regional tourism expenditure accounting for \$4.7 billion in the year ending June 2023.¹² This accounted for a 47% share of total tourism spend in the state, with the remainder sitting in Adelaide.

Capturing greater tourism spend relies on offering a high-quality tourism product, both in terms of the destination or attraction and the accompanying services such as accommodation. Recognising this, the RDA network have put forward a diverse range of projects in this space, including upgrading visitor facilities at the world heritage Naracoote Caves (RDA Limestone Coast), developing a network of interconnected active transport routes to create the Great Australian Wine Trail (RDA Barossa Gawler Light Adelaide Plains) and introducing a program to support outback accommodation upgrades (RDA Far North).

These projects benefit the visitor economy in the regions and offer flow-on benefits for residents in the region. For instance, developing the Great Australian Wine Trail would not only provide a unique visitor experience for visitors to the region, but would open up new active transport opportunities for residents and increase the amenity value of local environments. Similarly, investing in essential infrastructure for residents, such as sealing outback roads (Far North) or placemaking initiatives in town centres (RDA Adelaide Hills, Fleurieu and Kangaroo Island), delivers co-benefits for the tourism sector by improving access to and the quality of regional destinations.



Third Street Distillery, Riverland (Photo: Italo Vardaro, South Australian Tourism Commission)

Circular economy

Supporting the growth of a circular economy is a high priority for the government of South Australia, recognised in it establishing *Green Industries SA (GISA)* to lead the development of the circular economy to improve productivity, resilience, resource efficiency and the environment. The benefits that this provides are wide-ranging, including reducing waste and pollution, improving business practices and efficiencies, and building the State's capability and resilience in the area of disaster waste management.

GISA estimates that a more circular economy could create an additional 25,700 jobs and reduce the state's carbon emissions by 27%.¹³ This significant potential has been recognised by the RDA network in putting forward projects to build circular economy capacity and capabilities in their communities, such as a residential and industrial development in Waikerie incorporating organic waste to energy production (RDA Murraylands & Riverland) and a whole-of-outback waste management strategy which could incorporate circular economy principles (RDA Far North). These projects would not only reduce pollution of waterways and natural environments but may also reduce waste service costs and complexities and enable the integration of reuse into local supply chains, building regional resilience.

Beyond project-specific solutions, two RDAs (RDA Limestone Coast and RDA Murraylands & Riverland) have partnered with GISA to develop region-specific roadmaps to developing a more circular economy, including considering sector-specific interventions and opportunities in areas such as education and training, collaboration and social advocacy.



2. Setting the scene: the current state of infrastructure in South Australia

2.1 South Australia – a state economy driven by regional success

The role of the regions in the future of South Australia cannot be overstated. As noted by Infrastructure South Australia’s 20-year *State Infrastructure Strategy (2020) (the Strategy)*, whilst other states generally look to their urban centres like Sydney and Melbourne to cater to projected growth, South Australia takes a state-wide view where growth is facilitated by enhancing capacity and capability in both urban and regional contexts.

Beyond this more holistic strategic lens, South Australia’s unique economic profile also sets it apart from the rest of the nation. As shown in Figure 1, whilst the State’s industry profile largely mirrors that of the nation, agriculture, construction, and health care can be seen to have a more significant role in

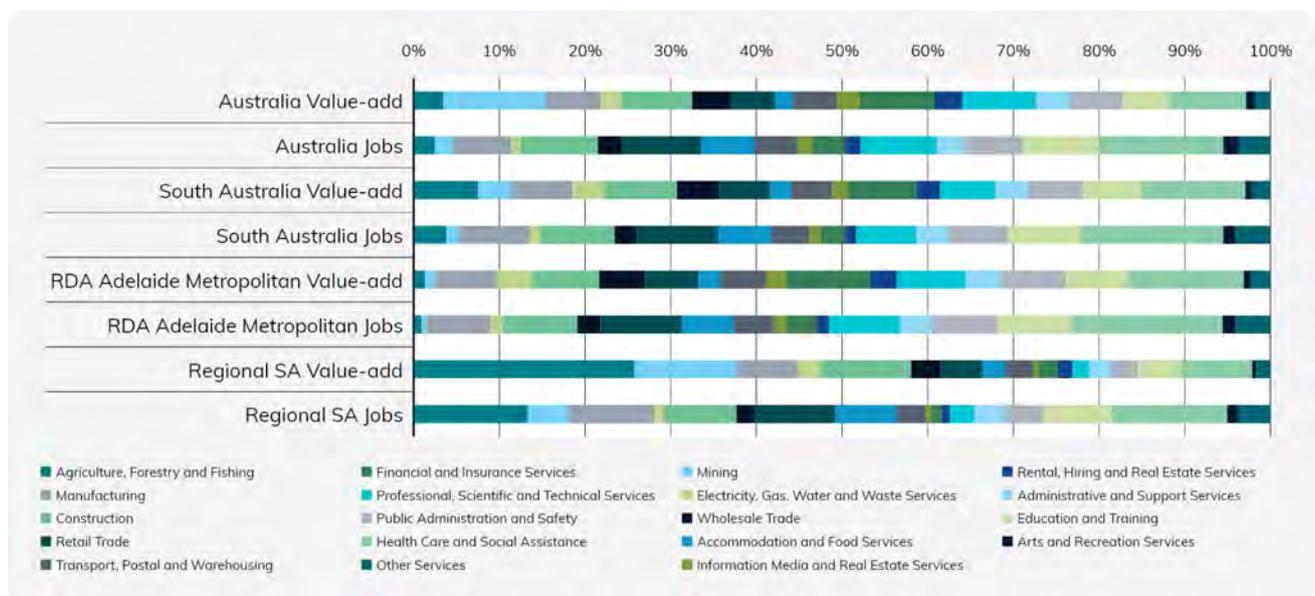


Figure 1 National and South Australian Value-add and Jobs by industry

the State than the national average.

Excluding health care, which sees a higher contribution from the Adelaide Metropolitan Area, this economic profile is largely driven by the regions, which deliver a cumulative contribution of \$26.37 billion value-add¹⁴ – approximately one quarter of the State’s economy – with approximately 45 per

¹⁴ Economy.id, 2023, RDSA Regional RDAs Industry Sector Analysis FY2021/22

cent of this coming from these three engine industries. In comparison, both Victoria and New South Wales see approximately one fifth of their states' Gross State Product come from regional areas.¹⁵

Growing the South Australian economy evidently relies on regional development, given the more prominent role of regional economic activity locally compared with the larger eastern states. Supporting this growth will involve both seizing upon opportunities presented by regional strengths – such as driving success in engine industries and leveraging unique visitor experiences and world-renowned landscapes – and addressing key areas of need such as an ageing and relatively slow-growing population, labour shortages, and heavily burdened social services looking to cater to dispersed populations.¹⁶

These challenges faced by South Australia's regions are exacerbated by remoteness for the approximately 3,000 people who live in remote areas, which cover 63 per cent of the State's land mass.¹⁶ As shown in Figure 2, these areas are subject to some of the greatest social and economic disadvantage in the State.

Addressing the challenges faced in these areas will require investment in infrastructure that can address basic needs to access necessities such as water, energy and health or social services,¹⁶ as well as building-up social and community infrastructure which can deliver improved liveability and amenity and aid in attracting and retaining a productive population. The need to address these broad challenges is acknowledged in the RDSA regional development priorities:¹⁷

- Available and skilled workforce
- Strategic investment in architecture
- Availability of an adequate supply of housing
- Vibrant regional towns with population growth
- Digital empowerment through better access, skills and services.

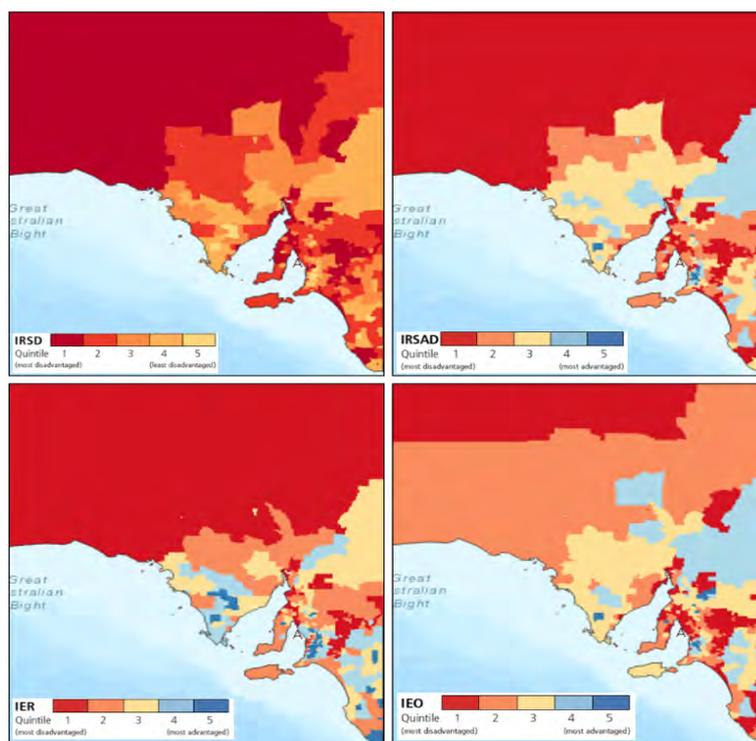


Figure 2 Index of Relative Socio-economic Disadvantage (IRSD); Index of Relative Socio-economic Advantage and Disadvantage (IRSAD); Index of Economic Resources (IER); Index of Education and Occupation (IEO)

¹⁵ Department of Regional NSW, 2021, *A 20-Year Economic Vision for Regional NSW and Regional Development* Victoria, 2023, *About Regional Development Victoria*, <https://www.rdv.vic.gov.au/about-rdv>

¹⁶ Infrastructure South Australia, 2020, *South Australia 20-year Infrastructure Strategy*

¹⁷ RDSA, 2023, *Regional Blueprint 2023-2024*, p.8

If infrastructure investment can be targeted to deliver against these regional opportunities and challenges, there is immense potential for South Australia to continue to progress toward its vision for “an economy that is smart, sustainable and inclusive”.¹⁸

Infrastructure projects driving growth across Regional South Australia

Previous RDSA Infrastructure Prioritisations – released in 2013 and 2018 – have highlighted major infrastructure projects which continue to deliver benefits across South Australia’s regions. Figure 3 provides an overview of some of these key projects across the state, demonstrating that every region is making a significant contribution to the future of South Australia, be it through enhancing baseline access and quality of life to attract residents and visitors, improving education and training outcomes to support industry growth, or accelerating the green energy transition.

¹⁸ Government of South Australia, 2022, *South Australian Economic Statement*, p.7.



Figure 3 Investment projects under consideration across regional South Australia

2.2 Drivers of change: major trends shaping the state of infrastructure in South Australia

In its *Australian Infrastructure Audit 2019*, Infrastructure Australia noted seven key trends as being highly influential in shaping the future of infrastructure in the nation over the next 15 years. These influences included:

- 1 **Quality of life and equity:** There remains to be a state of unequal quality of life due to social or geographic factors, with a need to address this through liveability and wellbeing frameworks to guide decision-making and investment.
- 2 **Cost of living and incomes:** Whilst the cost of living is rising, this is not necessarily reflected by growth in incomes. Those on lower incomes and those who live outside of the inner areas of fast-growing cities are often most impacted.
- 3 **Community preferences and expectations:** Communities are expecting more customised, real-time and interactive services and products from governments and businesses.
- 4 **Economy and productivity:** Whilst economic growth is slowing, the nation's economy is transitioning towards a service and knowledge-based future; industries which are increasingly located in our cities.
- 5 **Population and participation:** The population is growing and urbanising, with workforce participation increasing for women and older people.
- 6 **Technology and data:** Although technology is transforming the way we live, this shift is not benefiting everyone equally.
- 7 **Environment and resilience:** Whilst our environment is increasingly vulnerable to the effects of climate change, Australia's response in working toward reducing emissions is falling behind global progress.

These influences can also be seen to be reflected in infrastructure strategy in South Australia. Table 2 below outlines the 'megatrends' that the *20-year State Infrastructure Strategy Discussion Paper (2023)* identifies as playing a key role in shaping the future of infrastructure in the State.

Table 2: Megatrends identified as impacting infrastructure in South Australia (ISA, 2023, South Australia's 20-Year State Infrastructure Strategy: Discussion Paper)

Megatrend	Description
Climate change mitigation and adaptation	Changing climate patterns are putting increased pressure on infrastructure and affecting the environment, liveability, health and well-being of communities. As a result, there is greater emphasis on reaching net zero emissions, a more circular economy, improved nature stewardship and building resilience.
Accelerated digital transformation and data vulnerabilities	Adoption of new technologies is driving change in the functioning of the economy and society. This 'digital disruption' will impact the nature of jobs, education, health, transport, tourism and industry.

Megatrend	Description
Shifting population, workforce and skills base	South Australia’s population is ageing and with this there is a growing demand for quality health services. Meanwhile, changing migration patterns and emerging industries, particularly in regional areas of the state, will shape the demand for skills and distribution of the workforce.
Increasing global instability and challenges of connectedness of economies	A global rise in political instability and geopolitical tensions places increased pressure on supply chains and can create vulnerabilities in the face of challenges like pandemics or natural disasters. To prepare for these changes, there is a growing trend towards investment in defence and strengthening sovereign capabilities.
Push towards an inclusive society and economy	There is a global shift towards economic systems and practices that promote inclusivity, diversity and equal participation for all individuals. This call for increased transparency in decision making, demand for equitable infrastructure and the need to build social license with communities.

Infrastructure South Australia’s *20-Year State Infrastructure Strategy (2020) (the Strategy)* also speaks the importance of an inclusive society and economy, particularly in addressing inequality and disadvantage faced by remote and Aboriginal communities, as well as providing infrastructure which can support female workforce participation.

The Strategy also looks to emphasise the criticality of digital infrastructure in supporting economic growth in the State and in meeting changing community expectations around service levels, as well as the need to protect the unique natural environment and resources which set the State apart and provide immeasurable social, economic and environmental benefits.

The *2021 Australian Infrastructure Plan (the Plan)* also considers these influences in putting forward a vision for 2036:

“To have infrastructure that improves the sustainability of the country’s economic, social, environmental and governance settings, builds quality of life for all Australians, and is resilient to shocks and emerging stresses.”¹⁹

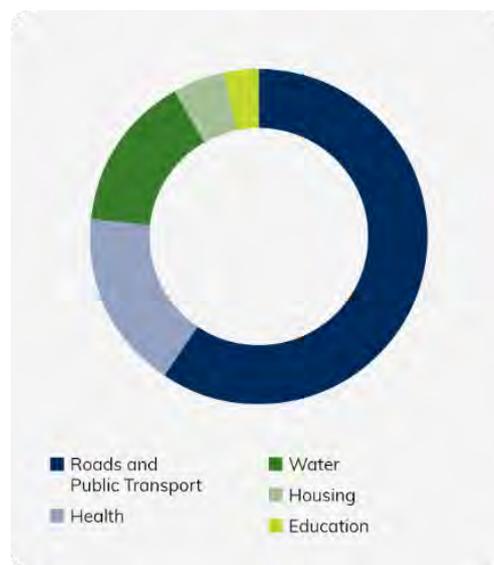
¹⁹ Infrastructure Australia, 2021, *2021 Australian Infrastructure Plan*, p.9

To achieve this vision, the Plan puts forward nine key areas of focus:



South Australia faces key challenging in addressing each of these areas of focus. In its *Regional Strengths and Infrastructure Gaps report (2022)*, Infrastructure Australia assessed the existing infrastructure capabilities across South Australia and consulted widely on community needs and goals. As shown in Figure 4 there are prominent gaps in transport, social infrastructure, telecommunications, and water which are impacting the State, with energy supply also noted as being a high-priority challenge in one region.

To address these challenges and work towards a strong and resilient economy and communities, South Australia can leverage its key strengths, including its tourism brand, natural environments and abundant export outputs, as well as growth industries ranging from agriculture and manufacturing to tourism and aerospace.²⁰ If supported by targeted investment and a robust pipeline of required skills and resources, the State can continue to develop a smart, sustainable and inclusive economy which is competitive on a national and global scale.



²⁰ Infrastructure Australia, 2022, *Regional Strengths and Infrastructure Gaps*, 2022



Experience Coffin Bay, Eyre Peninsula (Photo: Isaac Forman)

2.3 The future of Infrastructure in South Australia – an opportunity to invest in a better future

The South Australian Government is set to invest at least \$21 billion to deliver new and upgraded infrastructure over four years from 2023–24.²¹ This represents an immense opportunity in driving the economic future of the state.

To understand the scope and potential impact of this investment, it is important to consider where this money is spent. Almost half (47.1 per cent) of this public investment is to be directed towards transport infrastructure, with a further 35.2 per cent dedicated to health and water infrastructure. This leaves 17.7 per cent of the State’s infrastructure spend for housing and education, amounts totalling \$802 million and \$547 million over the next four years, respectively.

This budget profile, indicating that transport is a very high priority for the State government, reflects a similar stance taken in the 2023-24 Federal Budget. Here, approximately \$1.5 billion of a \$1.8 billion spend over 10 years on infrastructure priorities to support productivity and jobs is directed towards road maintenance, upgrades and safety programs. This includes \$60 million over years from 2023–24 to continue supplementary local road funding in South Australia. An additional \$200 million is

²¹ SA Department for Infrastructure and Transport, 2023, *Regional Plans*,
https://plan.sa.gov.au/our_planning_system/instruments/planning_instruments/regional_plans

dedicated to the Major Projects Business Case Fund to support the planning of land transport infrastructure projects.²²

Beyond this spend, noteworthy federal infrastructure investments targeting South Australia included \$39 million provided to the Adelaide City Deal to support projects in Adelaide and the surrounding region, including the development of a new innovation and cultural precinct in the city centre.

Whilst this public spending profile overwhelmingly tends towards transport infrastructure, private investment priorities can be seen to be somewhat different. As shown in Figure 5, the leading categories of preferred investment from the private market are not transport related, but include social infrastructure, telecommunications, and renewable energy. Whilst each of these categories saw increased interest of between five (renewable energy) and 13 (telecommunications) percentage points from 2019 to 2021, transport-based categories saw almost universal decline (with the exception of ports and marine). Similarly, new areas of interest emerged to be front-of-mind for many investors between 2019 and 2021, including:

- Energy from waste
- Data centres
- Grid storage
- Social and affordable housing
- Hydrogen facilities.

This private investment profile is particularly meaningful given that the value of the regional infrastructure investment pipeline sits at approximately \$48.5 billion and includes opportunities across all of these categories.²³

²² Australian Federal Budget 2023-23, released May 2023, <https://www.infrastructure.gov.au/about-us/corporate-reporting/budgets/budget-2023-24>

²³ RDSA, 2023, *Regional Blueprint 2023-2024*

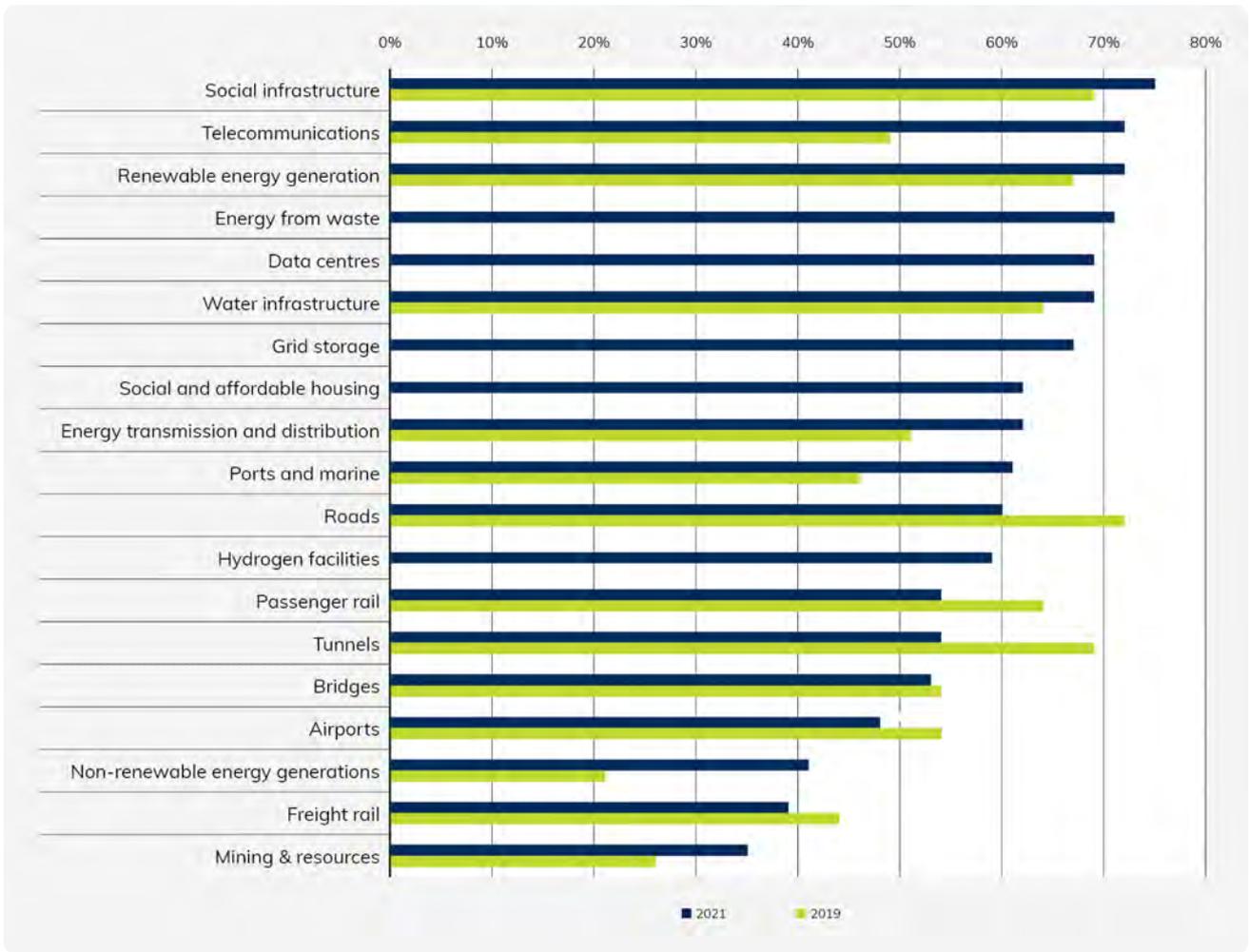


Figure 5 Preferred Australian asset type to invest in according to international and Australian investors who collectively own or manage over \$570 billion of infrastructure assets across the globe (Infrastructure Partnerships Australia, 2021).



South Australia stands in a strong position to capitalise on these public and private market priorities to make the State more productive, liveable and resilient. Table 3 below outlines how South Australia is currently positioned against key investment categories.

Table 3 South Australia's positioning across high-priority categories of infrastructure investment (Source: Infrastructure South Australia, 2020, 20-Year State Infrastructure Strategy).

Category	Needs or challenges	Opportunities
Social infrastructure	<p>Education: A shortage of early learning services in regional (and some metro) areas can not only limit childhood development but may also inhibit (predominantly) female workforce participation. Further along the education spectrum, delivery of tertiary education in regional and remote areas is challenged by low populations and a lack of integrated transport connectivity.</p> <p>Health: Pressure on the health system is increasing with an ageing population and increased prevalence of chronic diseases and mental health issues. Challenges in catering to this demand is exacerbated in the regions by low population densities.</p> <p>Justice: Many assets in the justice system are ageing and require repairs or maintenance, whilst prisons, forensic mental health facilities and post-release housing lack capacity.</p> <p>Tourism, sport and culture: Many assets were built as single-purpose facilities and are under-utilised or not financially viable, with others in poor condition or facing maintenance backlogs.</p>	<p>Education: Investment in the expansion of fibre optic connectivity to schools may present opportunities to integrate new technology into learning, whilst significantly underutilised TAFE SA campuses could provide options in expanding tertiary opportunities.</p> <p>Health: Emerging trends in health care, such as the increasing use of data, telehealth, and private sector integration in public care, provide opportunities to improve services.</p> <p>Justice: Increased community corrections capacity could deliver savings against the prison system, with a cost of \$20.82 versus \$228.68 per person per day, respectively.</p> <p>Tourism, sport and culture: The tourism industry is likely to see significant growth, supported by recent spike in investment in accommodation and business event facilities, as well as expanded capacity at Adelaide Airport. Meanwhile, South Australia's film industry, particularly the visual effects sector, is growing rapidly and is attracting more associated businesses to Adelaide.</p>
Digital	While parts of Adelaide have excellent connectivity through programs such as GigCity, much of regional South Australia has poor digital connectivity.	New technologies such as 5G, Internet of Things and microsattellites provide new opportunities if enabled by upgraded infrastructure requirements.
Energy	The energy system is very complex, with a complicated regulatory regime. Growth in the high penetration of behind-the-meter solar PV is also resulting in a trend toward net negative demand on the grid, causing complications as the grid was designed for grid stability.	Whilst fast-response gas generation is likely to continue to play an important role in the medium term, renewables are now proving to be the cheapest form of generation. Hydrogen in particular is emerging as a strong future industry for fuel use.
Water	South Australia has a history of drought and low rainfall and scarce underground water sources. This leaves heavy reliance on water sourced from the River Murray, whilst some remote and regional areas rely on underground water or rainfall for water supplies – often inadequate and unsafe options. In Metro areas, much of the stormwater infrastructure is old and unsuitable for changing rain patterns.	Ensuring secure and affordable water supplies can enable key growth opportunities presented by wine and agriculture industries to the north and south of Adelaide, as well as unlocking resources in regional and remote regions that require infrastructure to supply water for extraction and processing.

Category	Needs or challenges	Opportunities
Housing	South Australia faces a growing housing affordability issue, whilst social housing (both public and community housing) has seen a net reduction over the years despite population growth, with long wait lists.	The <i>Our Housing Future 2020–2030</i> strategy (South Australian Housing Authority, 2019) aims to deliver over 20,000 affordable housing solutions, including through investing \$453 million into affordable and social housing.
Transport	<p>Passenger transport: Adelaide is very car dependent, with approximately 85 per cent of daily trips using motor vehicles, and its road network faces capacity issues which will be exacerbated as population grows. Meanwhile, regional and remote areas offer little in the way of public transport and face significant road safety issues.</p> <p>Freight transport: South Australia’s merchandise exports are heavily reliant on inputs from regional or remote areas, where much of the current road network supporting industry in the regions is in poor condition that limits efficiency and productivity.</p>	<p>Passenger transport: There is a growing range of more innovative services that can be used to service local communities, such as on-demand services, whilst adapting to recent disruption such as rideshare, e-scooters, electric vehicles (EVs) and autonomous vehicles may provide opportunities to improve services and user experience.</p> <p>Freight transport: With road freight currently accounting for 88.3 per cent of domestic freight, addressing connectivity pinch points for high productivity vehicles (HPVs) can improve state productivity. Similarly, unlocking the full potential of South Australia’s ten operational ports (another two have received development approval) offers potential for economic growth by enabling future major projects, such as a hydrogen export facility.</p>



Delivering against these opportunities, and addressing these challenges, requires not only targeted financial investment, but also the labour supply to support project delivery.

As shown in Figure 6, labour demand across all sectors is expected to remain at or above 2022 levels until Q4 2024. Social and other infrastructure labour demand remaining high until Q4 2024, whilst road, social and energy sector labour demand is due to remain above 2022 levels until 2026. Considering that 2022 saw a tight labour market with some of the highest vacancy rates on record,²⁴ this trend indicates that delivering against the infrastructure pipeline will require significant investment in increasing skilled labour capacity.

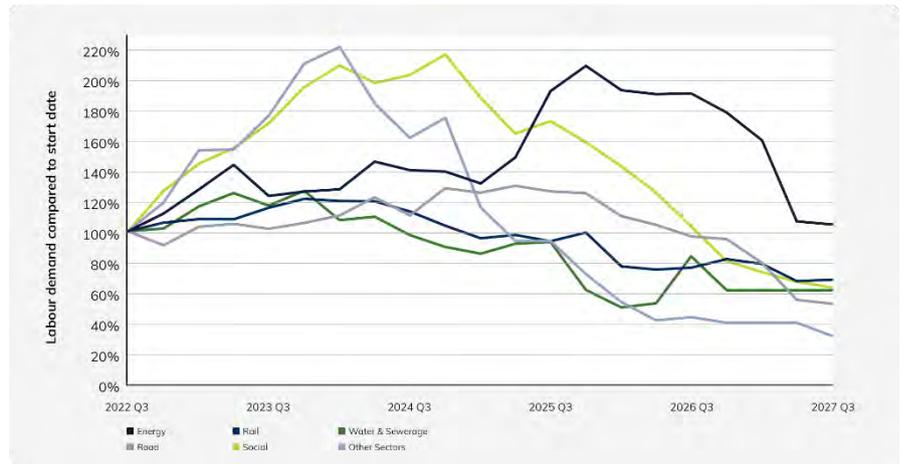


Figure 6 Labour demands required by the current infrastructure pipeline by sector compared to July 2022 (Infrastructure Partnerships Australia, 2022)

In considering South Australia’s position in the infrastructure labour market, labour demand to is expected to peak around Q3 2027, at 137.6 per cent of 2022 levels. The South Australian Economic Statement (2023) notes that there are four key challenges currently facing the State’s workforce which must be addressed to meet this demand and facilitate a smart, sustainable and inclusive economy, namely:

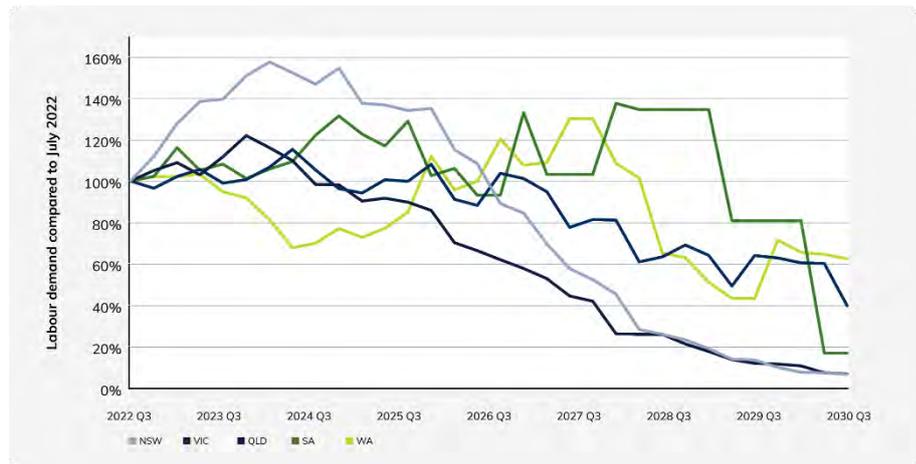


Figure 7 Labour demand required by the current infrastructure pipeline by State compared to July 2022 (Infrastructure Partnerships Australia, 2022)

- 1 A spatial mismatch between the location of jobs and willing workers
- 2 A skills mismatch between the skills that workers have, and the ones required now and in the future
- 3 The existence of barriers to participation and utilisation leading to poorer employment outcomes
- 4 Persistent and outdated perceptions of South Australia that there are better opportunities elsewhere.

Targeted, well-planned investment in key infrastructure projects can address these barriers in regional areas to increase the level of economic activity (and complexity of these activities), drive higher, more resilient growth and improve the quality of living (and equity) across South Australia.

²⁴ National Skills Commission, 2022, 2022 Skills Priority List Key Findings Report

3. Delivering the 2023 Infrastructure Prioritisation

3.1 About Regional Development South Australia

For well over 25 years, the eight Regional Development Australia Boards (RDAs) in South Australia have evolved into key economic development agencies within their specific regions. The RDAs are a key source of regional intelligence on matters of economic development, investment and business opportunities.

The RDAs are each incorporated boards across the State of South Australia, encompassing seven regional RDAs – funded by Commonwealth, State and Local Government – as well as RDA Adelaide, which is funded by the Commonwealth Government to provide assistance to the Regional South Australian RDAs, and Regional South Australia as a whole.

The RDA Chief Executive Officers meet regularly throughout the year to ensure there is a combined approach to developing regional South Australia and that opportunities for collaboration are identified and acted upon.



Figure 8 RDA South Australia regions

3.2 The 2023 Infrastructure Prioritisation

The primary purpose of this Infrastructure Prioritisation is to provide a summary of priority projects, their likely impacts on South Australia and what resources are required to deliver these projects. By conducting this prioritisation process, RDSA aims to encourage public and private investment in those projects that will yield real and lasting benefits for the State.

The 2023 assessment follows similar exercises in 2013 and 2018. The success of these previous exercises can be seen in the impact of the 2018 priorities in shaping investments across South Australia, with the document and its priorities forming key inputs into the State and Federal Infrastructure Strategy documents, and 14 of the top 20 prioritised projects now being either complete, under construction or funded.

Ultimately, the 2023 Infrastructure Prioritisation looks to build on the success of the 2013 and 2018 exercise to achieve the following key objectives:

- shift decisions about infrastructure from project-by-project, and region-by-region to a much broader and deeper focus on State needs;
- understand what is really important across all regions by using an agreed set of criteria and aligning similar project needs among otherwise competing priorities;
- provide analytical rigor and theory behind the assessment of ‘need’;
- enable transparent decision making; and

- support the RDA network in approaching all levels of Government as a collective to demonstrate how and why these projects are deemed to be a priority, with a view to attracting funding into South Australia.

3.3 Our Approach

3.3.1 Prioritisation Approach

The number one priority in Infrastructure South Australia’s 20-year *State Infrastructure Strategy (2020)* is listed as being to “develop frameworks that appropriately value the economic contribution of regional projects when prioritising infrastructure.”

The 2023 RDSA Infrastructure Prioritisation exercise looks to address this priority by assessing and prioritising projects based on a robust framework which draws on best practice qualitative and quantitative assessment approaches.

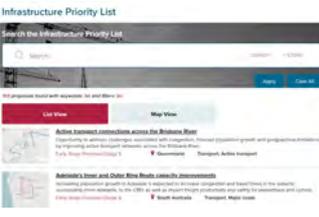
3.3.1.1 Key inputs

A key consideration in developing the prioritisation framework used in this exercise was ensuring alignment with existing state and federal approaches. This was a consideration for two reasons, namely:

- To provide projects included in the RDSA 2023 Infrastructure Prioritisation with the best possible opportunity to leverage work done to facilitate this exercise in advocating for prioritisation in other exercises, such as South Australian and Commonwealth infrastructure priority lists.
- To leverage extensive work undertaken by responsible agencies in developing these other frameworks, thereby contributing to a more robust approach which measures-up to industry best-practice.

With this being the case, the following key materials were drawn upon in developing the criteria, scoring approach, and weightings for the RDSA 2023 Infrastructure Prioritisation Exercise.

Table 4 Reference documents used in validating and confirming evaluation criteria

			
20-Year State Infrastructure Strategy <i>Infrastructure South Australia (2020)</i>	Capital Intentions Statement 2021 <i>Infrastructure South Australia (2021)</i>	Infrastructure Priority List <i>Infrastructure Australia (2023 - live document)</i>	Assessment Framework <i>Infrastructure Australia (2021)</i>
This document was used as a reference point in establishing the appropriate criteria and	The Capital Intentions Statement provides a robust assessment framework which has	The Infrastructure Priority List provides a valuable reference point in establishing the	The Assessment Framework, particularly Stage 2 – <i>Identifying and</i>

weightings for this exercise, ensuring alignment with the current infrastructure priorities and objectives of the South Australian Government.	been successfully applied to infrastructure projects across South Australia. This was used as one of the primary inputs to criteria development.	federal government's approach to assessing projects according to strategic fit, societal impact and deliverability.	<i>analysing options</i> , provides detail on the federal government approach to prioritising infrastructure projects, and was an important input into developing criteria for this exercise.
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Beyond these inputs, the 2023 RDSA Infrastructure Prioritisation exercise has also drawn upon the 2013 and 2018 prioritisation exercises. The criteria developed for the 2013 project, and later refined for the 2018 priority list, were used as the baseline for a gap analysis against the above documents to finalise 2023 criteria.

Similarly, the weighting approach taken in earlier iterations of this task were used as the 'starting point' in this assessment. Adjustments were made based on the strategic orientation outlined in the *20-Year State Infrastructure Strategy*, as well as engagement with Infrastructure South Australia to align with the weighting approach taken in the *Capital Intentions Statement*.

3.3.1.2 The current approach

As noted above, the assessment approach taken in the 2023 RDSA Infrastructure Prioritisation exercise was based on the approaches taken in the 2013 and 2018 exercises, refined based on the current priorities and strategic orientations of the South Australian and Commonwealth governments. Details on the evaluation criteria and framework used are available in Appendix B.

This approach was developed in partnership with the RDA South Australia network and has benefited from engagement with this network to ensure alignment with regional priorities. The approach taken in developing and applying the assessment framework is outlined in Figure 9.

One minor deviation apparent in the 2023 RDSA Infrastructure Prioritisation exercise, as compared to its state and federal counterparts, is the addition of a unique category – completeness of information. This approach was taken to account for the varied stages of readiness across projects, as well as the resource availability at a local level to compile project information being greatly varied between regions.

The addition of this assessment category enables all submitted projects to be included in the assessment process, whilst still giving credence to the need for complete information for assessors to accurately reflect each project’s impact across remaining categories.

A key component of testing the outcomes of this exercise – and ensuring alignment with the regional development objectives and priorities of RDSA – was the 2023 RDSA Infrastructure Prioritisation Workshop. This workshop, which was attended by representatives from each RDA region (alongside the Executive Chair of RDSA) allowed for the results of the multi-criteria analysis (MCA) assessment to be tested against local expertise.

The outcomes of this workshop were incorporated into the final 2023 RDSA Infrastructure Prioritisation put forward in Section 5 in two key ways:

- 1 Through the addition of contextual information which was not made available in the first round of project information provide.
- 2 Through the detailed consideration of the prioritised projects against the strategic orientation and priorities of the RDSA network.

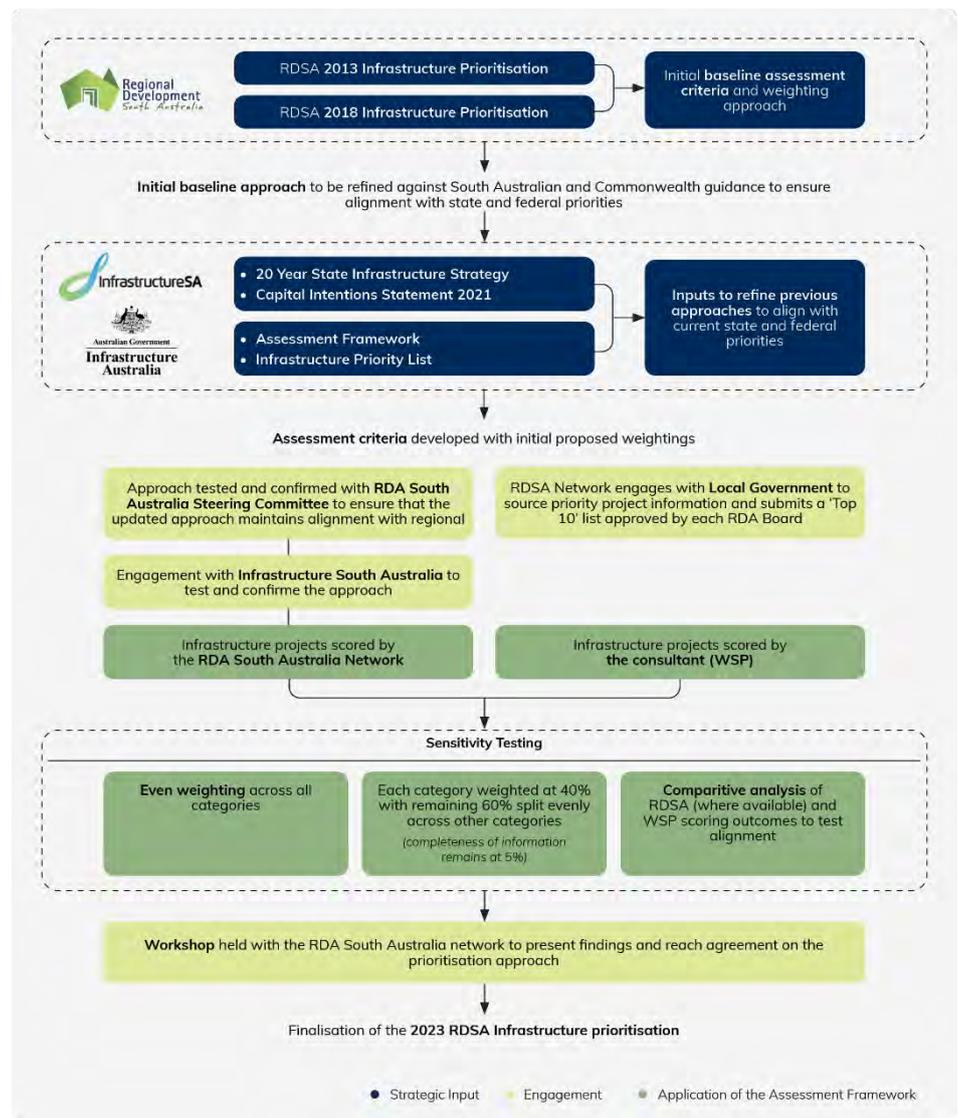


Figure 9 2023 RDSA Infrastructure Prioritisation methodology

3.3.1.3 Limitations of the approach

The above noted approach to the 2023 Infrastructure Prioritisation was subject to certain limitations. Section 8 of this report sets out a series of recommendations which may aid in addressing or mitigating these limitations in future iterations of this process.

The primary limitation faced in this process included a paucity of project information which was able to be made available by Local Government and RDAs. This situation may have flowed in part from a more specific request for information having been put forward in 2023 compared to the 2013 and 2018 iteration, with short timeframes and competing priorities challenging both parties.

This difficulty in sourcing timely and accurate information was further tested by the funding context in 2023 varying greatly from 2018, with highly deliverable projects having already been funded through COVID stimulus and a general uncertainty around infrastructure funding resulting from the Commonwealth Government's *Independent Strategic Review of the Infrastructure Investment Program*.



The Big Miner, Flinders Ranges & Outback (Photo: Elliot Grafton, South Australian Tourism Commission)

4. Regional Profiles

4.1 Adelaide

Regional Development Australia Adelaide (RDAA) aims to facilitate, lead and collaborate to improve economic development in all South Australian regions. Regional priorities include:

1. **Awareness & Advocacy:** Creating awareness and advocating for regional South Australia
2. **Collaboration:** Facilitating collaboration across regions
3. **Connect:** Facilitating connections for economic outcomes in regional South Australia
4. **Co-ordinate:** Co-ordinating the development and delivery of strategic regional plans and documents
5. **Engage:** Engaging with and supporting Commonwealth regional initiatives



RDA Adelaide have not nominated projects as part of the 2023 infrastructure prioritisation task; however they have been and continue to be strong advocates for the needs of the regions.



4.2 Adelaide Hills, Fleurieu & Kangaroo Island

RDA Adelaide Hills, Fleurieu & Kangaroo Island represents a region with strong population growth, a bustling visitor economy, and highly competitive export industries ranging from mining to food processing and manufacturing. Regional priorities include:

- 1. Growing Regional Productivity:** Supporting the development of infrastructure that lowers commercial barriers, increases productivity of supply chains, market access and supports greater liveability & social inclusion.
- 2. Enhancing Regional Innovation and Preparedness:** Building resilience through supporting innovation in addressing climate change, demographic change, digitisation and demand for skills workforce.
- 3. Strengthening our most Competitive Industry Sectors:** Agriculture, health care and mining industries can be strengthened at individual business & industry levels through provision of supported access to business information and resources, increased awareness of government and industry programs, targeted problem-solving and investment attraction.



4.2.1 Candidate infrastructure projects

Project name	Class	Infrastructure Type	2023 Prioritisation
Mount Barker City Centre Project	Investment Ready	Social and Community Infrastructure	High
Hahndorf Freeway Interchange Adelaide Road	Feasibility	Transport	High
Hahndorf Main Street Upgrade	Investment Ready	Transport	Medium
Heysen Boulevard completion	Advocacy	Transport	In development
Northern Freight Bypass	Refer to South Eastern Freeway Freight Route in Section 50		
Victor Harbor and South Road Duplication	Feasibility	Transport	In development
The Precinct: Regional Community, Sport, and Recreation Precinct	Investment Ready	Social and Community Infrastructure	Medium

Upgrade to old Victor Harbor SteamRanger Line	Advocacy	Transport	In development
Mount Barker Wastewater Reuse Infrastructure	Advocacy	Waste	High
Fleurieu Freight Route By-Pass	Feasibility	Transport	Other

4.3 Barossa, Gawler, Light & Adelaide Plains

The RDA Barossa Gawler Light Adelaide Plains (RDA BGLAP) region is experiencing significant housing and population growth with further growth forecast for the next fifteen years and beyond. Regional priorities include:

- Housing:** Advocate for initiatives to unlock latent housing supply, increase rental housing, affordable housing, and greater housing diversity.
- Workforce, education and skills:** Gather and share intelligence around highest areas of need and work collaboratively to connect employers to workers and to available support.
- Sustainability:** Support and advocate for priority environmental projects, connect industry with government initiatives and programs and assist businesses to transition to net zero.
- Infrastructure and land use planning:** Provide regional data and intelligence to inform land use and infrastructure planning processes.
- Water:** Support stakeholder water supply and demand analysis and water security planning that enables long-term sustainability and growth.



4.3.1 Candidate infrastructure projects

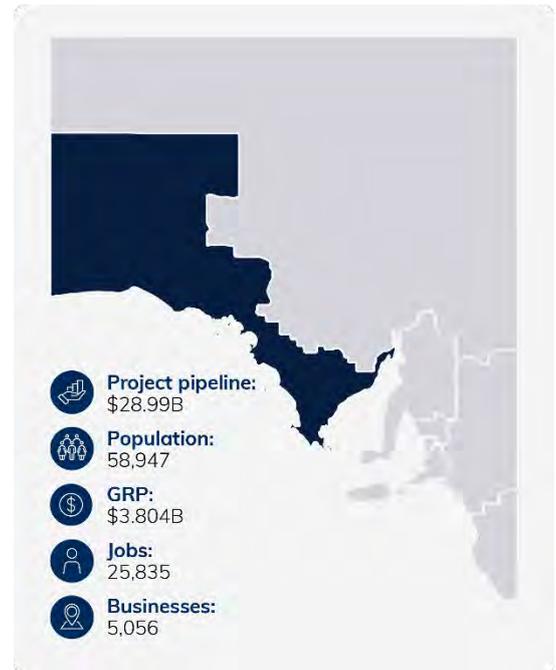
Project name	Class	Infrastructure Type	2023 Prioritisation
Water Supply to Support Economic Growth	Refer to Barossa New Water in Section 5		
Freight Transport Infrastructure	Feasibility	Transport	Medium
Critical Infrastructure to Support Phase One Establishment of Concordia Development	Advocacy	Social and Community Infrastructure	High
Flood Protection and Water Proofing for Gawler	Feasibility	Water	High
Energy & Water Solution for Dublin & Carslake Road Precinct	Feasibility	Energy	In development
Wastewater Management & Water Reuse	Feasibility	Water	Medium
Creative Industries Precinct	Investment Ready	Social and Community Infrastructure	Medium
Northern Sports Hub & Gawler Aquatic Centre	Advocacy	Social and Community Infrastructure	In development

Drover's Encounter	Investment Ready	Social and Community Infrastructure	Medium
Great Australian Wine Trail	Investment Ready	Social and Community Infrastructure	Medium

4.4 Eyre Peninsula

Today, the Eyre Peninsula is one of South Australia’s most productive regions, generating almost \$4 billion in gross regional product annually and with an abundance of wind, solar, copper, graphite and other rare-earth resource. Regional priorities include:

1. **Social capacity:** Workforce attraction, retention, training and support.
2. **Infrastructure Capability:** Provision of economic enabling infrastructure.
3. **Economic Prosperity:** Economic growth through improved business efficiencies and industry diversification.
4. **Environmental Sustainability:** Ecologically sustainable development and natural resource management.



4.4.1 Candidate infrastructure projects

Project name	Class	Infrastructure Type	2023 Prioritisation
Hydrogen Jobs Plan and Port Bonython Hydrogen Hub	Investment Ready	Energy	High
Northern Water project	Feasibility	Water	High
Cape Hardy Industrial Precinct and Port	Investment Ready	Industry Enabling Infrastructure	Medium
Tumby Bay Jetty	This project has been included a program-based approach outlined in Section 1		
Thevenard Port Expansion and Efficiencies	Feasibility	Freight	High
SA Water Southern Desalination Plant and Distribution Network Upgrade	Investment Ready	Water	High
Port Lincoln Marina and Wharf Upgrade	Feasibility	Industry Enabling Infrastructure	In development
Whyalla Foreshore Development	Refer to Master planning for Provincial Cities project in Section 5		

Centre for Excellence – Hydrogen Production Use	Advocacy	Energy	Medium
Eyre Hub	Advocacy	Transport	Medium

4.5 Far North

Regional Development Australia Far North (RDAFN) covers the vast northern areas of the state, 799,850 square kms of rugged beauty rich in natural assets, resilient communities, innovative business, and a diverse industry base. Regional priorities include:

- Economic Development:** advancing the major growth sectors in the Far North Investment Pipeline.
- Strategic Infrastructure Investment:** identifying strategic infrastructure requiring investment with a focus on connectivity.
- Business Capacity Building:** support private investment by local and regional businesses, and attraction of new industries and businesses addressing market gaps, as well as harnessing the visitor economy through the promotion of the region.
- Population:** support projects/initiatives which improve the liveability of the Far North Region.
- Collaboration:** support collaboration with other key stakeholders, including RDAs across SA and Australia to share ideas and grow local knowledge



4.5.1 Candidate infrastructure projects

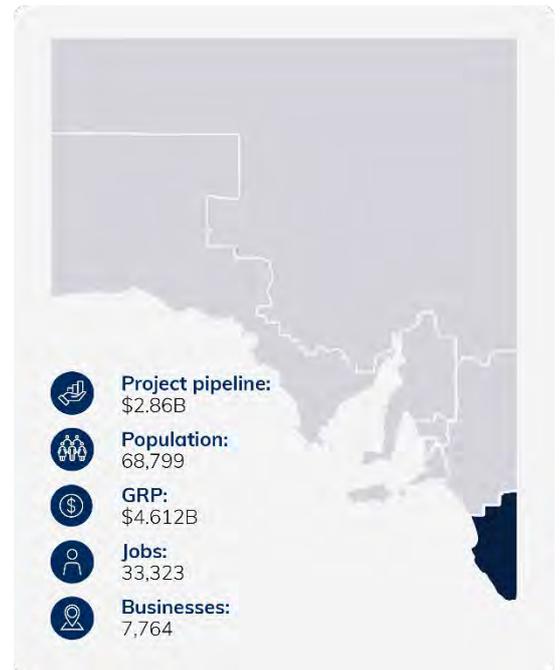
Project name	Class	Infrastructure Type	2023 Prioritisation
Coober Pedy Water Supply	Investment Ready	Energy	Medium
Quorn Town Water Supply	Investment Ready	Energy	High
Port Augusta Housing Supply	This project has been included a program-based approach outlined in Section 1		
Whole of Outback Integrated Water Management Strategy	Feasibility	Waste	Medium
Outback Power – Renewable Power Supply Audit and Recommendation Report	Feasibility	Energy	Medium
Integrated Outback Water Management Framework	Feasibility	Waste	Medium
Multispecies Livestock Transshipping Hub	Feasibility	Industry Enabling Infrastructure	High
Outback Roads	Investment Ready	Transport	In development

Flinders Ranges and Outback tourism accommodation upgrade program	Feasibility	Social and Community Infrastructure	In development
Sealing of Yorkey's Crossing	Investment Ready	Freight	Medium

4.6 Limestone Coast

The majority of businesses in the Limestone Coast are small, with 85per cent either self-employed or employing one to four people. While they have limited resources, the region has grown Gross Regional Product by 11per cent from 2022-2023, reaching \$4.612B. Regional priorities include:

1. Invigorate the working age population, by attracting and retaining more people across the region to fill key skills gaps.
2. Take advantage of growing global demand for sustainable, high quality agricultural produce by building on our strong reputation for these products.
3. Capture employment opportunities in growing sectors of healthcare and social assistance.
4. Support the development of a vibrant business ecosystem.
5. Collaboration to develop a more coordinated regional tourism market.
6. Securing investment to deliver regional infrastructure priorities enabling growth.
7. Support solutions to address the housing shortage across the region.



4.6.1 Candidate infrastructure projects

Project name	Class	Infrastructure Type	2023 Prioritisation
Bordertown Water Supply	Feasibility	Energy	Medium
Bordertown Electricity Grid Augmentation	Advocacy	Energy	Medium
Regional Telecommunications Connectivity Upgrades	Investment Ready	Telecommunications	High
Mount Gambier Saleyards and Industrial Estate	Investment Ready	Social and Community Infrastructure	High
Upgrade to the Green Triangle Road Network	Advocacy	Transport	High
New Kingston Childcare Centre	This project has been included a program-based approach outlined in Section 1		
Upgrade of Drainage Network Infrastructure in LC	Investment Ready	Transport	High
Major Upgrade to Visitor Facilities at Naracoorte Caves	Investment Ready	Social and Community Infrastructure	Medium

Construction of a Materials Recovery Facility for LC	Feasibility	Waste	Medium
Implementation of the Limestone Coast Regional Trails Masterplan	Feasibility	Social and Community Infrastructure	In development

4.7 Murraylands & Riverland

The Murraylands and Riverland region is known for its community spirit, resilience, technical excellence in irrigation, dryland farming, biosecurity, and food and wine production and for our enviable lifestyle. Regional priorities include:

- Leadership in Action:** Develop a system of leadership and nurture both formal and informal leaders in the region.
- Prepared and Proactive:** Create a proactive, adaptive, and innovative system of planning for and leveraging disruption.
- Productive and Collaborative Futures:** Create the conditions for industry and business to thrive now and into the future.
- Together Community:** Enable and support the development of a connected and inclusive community.



4.7.1 Candidate infrastructure projects

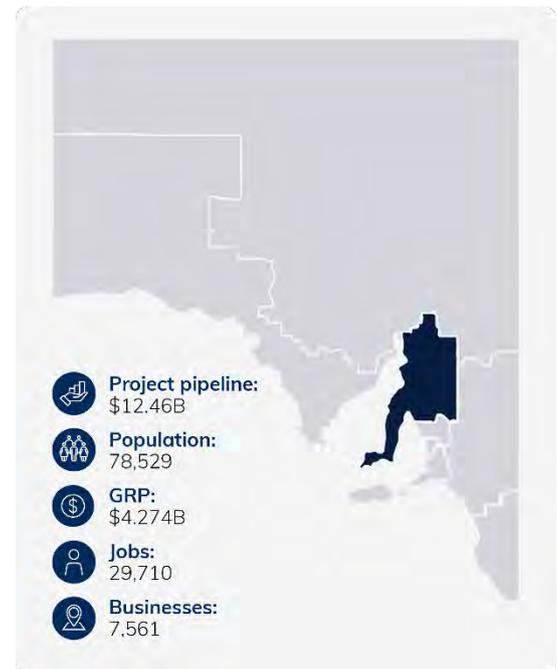
Project name	Class	Infrastructure Type	2023 Prioritisation
Circular Economy Precincts - 1: Waikerie residential and industrial development	Feasibility	Energy	Medium
Circular Economy Precincts - 2: Soft plastics upcycling	Investment Ready	Waste	Medium
Connecting the Region	Investment Ready	Telecommunications	Medium
Truro Bypass and Greater Adelaide Bypass	See South Eastern Freeway Freight Route Section 5		
Murray Coorong Trail and Dark Sky Reserve	Investment Ready	Social and Community Infrastructure	Medium
Hydrogen and Biomethane Renewables Hub	Feasibility	Energy	High
Renewable Energy Nodes	Investment Ready	Energy	Medium
Southern Food Tech Precinct	Feasibility	Industry Enabling Infrastructure	Medium

Riverland Sustainable Growth Precinct	Feasibility	Industry Enabling Infrastructure	High
Supporting Infrastructure for Housing	This project has been included a program-based approach outlined in Section 1		

4.8 Yorke & Mid North

Yorke and Mid North is a region of many opportunities, fantastic place to live and work, and has a \$12.16B pipeline of projects planned over the next five years, which the RDA Yorke and Mid North (RDAYMN) Board is committing to assisting to bring to fruition. Regional priorities include:

1. **Great infrastructure and technology:** All business, education and health will have access to technology in the region in line with Adelaide CBD, and all businesses and new proponents will have access to freight enablers.
2. **An economy built on innovation and value adding:** Extend our lead in growth industries of renewable energy, tourism and primary production and develop existing and new entrepreneurs in the region.
3. **People with the capabilities to get the job done:** Skill our businesses to be employers of choice and work with industry to grow our labour force through targeted skills and training programs.
4. **Growing a diverse population:** Attract and retain a diverse working population to underpin industry needs and position the liveability and amenity of the region to reflect the regions strengths.



4.8.1 Candidate infrastructure projects

Project name	Class	Infrastructure type	2023 Prioritisation
Complete and implement Master Planning for Provincial Cities	Advocacy	Social and Community Infrastructure	High
Regional Childcare Program	This project has been included a program-based approach outlined in Section 1		
Braemar infrastructure Corridor	Feasibility	Industry Enabling Infrastructure	High
Port Pirie Southwest Housing Project	Feasibility	Housing	High
Regional Key Workers Housing Scheme	This project has been included a program-based approach outlined in Section 1		
Augusta Highway Upgrades	Feasibility	Transport	High

Regional Jetty Infrastructure	This project has been included a program-based approach outlined in Section 1		
Clare Valley New Water	Feasibility	Water- see Section 5 Multi-region project	High

5. Highest priority infrastructure projects

The highest priority infrastructure projects listed below have been identified as offering significant potential to benefit South Australian communities if delivered. To be positioned in this category, projects have performed strongly in a multi-criteria analysis (MCA) assessment which took into account the strategic fit of the project within a local, regional, state and national context, as well as its likely social, economic, environmental impact and overall deliverability. This list of projects has also been tested and confirmed with the RDSA network to affirm support and alignment with South Australia’s regional development priorities.

Given the varied nature of the projects, it has been necessary to further classify this priority list as outlined in Table 5. This classification accounts for the positioning as some projects as being of a high priority to a broader geography, whilst other projects represent this same level of significance but at a more localised scale. Meanwhile, other projects are set-apart as representing a key opportunity to embody a pilot project in addressing an area of widespread need or opportunity throughout regional South Australia.

It is important to note that these projects are not listed in ranked order of priority, but instead should be taken as a group of projects which collectively represent the highest priority in implementation for regional South Australia.

Table 5 Priority classifications

Priority classifications		
	Pilot project	Delivery of the project represents an opportunity to pilot or test an approach to addressing a broader need across other regions and/or the state.
	Local priority	The project is of high significance to the local town or community, but key benefits will likely be largely confined to this area.
	Regional priority	The project is of high significance to the relevant RDA region, but key benefits will likely be largely confined to this area.
	Cross-regional priority	The project is of high significance to multiple regions, with benefits transcending regional borders.
	State-wide priority	The project is likely to have a significant impact across the state of South Australia.

Beyond the projects listed below, the 2023 RDSA Infrastructure Prioritisation exercise highlighted three sectors which require a more holistic approach given the scale of the need (or opportunity). These sectors are:

- 1 Housing, with significant issues around the availability and affordability of accommodation, as well as securing a strong supply chain of materials and skilled workers to deliver housing and supportive infrastructure.
- 2 Childcare, with ‘childcare deserts’ being commonplace across the State’s regions, impacting the ability of parents to engage in the workforce.
- 3 Jetty infrastructure, with many of the State’s jetties in disrepair and requiring upgrades or restorative works to meet the needs of locals and support regional tourism.

- 4 Telecommunications and digital infrastructure, access to telecommunications and digital connectivity was also identified as a need, and an opportunity, which transcends regional borders.

The RDA network has collectively resolved that a program-based approach offers the greatest potential in delivering much-needed support for their communities across each of these high priority areas, hence individual projects are not listed below.

Project	Prioritisation rationale		
<p>Mount Barker City Centre Project Region: Adelaide Hills, Fleurieu and Kangaroo Island Status: Investment ready</p> <p>L</p>	<p>The Mount Barker City Centre Project is a \$120 million project that incorporates a blend of public and private investment delivering a city-shaping catalyst initiative that will embed Mount Barker as the CBD of the Adelaide Hills. The project includes major works such as Council's Civic Office, a Town Square redevelopment, a co-working Hub, community hub, Stage 2 Regional University Centre, a commercial office for Community Living Australia, retail and hospitality development, and short-term accommodation.</p>		
	Strategic fit	High	Aligns with Council and RDA economic development priorities and RDA and reinforces Mount Barker's role as a regional centre within the 30 Year Plan Regional Plan.
	Economic impact	High	The project is expected to support 311 jobs throughout construction. Once completed, it is expected to raise GRP by \$68.4 million.
	Social impact	High	Community infrastructure delivered in the project will address a local deficit, particularly in light of a growing population.
	Environmental impact	Medium	Increased local employment opportunities may increase jobs containment, reducing emissions associated with commuting out-of-region.
	Deliverability	High	Stakeholder support and an appropriate governance structure for this project has been well established, and there is significant private sector interest in supporting its delivery.
<p>Hahndorf Freeway Interchange at Adelaide Road Region: Adelaide Hills, Fleurieu and Kangaroo Island Status: Feasibility</p> <p>R</p>	<p>This project entails the construction of additional on/off ramps on the South Eastern Freeway to allow for access to/from Hahndorf access and exit from the East. This would significantly improve connectivity between the freeway, Mount Barker, and other towns throughout the Adelaide Hills.</p>		
	Strategic fit	High	Hahndorf Township Improvements and Access Upgrades were identified as a priority by the South Australian Department of Infrastructure and Transport.
	Economic impact	High	The construction of this project is estimated to lead to 1,429 jobs and increase GRP by \$154 million.
	Social impact	High	The project aims to reduce congestion and improve connectivity between affected towns and the city.
	Environmental impact	Medium	Further assessment of environmental impacts is required, with initial benefit potential identified in reduced emissions from congestion near population centres.
	Deliverability	Medium	Project costings estimate a total cost of \$250 million. There is strong stakeholder support for the project.

Project	Prioritisation rationale		
<p>Mount Barker Wastewater Reuse Infrastructure Region: Adelaide Hills, Fleurieu and Kangaroo Island Status: Advocacy</p> <p>L</p>	<p>One of the Mount Barker District Council's (the Council) key strategic objectives is to maximise the productive re-use of water through its water recycling program to enable economic development, while also avoiding environmental impacts of disposal to the Mount Barker Creek. This project looks to deliver against this priority and in doing so, respond to the growing population (and resultant wastewater flows) and increased regulatory requirements under Council's Environmental Improvement Program October 2022 (EIP).</p> <p>To achieve this, Stage 2 of the Nairne and Hay Valley project looks to construct an HDPE recycled water main commencing from the completion of Stage 1 (Old Princes Highway) at Nairne to the Hay Valley region including customer take-offs, pump station(s), buffer storage, valves and controls, and related infrastructure. This will form the foundation for a broader supply scheme of treated wastewater for agricultural production in the Nairne and Hay Valley areas.</p>		
	Strategic fit	High	This project is a high priority for Mount Barker District Council and aligns with compliance requirements set by South Australia's Environmental Protection Authority (EPA).
	Economic impact	High	Construction is estimated to generate at least 296 jobs, with a \$28.7 million per annum increase projected during the operational phase of the project.
	Social impact	High	The project will contribute to urban greening and provide improved access to sustainable water supply.
	Environmental impact	Medium	The reuse of wastewater provides for a reliable, sustainable water supply, increasing climate resilience for local communities and industry.
	Deliverability	High	A business case has been complete, including detailed costings, and Stage 1 works are due for completion in June 2024.
<p>Critical Infrastructure to Support Phase One Establishment of Concordia Development Region: Barossa Gawler Light Adelaide Plains Status: Advocacy</p> <p>R</p>	<p>The Concordia per-urban development was rezoned for future urban development in February 2023. The development aims to deliver 10,000 homes for 23,000 residents, generating 1,370 new jobs per annum and \$9.4 billion in economic impact. To support this development, essential infrastructure needs to be in-place to accommodate demand. Key areas of need include improved Sturt Highway (North-East link connection and intersection) and commuter rail connectivity, sufficient power and communications network capacity, smart city infrastructure, a Gawler River flood mitigation solution, as well as community, sporting and open space infrastructure.</p>		
	Strategic fit	High	Aligns with RDA Regional Strategic Priorities, The Barossa Council Community Plan, The Barossa Council Corporate Plan, The Barossa Council Local Economic Development Plan, and the Town of Gawler Community Plan (Goal 2 - Managed and Sustainable Growth).

Project	Prioritisation rationale		
	Economic impact	High	The project is expected to generate 1,370 new jobs per year and provide a \$9.4 billion-dollar economic impact.
	Social impact	High	Delivery of supportive infrastructure will ensure that the Concordia is a liveable and high-amenity development for its 23,000 residents.
	Environmental impact	Medium	There will be emissions associated with construction, however ongoing environmental impact information is not publicly available.
	Deliverability	Medium	Estimated build time is 25-years for the entire project at a cost of \$50-100 million.
Flood Protection and Water Proofing for Gawler Region: Barossa Gawler Light Adelaide Plains Status: Feasibility 	<p>The Gawler River catchment was one of the hardest hit areas in the 2016 flood event.</p> <p>To manage future flood risk, the South Australian Government is investing \$9 million between 2020 to 2023 in 4 projects:</p> <ul style="list-style-type: none"> • Hillier fire ground rehabilitation works to remove weeds and fallen trees to reduce the likelihood of blockages in the river channel. • Carmelo and Park Roads drain to be built to enable excess water to drain away more quickly. • Improved flood forecasting and warning via new and improved monitoring systems • River survey, levee repair and vegetation management to improve the river's capacity to carry water. <p>Collectively, these Gawler River Catchment Flood Prevention Works will build resilience of local communities and industry in the face of potential future flooding.</p>		
	Strategic fit	High	Aligns with the <i>Infrastructure Australia Australian Infrastructure Plan 2021, South Australia's Strategic Plan and Adelaide Plains Council's Strategic Plan 2021-2024.</i>
	Economic impact	High	The project is estimated to create 83 direct and 53 indirect jobs per annum during a 5-year construction period, alongside injecting \$190 million into the local economy with a direct value uplift of \$68.9 million.
	Social impact	High	The project will mitigate future flood risk to communities, alongside related health, wellbeing, and financial impacts.
	Environmental impact	High	The project will mitigate flood impacts on native flora and fauna, as well as downstream pollution.
	Deliverability	Medium	High-level cost estimates indicate that the project cost between \$100-\$250 million.

Project	Prioritisation rationale		
<p>Hydrogen Jobs Plan and Port Bonython Hydrogen Hub Region: Eyre Peninsula Status: Investment Ready</p> <p>R</p>	<p>The Government of South Australia has committed more than to the Hydrogen Jobs Plan to build a world leading hydrogen power plant, electrolyser, and storage facility near Whyalla, by December 2025.</p> <p>The project includes:</p> <ul style="list-style-type: none"> - 250MWe of electrolysers, - 200MW of power generation, - renewable hydrogen storage facility. <p>The Port Bonython Hydrogen Hub is anticipated to be South Australia’s first large-scale clean hydrogen production precinct for both export and domestic markets and is an integral part of South Australia’s first mover strategy to enter the global hydrogen market.</p>		
	Strategic fit	High	Strong alignment South Australia’s State Government Hydrogen Action Plan.
	Economic impact	High	Contributes to development of the emerging hydrogen industry in South Australia, with significant job creation potential.
	Social impact	Medium	There is likely to be indirect social benefits through investment in local infrastructure to meet the demands of an expanded local workforce.
	Environmental impact	High	The project will assist in decarbonising industry and reaching the state’s Net Zero ambitions.
	Deliverability	High	There is commitment from the South Australian Government to the Hydrogen Jobs Plan, with preferred partners for the project having been selected.
<p>Northern Water Project Region: Eyre Peninsula Status: Feasibility</p> <p>C</p>	<p>The Northern Water project aims to provide a new, climate independent water source for the Far North, Upper Spencer Gulf and Eastern Eyre Peninsula regions of South Australia, to enable the growth of industries crucial to achieving net-zero goals, including energy, mining, pastoral, and the emerging green energy and hydrogen industries.</p> <p>This would involve construction and operation of a 260ML/day seawater desalination plant (in two stages) in the Spencer Gulf connected to northern South Australia via up to 600km of pipeline.</p>		
	Strategic fit	High	Aligns with Infrastructure Australia priorities and has been identified as a ‘targeted water security initiative’ by the South Australian Department for Environment and Water.

Project	Prioritisation rationale		
	Economic impact	High	The NWP is a 25-year project which remains in the feasibility stage and is expected to generate once in a generation growth opportunity in industries including hydrogen and green energy, mining, and pastoral pursuits
	Social impact	Medium	Enabling new industries will expand employment opportunities and offer new career paths in surrounding communities.
	Environmental impact	High	The project introduces a new sustainable water source and reducing pressure on precious water resources like the Great Artesian Basin and the River Murray, alongside supporting industrial decarbonisation.
	Deliverability	Medium	The business case phase of investigations, including stakeholder engagements, have been completed.
Cape Hardy Industrial Precinct and Port Region: Eyre Peninsula Status: Investment Ready 	<p>The Cape Hardy Precinct combines a deep-water, multi-use port facility for handling bulk commodities and containers alongside modular 'roll-on roll-off' facilities.</p> <p>The precinct will contain a grain receipt, storage and export facility, a storage and export facility for iron-ore magnetite, a hydrogen production facility and potentially the Northern De-salination Project. Additional land within the precinct is available for compatible and complementary uses such as fertiliser production. Infrastructure Australia also envisages a standard gauge rail link through Whyalla opening up the port facility to the national rail network. The project will deliver up to 5 GW electrolyser over next decade to produce 5 million tonnes per annum green ammonia and construction of the Port facility will be the catalyst for the Central Eyre Iron Project (Iron Road).</p>		
	Strategic fit	High	Aligns with South Australia's Hydrogen Action Plan and supports state export capacity.
	Economic impact	High	Expected to create an excess of 6,000 construction jobs and around 450 FTE for the operation of the facility.
	Social impact	Medium	There is likely to be indirect social benefits through investment in local infrastructure to meet the demands of an expanded local workforce.
	Environmental impact	Medium	Enables agriculture to respond to climate change through the ability to diversify and create more value adding to existing and future production
	Deliverability	High	Whilst much of the deliverability data is held in confidence, it should be noted that the Federal Government has committed to provide \$25 million to support the Cape Hardy Port Precinct.

Project	Prioritisation rationale		
<p>SA Water Southern Desalination Plant and Distribution Network Upgrade Region: Eyre Peninsula Status: Investment Ready</p> 	<p>This project includes a desalination plant to service the entire Eyre Peninsula that will produce 16 megalitres of fresh, clean drinking water per day, with the capacity to be expanded to around 24 megalitres per day.</p> <p>Additionally, upgrades to the SA Water distribution network are required to service both existing and projected demand. Locations such as Streaky Bay, Cowell and Cummins have new residential estates planned that are not able to proceed due to network constraints such as pumping stations and pipe size. Meanwhile, the Elliston township is not currently connected to the SA Water network, and a pipe extension is required to provide long term water security for this township as part of this project.</p>		
	Strategic fit	High	Aligns with Infrastructure Australia's <i>Regional Strengths and Gap Report 2021</i> and the <i>Eyre Peninsula Strategic Regional 2023-2026</i> .
	Economic impact	High	Up to 230 jobs will be support each year over the life of the project through construction and additional supply chain opportunities for local business.
	Social impact	High	The project will bring about improvements the quality of drinking water and allow for irrigation of the public realm and open space.
	Environmental impact	High	The desalination plant is an effort to move away from the climate dependant water sources (groundwater aquifers).
	Deliverability	Medium	Construction in planned to begin in late 2024 assuming all approvals and funding are in place.
<p>Thevenard Port Expansion and Efficiencies Region: Eyre Peninsula Status: Feasibility</p> 	<p>This project involves the proposed dredging of the channel into the Thevenard Port Facility. This will improve the efficiency of export facilities, namely through enabling the deepening of berth boxes to improve capacity.</p>		
	Strategic fit	High	Alignment with enabling engine industries identified in Infrastructure Australia's <i>Regional Strengths and Infrastructure Gaps report (2022)</i> , the state's 20 Year Infrastructure Strategy, and the <i>Eyre Peninsula Regional Strategic Plan</i> .
	Economic impact	High	The project will bring about new job opportunities and allow for industry growth enabled by increased export capacity.
	Social impact	Medium	There is likely to be indirect social benefits through investment in local infrastructure to meet the demands of an expanded workforce across export industries.
Environmental impact	Medium	The project may reduce the use of alternative heavy vehicle road freight.	

Project	Prioritisation rationale		
Quorn Town Water Supply Region: Far North Status: Investment Ready 	Deliverability	Medium	Some stakeholder engagement has occurred; however, development timelines and funding sources are yet to be confirmed.
	<p>Quorn has had a history of poor water quality, and quality of this water continues to deteriorate. In accordance with SA Water's reporting for March, the water in Quorn failed several compliance measures, including scoring a 0 per cent compliance rating for chloride, sodium, total dissolved solids and total hardness, with a 2 per cent compliance rating for free chlorine levels.</p> <p>This project seeks to provide water supply infrastructure for Quorn which can ensure a sustainable, safe supply. Options under consideration include an extension of the Norther Water Supply Project pipeline to allow for a connection point to Quorn. A desalination plant has also been put forward as a potential solution.</p>		
	Strategic fit	High	Quorn was further identified by SA Water as one of three "priority" towns in its long-term plan for improving drinking water aesthetics, looking at water quality across the state.
	Economic impact	High	This project provides essential services and improved liveability which can attract a skilled workforce, including for Port Augusta (for which Quorn acts as a dormitory town).
	Social impact	High	Providing clean water to Quorn will provide a significant uplift in liveability, health and wellbeing, and quality of life for residents.
	Environmental impact	High	Future rainfall reductions will place increased pressure on water supplies. This project will mitigate this risk.
	Deliverability	Medium	Discussions pertaining to the potential for a pipeline extension are underway between SA Water and Council. The desalination option has faced barriers to progress based on high-cost estimates.
Multispecies Livestock Transshipping Hub Region: Far North Status: Feasibility 	<p>This project encompasses planning and delivery of a Multispecies Livestock Transshipping Hub in Port Augusta. This project would seek to improve safety, efficiency, profitability, and biosecurity for the Australian Livestock Industry, an industry which is critical to the region's economy and has faced difficulties in recent years due to major global events such as the pandemic and biosecurity challenges along critical international export chains.</p>		
	Strategic fit	Medium	Aligns with the Australian Government's National Agriculture Strategy 2030.
	Economic impact	High	The project will generate an estimated 11 jobs across construction and operation and will have direct benefits across the significant local livestock industry enabling higher capacity and more resilient supply chains.

Project	Prioritisation rationale		
	Social impact	Medium	The increased safety and biosecurity of livestock exports would have broad health and wellbeing benefits.
	Environmental impact	Medium	Investigations are ongoing into renewable energy sources, water efficient practices and waste reduction measures which can be incorporated into the site's operation.
	Deliverability	Medium	High-level cost estimates are available, with an estimated delivery timeline of 54 months.
Regional Telecommunications Connectivity Upgrades Region: Limestone Coast Status: Investment Ready 	<p>Telstra proposes to deliver 27 new Mobile Base Stations, providing improved handheld coverage to communities throughout the region. The project will enable improved voice mobile coverage, wireless broadband, and Internet of Things (IoT) network capability to the Limestone Coast region.</p> <p>There is a proposed increase of approx. 2,467 sq Km in 4G coverage footprint, providing overage to 1,842 new unique dwellings. The scope of the project has been developed in consultation with all 7 LGAs and each LGA will benefit from additional coverage.</p>		
	Strategic fit	High	Aligns with the Federal Government Blackspot program and the <i>Limestone Coast Regional Growth Strategy</i> .
	Economic impact	High	The project is estimated to generate 31 jobs directly and 29 indirect positions. The project is estimated to inject \$28 million into the local economy over 3 years.
	Social impact	High	The project will reduce connection costs for areas currently served only by satellite connections and will improve access to health and education as well as emergency response.
	Environmental impact	High	Increased connectivity will be vital for communities to respond to major events such as bushfires.
	Deliverability	High	Telstra have engaged with local, state, and federal government and subject to grant funding, the project is ready to proceed. Proposed time for completion is 3 years.
	Mount Gambier Saleyards and Industrial Estate Region: Limestone Coast Status: Investment Ready 	<p>This project entails undertaking upgrades to the Mount Gambier Saleyards to improve animal health and public safety, as well as significant sustainability improvements. Works are to include upgrades to roofing, installation of solar panels, new softfall to replace the current use of concrete.</p>	
Strategic fit		Medium	Aligns with the <i>Limestone Coast Regional Growth Strategy</i> .
Economic impact		High	It is estimated that 27 direct jobs per year will be created during the construction phase of the project, it will also support a further 25 jobs indirectly.

Project	Prioritisation rationale		
	Social impact	Medium	An upgraded saleyards would provide a higher quality meeting place for the local farming community.
	Environmental impact	High	The project includes the installation of solar panels, a significant reduction in water used for washdown and the introduction of softfall that will be composted, rather than disposed of.
	Deliverability	High	This project has been investment ready for close to 5 years, with Local and State Government funding committed.
Upgrades to the Green Triangle road network Region: Limestone Coast Status: Advocacy 	<p>Arterial roads across the Limestone Coast are in varying stages of disrepair, with many at the end of their useful life. While there has been some recent investment in safety barriers, culverts and overtaking lanes, the overall condition of the Princes Highway, Riddoch Highway, Southern Ports Highway and Dukes Highway are poor.</p> <p>In addition, there are a number of other Department for Infrastructure and Transport (DIT)-owned roads in very poor condition including major forestry routes such as Mile Hill Road, Kangaroo Flat Road, Mount Burr Road, Clay Wells Road, Callendale Road, and general freight routes to the north, including Naracoorte Road. Work required ranges from widening and shoulder sealing, through to resurfacing and in some cases, full reconstruction due to pavement and/or base failure.</p>		
	Strategic fit	High	Aligns with <i>Limestone Coast Regional Growth Strategy, Council Strategic Plans, Green Triangle Regional Freight Action Plan.</i>
	Economic impact	High	Although not yet quantified, the project will create construction jobs. There will also be improved access to key markets and improved freight efficiency along the region's supply chains.
	Social impact	High	The project will improve access to key services and infrastructure for communities, as well as to key tourism destinations.
	Environmental impact	Medium	The project will improve the likelihood of arterial roads being serviceable in a changing climate.
	Deliverability	Medium	The scale of the project will necessitate leadership from State Government, the project has strong community support and engagement with Councils by DIT is underway.
Upgrade of Drainage Network Infrastructure in the Limestone Coast	<p>This project entails implementation of a 5-year program of asset renewal and upgrade for high priority bridges, ensuring that heavy vehicles can safely travel through key transport routes across the Limestone Coast.</p> <p>Works include full bridge replacements, widening of narrow bridges, increasing load capacity, and replacing guard rails for more than 37 bridges at a value of approximately \$26 million.</p>		

Project	Prioritisation rationale		
Region: Limestone Coast Status: Investment Ready 	Strategic fit	High	Aligns with the <i>National Water Initiative</i> , <i>South Australia's Road Safety Action Plan (2023-2025)</i> , <i>SA Flood Hazard Plan</i> , <i>Green Triangle Regional Freight Action Plan</i> , and <i>Limestone Coast Regional Growth Strategy</i> .
	Economic impact	High	The project is estimated to create 44 construction jobs over 5 years and will significantly improve the efficiency of the region's freight movements.
	Social impact	Medium	The project will deliver substantial road safety improvements.
	Environmental impact	High	The project will improve the region's ability to manage water in the landscape.
	Deliverability	Medium	The project has clear priorities identified in an asset management plan as well as community support for the work. However, the project is still lacking investment despite several attempts at State funding.
South Eastern Freeway Freight Route Region: Adelaide Hills Fleurieu and Kangaroo Island / Murraylands & Riverland Status: Investment Ready 	<p>A number of road construction projects are underway (Princes Highway and Sturt Highway Corridor upgrades), with some having recently lost Commonwealth funding through the Australian Government's Infrastructure Investment Program Review (Truro Bypass) and others with business cases developed but not progressing (Greater Adelaide Freight Bypass).</p> <p>Both individually and collectively, these projects are critical to enable South Australia to maintain and grow regional transport of agricultural products and to reduce freight traffic on local roads.</p>		
	Strategic fit	High	These projects have been identified as a priority by the South Australian Department of Infrastructure and Transport.
	Economic impact	High	These projects will improve freight efficiency, increase supply chain resilience, and improve access for tourism visitation to key destinations. The Northern Freight Bypass alone is expected to generate 114 jobs during construction.
	Social impact	Medium	The projects will reduce congestion and improve road safety and reduce conflict of use between freight and commuter traffic.
	Environmental impact	Medium	Enabling more efficient and higher capacity freight movements can reduce the number of trucks required and resultant emissions.
	Deliverability	Medium	The projects are estimated to cost \$520 million, with state and federal co-funding required.
<p>This project includes waste to hydrogen project in Tailem Bend (through the Riverbend Energy Hub) alongside an organic matter to gas project in Murray Bridge (through the Murray Bridge Biomethane Project).</p>			

Project	Prioritisation rationale		
Hydrogen and Biomethane Renewable Hubs Region: Murraylands & Riverland Status: Feasibility 	Strategic fit	High	The project aligns with South Australia's <i>Hydrogen Action Plan</i> and would aid in reaching net zero targets.
	Economic impact	High	The project is estimated to generate 1,420 construction jobs and 450 ongoing operation jobs.
	Social impact	Medium	Further assessment is underway to understand potential social impacts.
	Environmental impact	High	The project would aid in a transition to green energy, reducing emissions and increasing climate resilience.
	Deliverability	Medium	High-level cost estimates have been developed and stakeholder engagement is underway.
Riverland Sustainable Growth Precinct Region: Murraylands & Riverland Status: Feasibility 	This project would deliver protected cropping alongside a food valorisation and manufacturing precinct that would be the economic engine for multiple transport, energy (solar) and education initiatives.		
	Strategic fit	High	Strong alignment with the <i>Riverland Wine Blueprint (draft)</i> , alongside driving growth in engine industries identified for the region in <i>Infrastructure Australia's Regional Strengths and Infrastructure Gaps report (2022)</i> .
	Economic impact	High	The project would support the local wine industry and mitigate job losses associated with a potential climate-related downturn in the local red wine industry.
	Social impact	Medium	Further assessment is underway to understand potential social impacts.
	Environmental impact	High	The project includes renewable energy provision (solar), which will reduce reliance on high-emission sources.
	Deliverability	Medium	The project has in-principle support of industry bodies and the South Australian Department of Primary Industries and Regions (PIRSA).

Project	Prioritisation rationale		
<p>Complete and implement master planning for Provincial Cities Region: Multiple regions Status: Advocacy</p> <p>S</p>	<p>Master Planning for Provincial Cities aims to establish a spatial vision and key infrastructure requirements for achieving a series of objectives around lead risk mitigation, industry growth and residential growth for these areas as the major employment and service centres for regional South Australia.</p> <p>Successful master planning can ensure that key land use requirements and infrastructure projects required to accommodate growth forecasts are incorporated into future development in the regions.</p> <p>Theses Provincial Cities include:</p> <ul style="list-style-type: none"> - Port Lincoln - Whyalla - Port Augusta - Port Pirie - Murray Bridge - Gawler - Mount Barker - Mount Gambier. 		
	Strategic fit	High	This project demonstrates alignment with various Local Government Community Strategic Plans, alongside the goals of the <i>South Australian Economic Statement (2023)</i> .
	Economic impact	High	Completion and delivery of a master plan for a single Provincial City (Port Lincoln) is estimated to create direct construction jobs in excess of 26,600, with at least 7,500 ongoing jobs.
	Social impact	High	Master planning enables the delivery of much-needed housing in major regional centres in a way which provides for liveable and sustainable communities.
	Environmental impact	High	Master planning enables a long-term, holistic view of development which can mitigate impacts on natural environments and integrate top-down principles of sustainable development.
	Deliverability	Medium	Costs and readiness vary across regions, with Port Pirie and Port Lincoln relatively well progressed.

Project	Prioritisation rationale		
<p>Port Pirie South West Project Region: Yorke and Mid North Status: Feasibility</p> 	<p>This project will develop and deliver common sewer and stormwater network augmentation (and related reticulated water networks) to service the two land divisions in Port Pirie servicing between 600 - 700 lots which are due to be released on to the market across several stages.</p> <p>This project looks to respond to the current acute housing shortage at a time where Port Pirie is experiencing significant growth, with approximately \$2 billion in investment associated with major projects currently anticipated for the region over the next five years.</p>		
	Strategic fit	High	Aligns with Infrastructure Australia's <i>Regional Strengths and Infrastructure Gaps report (2022)</i> , as well as Port Pirie Regional Council <i>Strategic Plan</i> and constraints identified in Upper Spencer Gulf Structure Planning.
	Economic impact	Medium	This project is expected to generate 65 full time jobs.
	Social impact	High	New housing stock would assist in meeting the unmet basic accommodation needs for residents, workers and visitors. Additionally, the drainage corridor will enable improved visual amenity and public spaces.
	Environmental impact	Medium	Enabling housing provision will assist in providing workforce accommodation to meet the demands of proposed green energy projects in the region.
	Deliverability	Medium	The project will require a consortium of parties to develop and deliver the project comprising landholders, Port Pirie Regional Council, SA Water and State Government. Initial costings have been undertaken.
<p>Braemar Infrastructure Corridor Region: Yorke and Mid North / Far North Status: Feasibility</p> 	<p>The project will develop a 385km multi-user infrastructure corridor connecting the Braemar Basin to the Spencer Gulf, which will facilitate investment into the Braemar Basin's developing Iron Ore industry.</p>		
	<p>The project will provide the export facilities and infrastructure, including power and water to support the export of up to 100 million tonnes of Iron Ore Concentrate per year from the Braemar Basin. The geographical spread of the infrastructure is +300km from export ship loading facilities in Spencer Gulf to the Town of Olary.</p>		
	Strategic fit	High	Alignment with the South Australian Government's <i>Regional Mining and Infrastructure Planning (RMIP)</i> project and <i>Integrated Transport and Land Use Plan (ITLUP)</i> .
Economic impact	High	Significant benefits (an economic model has been developed but it is not publicly available).	

Project	Prioritisation rationale		
	Social impact	Medium	The influx of workers in the construction and operation phase will provide economic stimuli to all towns in the corridor.
	Environmental impact	Medium	The project will enable the transport of inputs for the green steel industry.
	Deliverability	Medium	Public consultation is underway by proponents and Local Councils have expressed support for the project. Feasibility studies are ongoing.
Augusta Highway Junction Upgrades Region: Yorke and Mid North Status: Feasibility 	The Augusta Highway is part of Australia's ring route (Highway 1). Freight movement continues to increase along this corridor and with significant interface with tourism and domestic traffic, there are a suite of duplication and remedial works occurring along the highway. The Crystal Brook to Port Pirie component of Augusta Highway is one of the remaining key pieces of works to be implemented to improve safety on this high productivity network.		
	Strategic fit	High	Aligns with the <i>National Land Freight Strategy</i> and <i>Infrastructure SA's 20-Year Infrastructure Strategy</i> .
	Economic impact	High	Significant employment impacts will be realised through this project along with improved productivity and enhanced freight corridor efficiencies (supply chain).
	Social impact	Medium	From this project enhanced road safety, freight productivity, reduced travel times, and improved network reliability will be realised.
	Environmental impact	High	Where higher productivity freight vehicles are authorised to travel, fewer trucks will be required, resulting in less emissions.
	Deliverability	Medium	The project has an estimated cost of \$5-10 million and the Department for Infrastructure and Transport has funded the business case.

Project	Prioritisation rationale		
<p>Barossa New Water & Clare Valley New Water</p> <p>Region: Multiple regions</p> <p>Status: Feasibility</p> <p>C</p>	<p>Various projects are investigating options for increasing volumes and reliability of irrigation water servicing the Clare Valley, Adelaide Plains, Barossa Valley and Eden Valley with expanded use of recycled water from the Bolivar Waste Water Treatment Plant (Bolivar WWTP) as a common source option being considered across these projects. Optioneering performed in respect of various project options has considered the possibility of an optimised scheme involving a scaled treatment plant and common trunk infrastructure from Bolivar to the north, before separate trunks are constructed to the north (servicing Clare Valley) and Barossa and Eden Valleys (to the south).</p> <p>Projects configured to meet the needs of the regions separately (north and south) are developing concurrently, with the opportunity to consider an optimised solution (likely achieving lower capital unit costs for the waste water treatment plant and sections of trunk mains) still available in the event the respective studies' pursue the Bolivar WWTP as a common source of climate-independent, sustainable water source to support high-value irrigation activities in some of Australia's best wine regions.</p>		
	Strategic fit	High	Aligns with infrastructure gaps identified by Infrastructure Australia in its <i>Regional Strengths and Infrastructure Gaps report (2022)</i> , as well as the South Australian 20-Year Infrastructure Strategy (Priority 33).
	Economic impact	High	Beyond significant job creation across each project during construction, improved water security would provide for indirect job creation and value add in the agriculture and horticulture sectors.
	Social impact	High	Improved water security will provide for employment security in water-intensive industries such as agriculture and horticulture.
	Environmental impact	High	A sustainable local water source will enhance community and industry resilience against future changes in climate.
	Deliverability	Medium	Significant work has been undertaken to confirm stakeholder support and develop costings, however, there remains to be some finalisation of scope and approach required for the Barossa-based works.

6. Medium priority infrastructure projects

The following projects – which are not listed in ranked order – each represent a strong opportunity to deliver on a high priority need or opportunity for their respective region. In some instances, these projects may be lifted to a higher priority in future iterations of this exercise where more information on the project’s impacts and delivery potential can be made available.

Project name	Prioritisation rationale		
Heysen Boulevard completion Region: Adelaide Hills Fleurieu and Kangaroo Island Status: Advocacy 	The Heysen Boulevard is a key connector road that runs through the entire 1,300 hectares of the growth area in Mount Barker that was rezoned by the State Government in 2010. Only 53per cent of the road has been constructed and this has occurred in a piecemeal fashion by developers resulting in numerous sections of road that don’t connect. This is inhibiting major retail and commercial development, impacts emergency service response times, puts community safety at risk and is preventing access to public transport. This project encompasses completion of a connector road through the Southern housing development, connecting Bald Hills Interchange and Adelaide Road Interchange.		
	Strategic fit	High	The project is a main priority for Mount Barker District Council and would be a key enabler of the South Australian Government’s <i>A Better Housing Future</i> .
	Economic impact	High	Construction of this project will create 323 jobs, alongside better connectivity allowing for more job opportunities and enhancing efficiency of movement for freight and commuters.
	Social impact	High	The project will improve the emergency response time, connect public transport, and help to progress retail and commercial centres.
	Environmental impact	Medium	Further investigations are underway into environmental impacts, although there are emission reduction benefits likely to be enabled through allowing for public transport connections and reducing travel times.
	Deliverability	Medium	The project is expected to cost \$100 million as has been deemed as a high need area by stakeholders. If state government intervention does not occur, some sections may not be constructed for another 10 or more years.

Project name	Prioritisation rationale		
<p>Hahndorf Main Street Upgrade Region: Adelaide Hills Fleurieu and Kangaroo Island Status: Investment Ready</p> <div style="text-align: center; border: 1px solid gray; border-radius: 50%; width: 30px; height: 30px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">L</div>	<p>This project aims to improve the amenity, safety and experience for the people using the Main Street, supporting Hahndorf to remain a thriving Adelaide Hills community and one of South Australia’s most loved tourism destinations. Key benefits of the Main Street improvements include:</p> <ul style="list-style-type: none"> • revitalisation of the Main Street supports economic growth and successful places; • improved amenity and safety of the Main Street for the community, tourists and local businesses; • improved accessibility and connectivity for local communities and visitors, enhancing the overall Hahndorf township experience; • enhanced gateways as entrance and exit points to the destination township; • enhancement and protection of Hahndorf’s existing heritage values and features; and • improved access and connection towards the township through extending the Pioneer Women’s Trail. 		
	Strategic fit	Medium	Aligns with the endorsed strategic plans of the <i>Mount Barker District Councils Hahndorf Township Plan (2018)</i> and the <i>Hahndorf Main Street Revitalisation Endorsed Concept Design (2020)</i> .
	Economic impact	High	The project is expected to generate employment during the construction phase and increase GRP by \$154 million and GDP by \$271 million.
	Social impact	High	The project will provide opportunities for new business, community and public space uses.
	Environmental impact	Medium	Sustainable development outcomes will be integrated into project planning and delivery.
	Deliverability	Medium	The project is currently in the detailed design phase and hope the construction phase will begin in 2024.
<p>The Precinct: Regional Community, Sport and Recreation Precinct (The Precinct)</p>	<p>The City of Victor Harbor is embarking on one of the most exciting, region-shaping development opportunities in a generation to deliver The Precinct. The exciting and landmark development in the heart of Victor Harbor is something that the Council has been working towards for some time. The project will deliver the southern Fleurieu’s premier sports, leisure, and entertainment precinct. The Precinct is a vision for the future, combining community desires with long-term growth prospects for Victor Harbor’s tourism economy.</p>		

Project name	Prioritisation rationale		
Region: Adelaide Hills Fleurieu and Kangaroo Island Status: Investment Ready 	Strategic fit	Medium	Aligns with the <i>City of Victor Harbor Community Plan 2030 and Economic Development Strategy, Infrastructure Australia's Australian Infrastructure Plan 2021, and SA Sport and Recreation Infrastructure Plan 2020-2040.</i>
	Economic impact	High	The project is expected to create 154 jobs per annum during a two-year construction period with value-added of \$21.7 million per annum.
	Social impact	High	The Precinct will deliver substantial health, wellbeing and amenity benefits for the local community.
	Environmental impact	Medium	The project is committed to developing a climate-credentialled facility.
	Deliverability	High	Costings have been developed and Council is working with commercial advisors and have sought expressions of interest (EOI).
Freight Transport Infrastructure Region: Barossa Gawler Light Adelaide Plains Status: Feasibility 	<p>This project aims to develop detailed design and feasibility – followed by implementation – of heavy vehicle road infrastructure to support more efficient transport whilst ensuring safety and minimising disruption to residents and recreational areas. The project includes:</p> <ul style="list-style-type: none"> • Heavy Vehicle Bypass to improve road safety and efficiency for freight transport around the townships of Mallala and Two Wells. This will reduce light and heavy vehicle interface, and increase pedestrian safety by constructing a new bypass, reducing the impact of heavy vehicles upon residents and recreational areas, and reducing the number of associated intersections along the route. • Ensure safety of road users through provision of suitable freight network infrastructure throughout the Barossa region. Freight routes are well understood, and potential upgrade options are known - detailed design and feasibility would be required. The growth of freight on road will continue and significant support and investment is needed to maintain and improve the accessibility for this task. 		
	Strategic fit	High	The project aligns with <i>Barossa Council Community Plan and Local Economic Development Plans</i> , as well as the <i>South Australian 20-Year State Infrastructure Strategy</i> .
	Economic impact	High	The project is estimated to create 80 local jobs per annum over a 5-year construction period. There will also be longer term improvements to supply chain resilience and capacity.

Project name	Prioritisation rationale		
	Social impact	Medium	The project will improve liveability by re-routing freight routes away from residential and recreational areas, this will also improve the safety of the community.
	Environmental impact	Medium	The project will see a reduction in carbon emissions where road upgrades are able to service greater sized heavy vehicles, as less trucks are required for the same volume of haulage
	Deliverability	Medium	High-level cost estimates indicate that the project will cost approximately \$50-100 million
Wastewater Management & Water Reuse Two Wells and Surrounds Region: Barossa Gawler Light Adelaide Plains Status: Feasibility 	<p>This project entails the replacement of septic tanks with a Community Wastewater Management System (CWMS) and Council-owned wastewater treatment system for the township of Two Wells. This approach would also provide the opportunity for Council to re-use treated wastewater for greening public green spaces.</p> <p>The project will contribute to making the area a more attractive place to live, promoting the status of Two Wells to that of a desirable place to live as the town will no longer be viewed as a 'rural' setting, but a well serviced location. The removal of onsite disposal will also reduce complexities for prospective residents.</p>		
	Strategic fit	High	Aligns with the South Australian Government's 30-Year Plans for Regional South Australia and gaps identified in Infrastructure Australia's Regional Strengths and Infrastructure Gaps report (2022).
	Economic impact	Medium	The project is expected to support 179 direct and indirect jobs per annum during the two-year construction phase.
	Social impact	High	The project will improve liveability and cater to the needs of a growing population.
	Environmental impact	Medium	The project will reduce the risk of contamination of waterways or bores and will reduce the need for trucks to collect onsite disposal materials.
	Deliverability	Medium	The project is estimated to cost \$100 million, with Council proposed as the lead agency in delivery and management.

Project name	Prioritisation rationale		
<p>Creative Industries Precinct Region: Barossa Gawler Light Adelaide Plains Status: Investment Ready</p> <div style="border: 1px solid gray; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 10px auto;">L</div>	<p>The Barossa Council is repurposing and adding to the historic Barossa Regional Gallery to develop a landmark cultural hub and creative industry precinct. It is a space that will combine arts, theatre, and other creative platforms such as music and radio into one central location. This project delivers a home to those arts which currently don't have a space, whilst fostering social connections, enhancing educational opportunities, and growing the regions arts community.</p> <p>The Centre will enhance the current performance and exhibition spaces, create a heritage education centre with a focus on digital and multimedia engagement platforms, broadcasting and production suites, music education facilities, arts studio and workshop spaces, residency program capability, external performance areas that talk to the indigenous history and landscapes of the region, event and sensory public gathering open spaces. It will also serve as a hub and landing point for specialist creative professionals and visitors alike providing visibility, promotion and signposting to other creative facilities and content throughout the Barossa region.</p>		
	Strategic fit	High	Aligns with <i>Barossa Council Community Plan</i> , as well as <i>South Australia's 20-Year State Infrastructure Strategy</i> and the <i>Department of the Premier and Cabinet Strategic Plan 2021-2022</i> .
	Economic impact	Medium	The project is expected to support 39 local jobs per annum over a 1.5-year construction period. It is also estimated that \$14 million will be injected into the local economy.
	Social impact	High	The project will provide a creative hub within the region, addressing a current gap and contributing to greater social wellbeing and community cohesion.
	Environmental impact	Medium	The project will use smart technologies to reduce the carbon footprint in design and delivery.
	Deliverability	High	The project is expected to commence in mid to late 2024 and be completed by mid-2026 at an estimated cost of around \$14 million.

Project name	Prioritisation rationale		
<p>Drover's Encounter Region: Barossa Gawler Light Adelaide Plains Status: Investment Ready</p> 	<p>The project encompasses plans for a nationally significant tourist attraction designed to showcase Australian pastoral life and celebrate the richly historic township of Kapunda - located on the doorstep of the Barossa Valley.</p> <p>Drover's Encounter will be a uniquely Australian destination for locals and visitors of all ages, offering culinary, cultural and entertainment experiences. This once in a generation investment opportunity will consist of a diverse range of attractions for locals and visitors:</p> <ul style="list-style-type: none"> • The Drover's Encounter Experience Centre - immersive storytelling of Sir Sidney Kidman, Frederick Dutton, the Seppelt Family and other local icons with strong connections to Kapunda, Light Country and the Barossa Valley region; • The Stockman's Arena - events venue hosting live horsemanship shows and experiences; • Signature Restaurant - destination dining showcasing farm to plate local and native produce within an iconic heritage homestead; • an Adventure Playground - free adventure playground, a major family destination for locals and visitors alike; and • an Activated Historic Copper Mine - interactive experience on the site of Australia's first commercially successful mine which dates back to the 1830's and the birthplace of some of Australia's most famous companies. 		
	Strategic fit	Medium	Aligns with RDA Regional Strategic Plan 2022-2025 and the South Australian Tourism Commission Corporate Plan 2023-2026.
	Economic impact	Medium	The project will generate 125 jobs through construction and 200-350 jobs during its operation.
	Social impact	Medium	The project will generate cultural asset for community use, with both First Nations and colonial stories being told.
	Environmental impact	Medium	The project will consider sustainable energy supply options and EV charging facilities.
	Deliverability	Medium	The project is estimated to require \$30 million in initial investment and require private funding.

Project name	Prioritisation rationale		
<p>Great Australian Wine Trail Region: Barossa Gawler Light Adelaide Plains Status: Investment Ready</p> <p>L</p>	<p>This project looks to establish the Great Australian Wine Trail as a globally recognised signature gastronomic cycling experience based around South Australia’s world class wines, culinary excellence, heritage towns and villages and iconic landscapes. Connecting five wine regions and the traditional country of three First Nations groups, a consortium of six local councils is collaborating to create 280km of mixed surface trails. Light Regional Council is also seeking to implement trails connecting Tanunda to Kapunda as a foundation segment.</p>		
	Strategic fit	Medium	Aligns with <i>RDA Regional Strategic Plan 2022-2025</i> , alongside supporting a regional engine industry as identified in <i>Infrastructure Australia’s Regional Strengths and Infrastructure Gaps report (2022)</i> .
	Economic impact	High	The project is expected to support 354 jobs with a preliminary BCR of 6.3 and act as a catalyst for growth in the local tourism sector.
	Social impact	High	The project will significantly improve active transport infrastructure, delivering \$92.7 million in estimated health benefits.
	Environmental impact	Medium	The project will enhance the amenity value of the natural environment.
	Deliverability	Medium	Project construction costs are estimated to be \$38.5 million, with \$5.8 million worth of 10-year maintenance costs. Regional Councils are supportive of the project.
<p>Centre for Excellence - Hydrogen Production and Use Region: Eyre Peninsula Status: Advocacy</p> <p>R</p>	<p>The former Whyalla High School is to be repurposed to be a Centre for Excellence to support hydrogen, green mining, green steel production, chemical looping combustion (CLC) hydrogen research and HILT CRC activities. The Centre for Excellence is to include facilities supporting hydrogen related research, education, technology, and industry application, as well as an interpretive centre for resources and renewable industries and home of the regional HILT CRC Hub in the Upper Spencer Gulf region.</p>		
	Strategic fit	High	Strong alignment with South Australia’s <i>20-Year State Infrastructure Strategy and South Australian Economic Statement</i> .
	Economic impact	High	Direct support for green industry growth, with related employment opportunities (alongside jobs provided in construction).

Project name	Prioritisation rationale		
	Social impact	Medium	Likely to provide new sustainable, high-value employment opportunities for the local community.
	Environmental impact	High	The project will assist in growing the green energy industry and have flow-on effects in aiding carbon emission reduction.
	Deliverability	Medium	The City of Whyalla, Department of Education (land holder) and Uni SA have endorsed the project.
Eyre Hub Region: Eyre Peninsula Status: Advocacy 	Eyre Hub is a project to develop safe and secure facilities for driver's rest (especially female drivers), a freight interchange, truck servicing, weighbridge, warehousing, and other facilities related to the movement and distribution of freight. This would primarily service the east-west truck movements but also provide the opportunity to break loads for distribution across the Eyre Peninsula.		
	The project also incorporates a grain receival site capable of segregating high value products such as lentils to be responsive to sale to market at the optimum time.		
	The facility would be carbon neutral through the installation of a solar farm that would also have the potential to feed power into a larger Kimba micro-grid project.		
	Strategic fit	High	Aligns with Commonwealth Government priority for safe rest areas and facilities, and the road infrastructure priorities within the <i>Eyre Peninsula Strategic Plan</i> .
	Economic impact	Medium	The project would also assist Kimba in its economic recovery following withdrawal of the Australian Radioactive Waste Storage Facility.
	Social impact	Medium	The project would improve safety for road users by providing rest facilities.
	Environmental impact	Medium	The project includes a solar farm and provision of low emission vehicle charging facilities.
Deliverability	Medium	Feasibility and design phase estimated to require 12 months to complete.	

Project name	Prioritisation rationale		
<p>Cooper Pedy Water Supply Region: Far North Status: Investment Ready</p> <p>L</p>	<p>Cooper Pedy produces and reticulates it's on water via a bore 25km Northeast of Cooper Pedy on the Oodnadatta Road via a pipeline. The water quality is of an outstanding level, which means the water can be consumed without more consumer intervention.</p> <p>However, a challenge remains in addressing dated infrastructure in dire need of replacement. This is resulting in failing connections which create significant water leakages across town and can place water at risk of contamination. In addition to potential health risks, this issue also adds to the cost of the water - currently, residents pay a \$302.75 connection fee and then \$8.36 per kL for the first 35 kL, \$11.70 per quarter 36kL-130kL and \$13.34 per kL per quatre above 130kL.</p>		
	Strategic fit	High	The project aligns with Commonwealth, state, and local plans in providing affordable, clean water for residents.
	Economic impact	Medium	The project will increase liveability, potentially attracting a skilled workforce, and enable industry and residential expansion.
	Social impact	High	This project will provide affordable, clean water to the businesses and community of Cooper Pedy.
	Environmental impact	High	This project will decrease the region's reliance on rainfall water supply.
	Deliverability	High	This project is ready to commence and has longstanding local and council support.
<p>Whole-of outback integrated waste management strategy Region: Far North Status: Feasibility</p> <p>R</p>	<p>This project encompasses the creating and implementation a 'whole-of-outback' integrated waste management strategy. The project would seek to meet waste reduction targets and regulatory compliance by managing waste responsibly and reducing the burden on landfills. An effective waste management strategy would serve as a crucial tool to meet a range of government goals related to environmental protection, public health, economic development, and sustainability.</p>		
	Strategic fit	Medium	The project would seek to align with <i>South Australia's Waste Strategy 2020-2025</i> .
	Economic impact	Medium	Potential job creation in waste collection, sorting, and disposal. There is also potential to reduce current costs associated with waste management for local government.

Project name	Prioritisation rationale		
	Social impact	High	The project would improve community health and wellbeing through improved sanitation practices.
	Environmental impact	High	There is potential to integrate circular economy principles, and reduce reliance on traditional landfill.
	Deliverability	Medium	The project would involve extensive planning, research, community engagement, and regulatory processes.
Outback Power - renewable power supply audit and recommendation report Region: Far North Status: Feasibility 	A renewable power supply audit and recommendation report for remote communities is a comprehensive assessment of the current energy infrastructure and an essential step towards achieving sustainable, clean, and reliable power sources for these isolated regions. The reports aim is to address the energy needs and challenges faced by remote communities, typically situated in areas where grid connectivity is limited or non-existent.		
	Strategic fit	Medium	Aligns with South Australia's aspiration is to achieve 100per cent net renewables by 2030
	Economic impact	Medium	Potential downstream job creation in installation and maintenance of infrastructure to deliver against recommendations.
	Social impact	High	Providing reliable access to clean electricity, ensuring adequate lighting, heating, and cooling, improves comfort and safety in homes.
	Environmental impact	High	The project would provide a basis for increasing the use of renewable energy sources in the region.
	Deliverability	Medium	The project is in early stages of feasibility.
Integrated outback water management framework Region: Far North Status: Feasibility 	The funding of an integrated outback water management framework and implementation of an integrated capital upgrade program takes a holistic approach to the challenge of supplying clean, reliable and sustainable water to outback communities. There is potential to achieve economies of scale in approaching the issue through this more holistic lens, with potential for pooled funding.		
	Strategic fit	High	The project aligns with the <i>Outback South Australia Regional Plan 2012-2032</i> and has been the subject to government discussions since 2004.

Project name	Prioritisation rationale		
	Economic impact	High	The project may lead to provision of a stable and sustainable supply of water would support residential and industrial growth.
	Social impact	High	The project will aid in providing safe and reliable drinking water for underserved communities.
	Environmental impact	High	Developing a strategic framework for water supply can assist in building the climate resilience of communities at high risk of future rainfall reductions.
	Deliverability	Medium	Time and cost estimated for development and implementation of the framework remain high-level.
Sealing of Yorkey's Crossing Region: Far North Status: Investment Ready 	<p>Yorkey's Crossing is a ford located in Emeroo at the head of Spencer Gulf, about 7.4 km north of Port Augusta. It is a vital crossing for the Spencer Gulf township and is located along a commonly used heavy vehicle freight route.</p> <p>In recent years, the Joy Baluch AM Bridge has benefited from state government funded duplication works which have increased capacity, however part of the road remains unsealed and thus subject to closure with minimal rainfall (the road becomes impassable with 3mm of rain). For heavy freight vehicles unable to use the aforementioned bridge, this event requires either waiting for the road to dry out, or taking an up to 20 hour detour.</p>		
	Strategic fit	High	The project aligns with the South Australian Government's <i>Port Augusta Road Management Plan (Draft)</i> and the <i>Port Augusta City Council 2040 Strategic Plan</i> .
	Economic impact	High	The project would increase freight productivity and improve supply chain resilience.
	Social impact	High	The project would improve road safety for all users.
	Environmental impact	Medium	Avoiding significant rerouting of trucks would reduce emissions for these journeys.
	Deliverability	High	A BCR has been developed and there is strong community support for the project.
	<p>This project entails upgrades to and construction of amenities at Naracoorte Caves. Works include a viewing platform, safety infrastructure, lighting, and extensions and improvements to trails.</p>		

Project name	Prioritisation rationale		
<p>Major upgrade to visitor facilities at Naracoorte Caves Region: Limestone Coast Status: Investment Ready</p> <p>L</p>	Strategic fit	High	The site is World Heritage listed and recognised by local, state and federal government as being of cultural and environmental significance.
	Economic impact	Medium	Upgrades facilities will provide for an enhances tourism offering, which may drive increased and/or higher value visitation.
	Social impact	High	The project presents an opportunity for meaningful engagement with the local First Nations community. The works will also enhance accessibility to the site for those who are physically impaired.
	Environmental impact	Medium	The project will enhance protections for native threatened species.
	Deliverability	Medium	Project costings are still in early stages.
<p>Bordertown Water Supply Region: Limestone Coast Status: Feasibility</p> <p>L</p>	<p>This project includes both short-term and long-term. In the short-term, SA Water has indicated that the installation of an additional storage tank and pump rising main from the industrial estate to Bordertown’s water tower will likely be enough to support the industrial and residential development forecast at this time. This work is included in the current regulatory period but will require additional funds to be allocated.</p> <p>To ensure the security of Bordertown’s water supply in the long-term will require significant further planning and investigation. Any solution, whether the extension of the network from Keith, which is supplied by pipeline from the Murray, a desalination plant, or opening of additional catchment areas, may well exceed \$100 million. It is critical that allowance for this work, both planning and implementation, is made in future regulatory business proposals. The National Water Grid Fund may provide an opportunity for federal funding.</p>		
	Strategic fit	High	Aligns with <i>Limestone Coast Regional Growth Strategy</i> , <i>Tatiara District Council Annual Business Plan</i> , and the <i>Tatiara District Council Economic Development and Tourism Strategy Action Plan</i> .
	Economic impact	High	The project is expected to create almost 3,000 direct and indirect jobs.
	Social impact	High	The project will address the issues with local water supply and allow more people access to safe, drinkable water improving the quality of life.

Project name	Prioritisation rationale		
	Environmental impact	High	This project is in direct response to climate change, aiming to ensure the water security for a town threatened with reduced rainfall.
	Deliverability	Medium	Plans and costings for short-term works have been developed, however additional funding is required.
Bordertown Electricity Grid Augmentation Region: Limestone Coast Status: Advocacy 	During peak demand, Bordertown's electricity supply has to be supported by a diesel generator. Past alternative energy generation projects have encountered significant barriers as a result of the town's electricity grid being at capacity. Network augmentation works are required to improve capacity and allow expansion of local industry and diversification of generation sources.		
	Strategic fit	High	Aligns with <i>Limestone Coast Regional Growth Strategy</i> , <i>Tatiara District Council Annual Business Plan</i> , and the <i>Tatiara District Council Economic Development and Tourism Strategy Action Plan</i> .
	Economic impact	Medium	The capacity of the electricity grid will have a significant impact on the cost of doing business, as well as enabling expansion of businesses or the development of alternative electricity generation projects.
	Social impact	Medium	The project will enhance the reliability of electricity access for residents, which may have substantial impacts on everyday life.
	Environmental impact	Medium	Mitigating reliance on diesel generation will lower emissions from electricity generation.
	Deliverability	Medium	Although is ongoing to finalise the scope and approach, stakeholders are supportive of the project.

Project name	Prioritisation rationale		
<p>Limestone Coast Materials Recovery Facility Region: Limestone Coast Status: Feasibility</p> <p>R</p>	<p>This project entails the construction of a waste retrieval and sorting facility to meet the collective needs of Councils across the Limestone Coast region. Results of initial analysis suggest that a low-technology materials recovery facility that is scaled to accommodate the throughput of some of the neighbouring regions (initially assumed to be West Wimmera and Glenelg) would provide the greatest return.</p> <p>It is recommended that a low-technology, high-volume materials recovery facility be further investigated to generate a detailed business case in collaboration with key regional and industry stakeholders. Future detailed analysis should also investigate new and emerging trends and their interface with local opportunities.</p>		
	Strategic fit	Medium	Aligns with <i>South Australia's Waste Strategy 2020-2025</i> and has the collective support of regional Councils.
	Economic impact	Medium	The provision of in-region recycling capabilities could reduce waste transport and processing costs for Councils.
	Social impact	Medium	The project may improve community health through responsible waste management, however further investigation into social impact is required.
	Environmental impact	Medium	The project will reduce emissions associated with transport of waste out-of-region, and offer potential to develop the region's circular economy.
	Deliverability	Medium	Initial studies have costed the project at \$1.8 million, with further work required to finalise scope and approach.
<p>Circular Economy Precinct: Waikerie residential and industrial development Region: Murraylands & Riverland Status: Feasibility</p> <p>L</p>	<p>This project includes the development of 550 residential allotments alongside a circular economy precinct. The precinct element would include:</p> <ul style="list-style-type: none"> – an industrial hub (bioreactor) – feedlot – olive plantation – public open spaces. 		
	Strategic fit	High	Aligns with the <i>Green Industries SA's Strategic Action Plan</i> and will have strong strategic benefits in delivering much-needed accommodation for the region.

Project name	Prioritisation rationale		
	Economic impact	Medium	The combined precinct and residential allotment will support increased workforce capacity and offer new job creation potential.
	Social impact	High	The project will increase access to housing, a critical need in the region.
	Environmental impact	High	The development will generate carbon credits through the bioreactor, which also offers waste reduction benefits.
	Deliverability	Medium	High-level cost estimated have been developed, with private funding required.
Circular Economy Precinct: plastics upcycling Region: Murraylands & Riverland Status: Investment Ready 	This project involves the development of a hard and soft plastics recycling facility in Murray Bridge. The project is led by Ngarrindjeri Aboriginal community and could service waste from the surrounding region.		
	Strategic fit	Medium	Aligns with the Green Industries SA's <i>Strategic Action Plan</i> .
	Economic impact	Medium	The project is estimated to generate 10 jobs through construction and 20 ongoing for the operation of the plant
	Social impact	High	This will provide employment opportunities and income for the Ngarrindjeri Aboriginal communities.
	Environmental impact	High	The project would result in reduction of soft plastics in storage and increase the recycling capacity of the community.
	Deliverability	Medium	The local City of Murray Bridge is supportive of the project and local First Nations labour is available to deliver. Private investment would be required.
Murray Coorong Trail and Dark Sky Reserve Region: Murraylands & Riverland Status: Investment Ready 	This project includes targeted anchor projects under the River Murray International Dark Sky Reserve and along the Murray Coorong Trail to create a mecca for nature tourism in the Murraylands. Proposed work would include a space observatory, Aboriginal tourism site (Ngaut Ngaut) and the next stages of the Murray Coorong Trail.		
	Strategic fit	Medium	Aligns with the South Australian Tourism Commission's <i>Regional Tourism Plan</i> .
	Economic impact	High	The entire project is expected to generate well over 150 construction jobs and 50 ongoing operational jobs, alongside generating tourism revenue.

Project name	Prioritisation rationale		
	Social impact	Medium	The trail will integrate the cultural expression of dark sky.
	Environmental impact	Medium	The reserve seeks to protect the natural beauty of the park and the project would offer opportunities to educate visitors about this unique environment.
	Deliverability	Medium	The project is dependent on the finalisation of the Murray Coorong Trail which is only 10per cent complete.
Renewable Energy Nodes - Transmission & Storage Region: Murraylands & Riverland Status: Investment Ready 	This project focuses on the need for SA Power Networks to upgrade electricity transmission lines and for private investment in battery storage to maximise potential from a considerable number of regional renewable energy projects (such as Palmer Wind Farm and multiple solar farms).		
	Strategic fit	High	The project would support South Australia in achieving net zero targets, namely through enabling large-scale investment in generation projects.
	Economic impact	Medium	Approximately 500 construction jobs are estimated to be created, alongside ongoing operational jobs.
	Social impact	Medium	The project is expected to support the Tailem Bend Solar project, which has committed to those identifying as Aboriginal making up at least 10per cent of the workforce.
	Environmental impact	High	Downstream projects enabled by this infrastructure are expected to produce 395MW of renewable energy.
	Deliverability	Medium	High-level cost estimates are over \$900 million.
Southern Food Tech Precinct Region: Murraylands & Riverland Status: Feasibility 	This project includes a high-tech food processing and manufacturing precinct that will be the economic engine for multiple transport, energy, and education initiatives. The project will maximise value-add for the local agricultural and horticultural sectors, and is currently being further developed as part of a Regional Precincts and Partnerships Program proposal.		
	Strategic fit	Medium	The project aligns with the Greater Adelaide Regional Plan in relation to Monarto intermodal and Murray Bridge accommodation, workforce and utilities development.

Project name	Prioritisation rationale		
	Economic impact	High	The project is expected to create over 2,000 jobs, and the local production of goods and provisions will likely reduce costs to local consumers and strengthen local supply chains.
	Social impact	Medium	Access to fresh local food may improve the health of local communities. Further assessment of social impacts is underway.
	Environmental impact	Medium	The proposed facility could reuse existing wastewater treatment ponds to generate natural gas, along with other renewable energy sources to improve environmental impacts.
	Deliverability	Medium	The processing plant is nearing completion. The total project is estimated to cost between \$20-50 million
Connecting the Region Region: Murraylands & Riverland Status: Investment ready 	<p>This project encompasses planning and delivery for 10 digital connectivity projects across the region. Of these 10, five are currently under development in the Mallee (Pinnaroo, Lameroo, Geranium, Kulkami and Peake), with projects ranging from mobile telephone towers to options for internet connectivity (such as NBN or Starlink).</p> <p>The project looks to focus on the area of greatest need, namely with a focus on the Mallee and surrounds (particularly Paringa).</p>		
	Strategic fit	Medium	This project delivers against the recommendations of the <i>Murraylands and Riverland Telecommunications Review (2022)</i> .
	Economic impact	Medium	The project will enable greater business productivity and access to online opportunities.
	Social impact	High	The project can provide residents with access to telehealth or remote education services.
	Environmental impact	Medium	Improved telecommunications connectivity will improve access to emergency services during major climate-related events such as bushfires.
	Deliverability	High	Five projects are underway, with Council seeking co-investment for the remaining five projects.

7. Projects in development

The projects listed below represent high-potential infrastructure interventions which require further support in developing the case for prioritisation. This does not reflect a lack of potential benefits or a lesser need for funding or support than other projects, and these projects should continue to be considered as a means of growing the regional economy and contributing to more liveable, resilient and prosperous communities.

Project name	Prioritisation rationale	
Victor Harbor and South Road duplication Region: Adelaide Hills Fleurieu and Kangaroo Island Status: Feasibility 	Main South Road to McLaren Vale commenced 2022 worth \$92 million complete. Estimate \$600 million project. \$185 million committed over 5 years to provide improvements for road safety. The duplication of Main South and Victor Harbor Roads aim to boost road safety and tourism and cut travel times. The Department for Infrastructure and Transport (DIT) says the project will result in safer and faster journeys for motorists and provide a vital boost for local tourism, communities and support hundreds of jobs each year during construction. Main South Road involves two stages, the first being from Seaford to Aldinga and the second from Aldinga to Sellicks Beach. Works include grade separations, adjusted road layout, and road safety treatments. Victor Harbor Road, between Main South Road and the McLaren Vale turn off, will be duplicated with additional safety treatments along Victor Harbor Road.	
	Strategic fit	High The significance of the project has been recognised by the Department for Infrastructure and Transport (DIT) and with <i>South Australia's Road Safety Strategy to 2031</i> .
	Economic impact	High The project is expected to support 3,430 jobs and will support improved capacity and efficiency in the tourism and freight sectors.
	Social impact	Medium The project will provide for improved access for residents and visitors to McLaren Vale.
	Environmental impact	Medium Further investigation is required to understand the project's environmental impacts.
	Deliverability	High The project is DIT-led and the Main South Road to McLaren Vale sections of work commenced 2022 with \$92 million complete. Estimate total project value is \$600 million.
Upgrade to old Victor Harbor SteamRanger line Region: Adelaide Hills Fleurieu and Kangaroo Island Status: Feasibility 	SteamRanger Heritage Railway operates different heritage steam and diesel hauled tourist trains between Mt Barker in the Adelaide Hills, over Mt Lofty Ranges, down to Strathalbyn and on through the coastal holiday towns of Goolwa and Port Elliot to the tourist resort town of Victor Harbor. Trains operate over 200 days a year and are manned by volunteers from the Australian Railway Historical Society, who are also responsible for maintenance of the rail line and the heritage locomotives and carriages. This project looks to undertake repairs to State Government owned rail bridges along the route at locations including Currency Creek, Watsons Gap, Hindmarsh River, Tookayerta Creek and Finniss River.	

Project name	Prioritisation rationale		
	Strategic fit	Medium	The Department for Infrastructure and Transport (DIT) has recognised the need for upgrades to ensure the structural integrity of the bridges.
	Economic impact	Medium	The project is estimated to create 51 jobs through construction.
	Social impact	Medium	The works will improve the safety of passengers and staff.
	Environmental impact	Medium	The project will protect a regional historical asset.
	Deliverability	High	The project is estimated to cost \$8.9 million and is due for commencement in mid-2024 (led by DIT).
Fleurieu Freight Route By-Pass Region: Adelaide Hills Fleurieu and Kangaroo Island Status: Feasibility 	There is potential for a bypass route for Middleton which will form part of the proposed South Coast Freight Corridor. This Freight Corridor is acts as a key regional freight route between the Kangaroo Island Ferry Terminal (at Cape Jervis) to the South Eastern Freeway at Callington.		
	Strategic fit	Medium	Southern and Hills Local Government Association 2030 Regional Transport Plan identified construction of the Middleton bypass as a high priority.
	Economic impact	Medium	This project aims to address the issue that currently there is no B-Double+ access into the key regional centres of Victoria Harbor or Goolwa.
	Social impact	Medium	Social impacts of the project are still under investigation.
	Environmental impact	Medium	Facilitating higher productivity freight vehicle movements may reduce the number of tricks required to cater to the regional freight task, reducing emissions generated.
	Deliverability	Medium	Project costs estimated at \$10-\$20 million, with further investigations due to be undertaken as part of Southern and Hills LGA's next regional transport plan.

Project name	Prioritisation rationale		
<p>Energy & Water Solution for Dublin & Carlsruhe Road Precinct Region: Barossa Gawler Light Adelaide Plains Status: Feasibility</p> <p>L</p>	<p>Electricity and mains water supply to Carlsruhe Road and power to Dublin are required urgently. South Australia Power Networks (SAPN) have indicated that a new substation build is required to deliver any more power to the region, which will take 2-3 years, and is yet to be triggered by a customer agreement being signed.</p> <p>Multiple businesses and landowners are unable to operate or grow due to the lack of power and water, and demand will be exacerbated by Carlsruhe Road having been zoned as a Strategic Employment Zone.</p> <p>To respond to this need, there are opportunities to develop off grid energy solutions such as a microgrid or SAPN substation to provide grid-scale energy generation.</p> <p>Carlsruhe Road also has no mains water access, again limiting business development. The 840-hectare Carlsruhe Road Employment Land Precinct has significant potential for supporting emerging economies, increasing employment opportunities, and strengthening the designated freight routes given its proximity to Port Wakefield Road. Lack of capacity in power and water is a barrier for any future emerging industries and augmentation costs are significant.</p>		
	Strategic fit	High	Delivery of this supportive infrastructure will enable high-priority development of employment land in the region.
	Economic impact	Medium	The project is estimated to create at least 22 jobs per annum over two years of construction, alongside injecting \$12 million into the local economy.
	Social impact	Medium	Providing reliable and sustainable power will improve living conditions for local communities.
	Environmental impact	Medium	The project will reduce current reliance on diesel generation for local industry.
	Deliverability	Medium	The projects has been costed at \$10-\$12 million, with SAPN the key delivery and governance party.
<p>Northern Sports Hub & Regional Gawler Aquatic Centre Region: Barossa Gawler Light Adelaide Plains Status: Feasibility</p> <p>L</p>	<p>This project encompasses design, planning and delivery of the outer north sports hub linked to the inter-urban break between Gawler, Playford and the Outer North. The Sports Hub will be located on Main North Road east of the Tiver Road Junction. The concept is to include new home for South Gawler Football Club (two ovals and netball courts), RSL Gawler Sub-Branch, a multi-use indoor court facility, community recreation areas, and sporting changerooms and clubrooms.</p> <p>The project also includes design, planning and delivery of a new regional Gawler Aquatic Centre at the same location.</p> <p>The project would cater in-part to large-scale planned residential developments nearby, including Concordia (23,000 new residents) and Roseworthy (10,000 new residents).</p>		

Project name	Prioritisation rationale		
	Strategic fit	Medium	Aligns with the <i>RDA Regional Strategic Plan</i> and addresses capacity constraints of current sports and recreation infrastructure, particularly in light of projected population growth.
	Economic impact	High	The projects is expected to create 743 jobs per annum over two years of construction and inject \$350 million into the local economy.
	Social impact	High	The project will contribute to improved health and wellbeing outcomes for the growing local communities.
	Environmental impact	Medium	Efficient energy use is planned to be incorporated into product design.
	Deliverability	Medium	The project is anticipated to take two to three years to construct at a cost of \$350 million.
Upgrades to Outback Roads Region: Far North Status: Feasibility 	The Port Lincoln Marina and associated wharf are approaching end of life and will require repairs and replacement.		
	Strategic fit	Medium	The project aligns with the City of Port Lincoln's <i>Port Lincoln Implementation Strategy: Precincts Master Plan CBD Foreshore Marina</i> .
	Economic impact	High	The project would support growth of the fishing and tourism industries, both major economic engines for the region.
	Social impact	Medium	The project will support enhanced amenity and liveability for residents and improve safety for users of the site.
	Environmental impact	Medium	Further assessment is required.
	Deliverability	Medium	The project is still in early stages of development, with rebuild and repair costs estimated to be \$20 million.
Upgrades to Outback Roads Region: Far North Status: Feasibility 	This project looks to undertake a carefully prioritised program of upgrading key stretches of the vast Outback road system which pose the worst impediments to growth. One key area of need already identified is the Strzelecki Track, which is currently undergoing ongoing upgrade works but will likely require additional works to optimise the route for fall users.		
	Strategic fit	High	The project aligns with the Australian Government's <i>Infrastructure Investment Program</i> (IIP), which supports the upgrade of outback roads.
	Economic impact	High	Upgraded roads would significantly increase the resilience of supply chains.
	Social impact	High	The project would result in road safety improvements, and improved access to essential services in regional centres.

Project name	Prioritisation rationale		
	Environmental impact	Medium	Upgrades roads may increase efficiency of freight vehicle movements and enable larger vehicles, reducing emissions.
	Deliverability	Medium	The South Australian Government's Outback Road Upgrade Strategy estimates that the capital cost of upgrading the Outback road system in South Australia will cost around \$1 billion over a 10-year span
Flinders Rangers and Outback Tourism Accommodation Upgrade Plan Region: Far North Status: Feasibility 	<p>This project looks to provide supporting infrastructure and services to facilitate the development of a small number of strategically located eco-accommodation options across the region.</p> <p>The project responds to a target by the South Australian Tourism Commission to upgrade the quality of all outback accommodation. There is an opportunity to get achieve economies of scale by taking a holistic approach to this task in developing and offering a maintenance and upgrade program to these establishments.</p>		
	Strategic fit	Medium	Aligns with the objectives of the South Australian Tourism Commission.
	Economic impact	High	The provision of higher quality accommodation would support tourism industry growth and related expenditure.
	Social impact	Medium	Further investigations are required to understand potential social impacts.
	Environmental impact	Medium	Further investigations are required to understand potential environmental impacts.
	Deliverability	Medium	Further investigations are required to understand deliverability potential.
	Implementation of the Limestone Coast Regional Trails Masterplan Region: Limestone Coast Status: Feasibility 	<p>This project proposes the construction of a network of multi-use trails connecting the region, including the Caves to Coast Trail (Naracoorte to Kingston) and Caves to Coonawarra Trails.</p> <p>These trails would provide for an interconnected visitation offering and celebrate the local environmental and cultural heritage of the region.</p>	
Strategic fit		Medium	The project aligns with the <i>Limestone Coast Regional Plan</i> .
Economic impact		Medium	The project is likely to support increase tourism visitation and resultant revenue.
Social impact		Medium	The project will lead to improved accessibility and connection to place and Country.
Environmental impact		Medium	The project will result in a higher amenity value for the local natural environment.

Project name	Prioritisation rationale		
	Deliverability	Medium	All regional Councils have endorsed the <i>Regional Trails Masterplan</i> , however readiness varies across stages of delivery.

8. Ensuring a robust approach to future prioritisations

As described in Section 1.1 11 of the top 20 projects identified in the 2018 RDSA Infrastructure Prioritisation have been completed at a value of \$2.018 billion in capital expenditure.

It is important to note that the circumstances of the 2023 prioritisation have differed from this earlier iteration, namely in that:

- Covid-19 stimulus payments enabled local government to bring forward investment on many long-term capital projects.
- Escalation in costings for capital projects has brought uncertainty in costings, which brings about challenges in evaluating projects.
- South Australia's regional infrastructure investment pipeline (public and private) has seen significant growth to \$62.52B as of 30 June 2023, which in turn has heightened pressure on labour and resource supply chains.
- Outcomes of the Australian Government's 90-day *Infrastructure Independent review* were published during the 2023 prioritisation exercise, which resulted in a number of projects that remain regional and state-wide priorities losing their status as a national priority for funding.

The result of the above circumstances has meant that the depth of information available from the RDA Network and Local Government was on balance less than that which was available in 2018.

In light of this new state of affairs, it is recommended that the South Australian RDA Network considers an adjustment in the cadence of delivery of future prioritisations. This is suggested to include a review of the 2023 prioritisation in two years (2025), with reassessment of the appropriate period for ongoing reviews undertaken at that time.



Appendix A – Candidate project response forms

See separate attachment

Appendix B – Evaluation criteria and framework

Category	Weighting	Criteria
Strategic fit	25%	Alignment with Commonwealth, State and Local policies, strategies and plans
		Downstream project dependencies
		Project need
Economic impact	25%	Expected employment impacts
		Regional value add
		Affordability
		Sustainability of resources
Social impact	15%	Regional competitiveness
		Liveability, social amenity and improved quality of life
		Equitable outcomes and reducing social exclusion, including meeting the infrastructure needs of First Nations communities
		Quality of key services
Environmental impact	15%	Community safety
		Carbon emissions, including alignment with the targets of the <i>Climate Change and Greenhouse Emissions Reduction Act 2007</i>
		Climate change adaptation
		Impact on natural assets and/or significant environments
		Amenity value of the natural environment
Deliverability	20%	Sustainable use of resources and waste reduction
		Project readiness
		Basis of project cost estimate
		Progress in securing funding arrangements
		Understanding and materiality of the project risks
		Stakeholder support (and/or engagement)
		Upstream project dependencies
		Capability and capacity to deliver
Governance		



An Australian Government Initiative



RDSA 2023 Infrastructure Prioritisation: Appendix A

Candidate project response forms

December 2023

The following tables provide an outline of the information provided by the RDA network to facilitate the 20203 RDSA Infrastructure Prioritisation task. Projects are not listed in ranked order of priority.

REGION 1 – ADELAIDE HILLS, FLEURIEU AND KANGAROO ISLAND

Table 1: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 1

Mount Barker City Centre Project	
Project description	<p>The City Centre Project is a \$120million project that incorporates a blend of public and private investment delivering a city-shaping catalyst initiative that will embed Mount Barker as the CBD of the Adelaide Hills.</p> <p>The project incorporates Council's Civic Office, Town Square, Co-working Hub, Community Hub, Stage 2 Regional University Centre, Commercial Office (Community Living Australia), Retail/Hospitality and Short-Term Accommodation.</p> <p>This project will deliver 400 new jobs into the Mount Barker CBD, supporting workers to work locally all supported by an activated public realm, new retail offerings, community meeting and event spaces, all connected to the surrounding city centre.</p>
Class	Feasibility or Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	<p>The City Centre Project has direct alignment with Council and the RDA Economic Development priorities. Creating local employment through supporting the health, education, and public sectors in an end value \$120million public/private city-shaping project. It reinforces Mount Barker's role as a regional centre within the 30 Year Plan Regional Plan and supports the State's agenda in creating a competitive business environment, favouring local industry involvement, and providing a pipeline of construction projects to boost investor confidence.</p> <p>In addition to the economic alignment, it will also provide for opportunities to address areas of need within our youth and disability sector as a result of the significant community facility proposed and positioning of Community Living Australia as a key tenant within the project.</p> <p>This project will lead to unlocking over \$50 million worth of downstream private sector investment.</p> <p>The project will need over 4,500 jobs to service the forecasted population growth in the Mount Barker area.</p>
Economic impact	The project is estimated to support 311 jobs throughout the construction of the project with over 80% expected to be from/in the Adelaide Hills area. The construction of the City Centre is estimated to raise GRP by \$68.4 million and the effect of the development to raise the GDP by \$131.9 million

Social impact	<p>The public infrastructure developed in the project, in particular town square and community facilities will address a current shortfall in these offerings and cater for the current and anticipated population growth coming into Mount Barker.</p> <p>The Town Square supported by community amenities, car parking, retail and food and beverage outlets will allow for activation of an events calendar not otherwise possible. A central hub of community, civic, and health support will provide visible and equitable access to these valuable services to the Adelaide Hills Region.</p> <p>As a by-product of broader economic and social factors, there is an increasing cohort of disaffected youth that this project will have a positive impact on.</p>
Environmental impact	<p>The project will address the fact that over 60% of the local population travel considerable time to work every day thus emitting carbon. Increasing local employment will decrease the amount of travel due to a higher number of jobs in the area. This has a follow-on effect to mitigate climate change issues. Surrounding areas have been heavily affected by bushfires and working more locally limits the need for travelling through these high-risk areas.</p> <p>The project has a commitment to co-working with First Nations People to limit environmental damage and preserve the environment and culturally significant sites.</p>
Deliverability	<p>The project is expected to begin construction in early 2025 and to have delivery completed by the end of 2027. Estimated total construction cost are \$120 million with a key risk being cost escalations, time to secure funding and integrated procurement/delivery not being able to be achieved.</p> <p>A project governance structure has been established that incorporates key Council and Burke Urban Investment representatives. Within Council, the Executive Team provides broad strategic oversight, whilst a project team provides support to the day-to-day delivery of the project. Both Council and Burke Urban Investments are allocating the appropriate resources to ensure the effective delivery of the project.</p>

Table 2: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 2

Hahndorf Freeway Interchange Adelaide Road - Freeway interchange Mt Barker	
Project description	<p>This project entails the construction of additional on/off ramps on the South Eastern Freeway to allow for access to/from Hahndorf access and exit from the East. This would significantly improve connectivity between the freeway, Mount Barker, and other towns throughout the Adelaide Hills.</p>
Class	Feasibility
Infrastructure type	Transport

Strategic fit	<p>The project will align with a number of Commonwealth, State and Local policies through improving efficient freight movement and tourism amenity.</p> <p>This project will improve freight movement and connectivity between the city and Hahndorf/Mount Barker opening up more tourism and employment opportunities in both locations. The regional economy will be supported by this project through this tourism and job opportunities in regional areas. Safety and congestion on road will also be improved through this project.</p>
Economic impact	The construction of this project is estimated to lead to 1429 FTE, to increase GRP by \$154 million to grow GDP by \$271 million.
Social impact	The project aims to reduce congestion and improve connectivity between affected towns and the city. The infrastructure improvements will provide greater social engagement and provide benefits of social cohesion and connectedness while also improving the community's health standards.
Environmental impact	Further assessment required
Deliverability	It is estimated the project will cost \$250 million with construction planned to start in 2023

Table 3: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 3

Hahndorf Main Street Upgrade	
Project description	<p>This project aims to improve the amenity, safety and experience for the people using the Main Street, supporting Hahndorf to remain a thriving Adelaide Hills community and one of South Australia's most loved tourism destinations. Key benefits of the Main Street improvements include:</p> <ul style="list-style-type: none"> • revitalisation of the Main Street supports economic growth and successful places; • improved amenity and safety of the Main Street for the community, tourists and local businesses; • improved accessibility and connectivity for local communities and visitors, enhancing the overall Hahndorf township experience; • enhanced gateways as entrance and exit points to the destination township; • enhancement and protection of Hahndorf's existing heritage values and features; and • improved access and connection towards the township through extending the Pioneer Women's Trail.
Class	Investment Ready
Infrastructure type	Transport

Strategic fit	This project specifically aligns with the endorsed strategic plans of the <i>Mount Barker District Councils Hahndorf Township Plan</i> (endorsed March 2018) and the <i>Hahndorf Main Street Revitalisation Endorsed Concept Design</i> (November 2020). More broadly all project elements align with the intent of State level strategic plans and strategies.
Economic impact	The project is expected to generate employment during the construction phase and increase GRP by \$154 million and GDP by \$271 million.
Social impact	<p>The project will lead to the following social and liveability benefits:</p> <ol style="list-style-type: none"> 1. New community assets will generate interest and curiosity and a 'must see' situation, increasing visitation. 2. Creation of a whole new night-time economy will result in increased sales of 10%. 3. Satisfaction and usage by residents, businesses, employees, and tourists. 4. Business development – increase business for traders. 5. Less traffic congestion. 6. Provision of improved tourism facilities for the Adelaide Hills businesses. 7. Ability for new activities and events to provide a positive community spirit in the Adelaide Hills. 8. Offers a complementary activity or alternative to the many winery destinations in South Australia's regions. 9. Integrated innovative technology into community infrastructure to provide enhanced patient outcomes and operational efficiencies. 10. New community assets will be disability friendly. 11. Impetus for businesses and landlords to enhance their sites. 12. Improved tourist experience. 13. Increasing tourism activity, creating pressure for continued development to ensure the public realm keeps pace with private investment occurring in the street. 14. Ensuring access to and from Hahndorf is aligned to the new transport infrastructure developments in the region.
Environmental impact	The projects design advocates for positive impacts to the environment and improvements where possible.
Deliverability	The project is currently in the detailed design phase and hope the construction phase will begin in 2024. The main street component of this project has been costed at \$35 million with \$250 million being committed from the Federal Government for the entire project.

Table 4: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 4

Heysen Boulevard Completion	
Project description	<p>The Heysen Boulevard is a key connector road that runs through the entire 1,300 hectares of the growth area in Mount Barker that was rezoned by the State Government in 2010. Only 53% of the road has been constructed and this has occurred in a piecemeal fashion by developers resulting in numerous sections of road that don't connect. This is inhibiting major retail and commercial development, impacts emergency service response times, puts community safety at risk and is preventing access to public transport.</p> <p>This project encompasses completion of a connector road through the Southern housing development, connecting Bald Hills Interchange and Adelaide Road Interchange.</p>
Class	Advocacy
Infrastructure type	Transport
Strategic fit	<p>This project is supported by land development and regional residence. Will help further grow the 'growth area' that has been identified.</p> <p>Jobs will be created from expansion due to improved connectivity and therefore support the regional economy. There will be improved traffic and road safety and better connectivity to emergency services in regional areas.</p> <p>The completion of this project is based on the completion of land developers' projects and their land packages.</p>
Economic impact	The construction of this project will lead to 323 FTE, but the better connectivity will allow more job opportunities in the area.
Social impact	The project will connect the Mount Barker growth area to greater SA. It will improve the emergency response time, connect public transport, and help to progress retail and commercial centres which will further create employment opportunities.
Environmental impact	Further assessment required
Deliverability	The project is expected to cost \$100 million as has been deemed as a high need area by stakeholders

Table 5: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 6

Victor Harbor and South Road Duplication	
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Project description	<p>The duplication of Main South and Victor Harbor Roads aim to boost road safety and tourism, and cut travel times. The Department for Infrastructure and Transport (DIT) says the project will result in safer and faster journeys for motorists and provide a vital boost for local tourism, communities and support hundreds of jobs each year during construction. Main South Road involves two stages, the first being from Seaford to Aldinga and the second from Aldinga to Sellicks Beach. Works include grade separations, adjusted road layout, and road safety treatments.</p> <p>Victor Harbor Road, between Main South Road and the McLaren Vale turn off, will be duplicated with additional safety treatments along Victor Harbor Road.</p> <p>Main South Road to McLaren Vale commenced 2022 worth \$92 million complete. Estimate \$600million project. \$185 million committed over 5 years to provide improvements for road safety.</p>
Class	Feasibility
Infrastructure type	Transport
Strategic fit	The project aligns with the goal of transport efficiency.
Economic impact	From the project construction it is estimated that 3,430 FTE will be generated and upon completion will lead to improved accessibility for tourism, freight, and public transport.
Social impact	The project will allow better access to tourism destinations at McLaren Vale.
Environmental impact	Further assessment required.
Deliverability	The project is estimated to cost \$600 million and is a DIT lead project.

Table 6: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 7

Regional Community, Sport, and Recreation Precinct

Project description	<p>The City of Victor Harbor is embarking on one of the most exciting, region-shaping development opportunities in a generation to deliver The Precinct. The exciting and landmark development in the heart of Victor Harbor is something that the Council has been working towards for some time. The project will deliver the southern Fleurieu's premier sports, leisure, and entertainment precinct. The Precinct is a vision for the future, combining community desires with long-term growth prospects for Victor Harbor's tourism economy.</p>
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Class	Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	<p>The Precinct aligns with the strategic direction outlined within the <i>City of Victor Harbor Community Plan 2030</i>, particularly contributing to the aspirations that 'we are a caring, connected and active community' and that 'we have the services and infrastructure to meet our community's needs.</p> <p>The Precinct is an identified action from the <i>City of Victor Harbor's Recreation and Open Space Strategy (2017)</i>. The strategy outlines a need to provide additional indoor sport and recreation facilities to support growing participation rates. The project is also identified as a priority within the <i>City of Victor Harbor Long Term Financial Plan</i>, and supports the achievement of objectives within the <i>Council's Economic Development Strategy</i>.</p> <p>There is also strong alignment to a multitude of Commonwealth and State strategies including:</p> <p><i>Commonwealth Government Strategic Objectives:</i></p> <ul style="list-style-type: none"> - A strong inclusive and sustainable economy - Healthy, equal and resilient society. <p><i>Infrastructure Australia's Australian Infrastructure Plan 2021:</i></p> <ul style="list-style-type: none"> - Recommendation 8.1 Transforming social infrastructure to enhance quality of life - Recommendation 8.3: Partnerships to build communities - Recommendation 8.3: Social Infrastructure is economic infrastructure too. <p><i>State Sport and Recreation Infrastructure Plan 2020-2040</i> - the Precinct has been designed to align with the Plan and to comply with State Government's Guiding Principles for Investment Decision Making.</p>
Economic impact	<p>An economic impact assessment undertaken by Hudson Howells (2022) in relation to The Precinct provides the following findings:</p> <p>Over the expected 2-year construction period there are good and sustainable employment and value added (salaries, wages, and profits) benefits that the project could generate for the Fleurieu Region and South Australia. During the 2-year construction phase, State employment associated with the Project is expected to average 154 FTEs per annum (112 FTEs regional) with value added of \$21.7 million per annum (\$14.1 million regional). There is a challenge to ensure that the Fleurieu Region captures as much of this economic benefit as possible by putting in place appropriate strategies that assist local companies and individuals to prepare themselves for the contractual and employment opportunities associated with the Project.</p> <p>Once operational, Fleurieu employment associated with the Project is expected to reach 3.6 FTEs per annum (4.3 FTEs State) with value added reaching \$375,000 per annum (\$452,000 State). These are small economic impacts and reflect the small operating nature of the Precinct and small operating budget.</p>

the Precinct will provide opportunities for local, district, and regional use in addition to attracting users from outside the region (SA) for major events. This will lead to increased economic activity and employment in the Fleurieu region but not the State as it likely that these events would have been held in any event but in another region of the State. The following assumptions are made in order to assess the potential regional economic impacts of increased visitation:

- Number of major events per annum – 12
- Average event duration – 3 days
- Participants and spectators per event (excluding locals) – 500 (estimate only)
- Estimated expenditure per overnight visitor - \$179 per day (Source: Tourism SA)

Based on the above assumptions, it is estimated that the Precinct will attract visitor spending in the order of \$3.2 million per annum that will support 27.5 FTE jobs per annum with value added (GRP or salaries, wages, profits, etc.) of \$2.9 million per annum.

The Council has undertaken significant planning and investigations to support the delivery of The Precinct including concept development, needs analysis, location options, designs, staging options, consultation outcomes, and economic and financial modelling.

Affordability and sustainability of The Precinct are prime considerations of Council, followed by the desire to address the needs of community (short, medium and long term). Community has been at the heart of the planning for The Precinct with a key objective to ensure the end result offers a diverse and inclusive facility. Undertaking an expression of interest seeking partnership proposals from the private sector aims to help achieve this.

The Precinct project has been initiated by the City of Victor Harbor to directly respond to community needs and drive the long-term growth of the Victor Harbor tourism economy.

The Precinct is strategically designed to respond to key market opportunities across the sports, leisure, and entertainment sectors. From sports uses that cater to locals and tourists, to entertainment experiences and quality food and beverage, The Precinct will be a major destination offering a whole-day entertainment potential. The Precinct will serve as a dual purpose as a signature tourism asset and hub of exceptional amenities to serve a fast-growing regional community.

There is no current facility of this nature across the southern Fleurieu region.

Social impact

The Precinct will be the largest long-life cycle facility in the Southern Fleurieu region offering a range of activities and amenities. The needs analysis has shown that an indoor sports facility is a gap in the region. The Precinct will provide not only sport and recreation amenity but is also intended to provide a space passive wellbeing (all ages), social and leisure activities. The concept specifically considers (for example) other identified amenity gaps, including childcare and youth activities/amenities.

	Council has committed to The Precinct being an inclusive and welcoming space for all and has specifically considered under-represented and disadvantaged community groups in its consultation and concept design (including (for example) First Nations, people with a disability, multi-generational, all access)
Environmental impact	<p>The project is committed to developing a climate-credentialled facility - the detail of which will be revealed once we have received market submissions. Council has asked developers to demonstrate how they will be a climate-credentialled facility, and as the largest stadium facility in the Southern Fleurieu region, it is intended that The Precinct will be able to take on a community refuge role during extreme weather events.</p> <p>The Precinct will have a significant impact on the regional community, addressing a long-acknowledged gap in sport and recreation infrastructure, and set within an open space environment. As the largest piece of building infrastructure in the region, The Precinct will also take on a broader role in providing sport, leisure, recreation, wellbeing, and cultural opportunities. Cultural and environmental narratives will be woven into the building and landscape fabric to acknowledge the importance of the natural environment. And the adjoining natural environment will be included in master planning of the site, so it is preserved (and enjoyed).</p>
Deliverability	<p>The project is investment ready. The Council has been working with commercial advisors. Market Expressions of Interest (EOI) sought in November 2023, after which, Council is considering submissions.</p> <p>The cost of the project is estimated to be in the \$20-40 million range depending on the final design with an additional \$1-2 million for operation per year.</p>

Table 7: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 8

Upgrade to the Old Victor Harbor Steamranger Line	
Project description	<p>SteamRanger Heritage Railway operates different heritage steam and diesel hauled tourist trains between Mt Barker in the Adelaide Hills, over Mt Lofty Ranges, down to Strathalbyn and on through the coastal holiday towns of Goolwa and Port Elliot to the tourist resort town of Victor Harbor.</p> <p>Trains operate over 200 days a year and are manned by volunteers from the Australian Railway Historical Society, who are also responsible for maintenance of the rail line and the heritage locomotives and carriages.</p> <p>This project looks to undertake repairs to State Government owned rail bridges along the route at locations including Currency Creek, Watsons Gap, Hindmarsh River, Tookayerta Creek and Finniss River.</p> <p>Works will involve repairs to the bridge's stonework, masonry, piers and concrete surfaces to ensure their long-term structural integrity and safety.</p>
Class	Advocacy

Infrastructure type	Transport
Strategic fit	Further assessment required
Economic impact	The project will lead to 51 FTE through construction
Social impact	The project will improve the safety of the line that 70,000 passengers use every year.
Environmental impact	Further assessment required
Deliverability	The project is estimated to cost \$8.9 million

Table 8: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 9

Mount Barker Wastewater Reuse Infrastructure

Project description One of the Mount Barker District Council's (the Council) key strategic objectives is to maximise the productive re-use of water through its water recycling program to enable economic development, while also avoiding environmental impacts of disposal to the Mount Barker Creek. The opportunity to increase the supply of recycled water in the broader Mount Barker region has presented itself through:

- A growing population and wastewater flows following the rezoning of 1,310 ha of land around Mount Barker and Nairne as part of the 2010 Mount Barker Urban Growth Development Plan and growth in other regions
- Improved environmental conditions and increased regulatory requirements under the Council's Environmental Improvement Program October 2022 (EIP) to South Australia's Environmental Protection Authority (EPA)

Stage 2 of the Nairne and Hay Valley project is the next stage of a project to deliver recycled water to the Hay Valley. The project will enable a sustainable, climate independent and alternate water supply as native water sources decline in quality and quantity for primary production use. It will form the foundation for a broader supply scheme of treated wastewater for agricultural production in the Nairne and Hay Valley areas. The project will include construction of an HDPE recycled water main commencing from the completion of stage 1 (Old Princes Highway) at Nairne to the Hay Valley region including customer take-off's, pump station(s), buffer storage, valves / controls, SCADA and controls, and related infrastructure.

Class	Advocacy
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Infrastructure type Waste

Strategic fit

Mount Barker District Council Wastewater Service is providing wastewater and recycled water services to residents in the district and is committed to an Environmental Improvement Program (EIP October 12, 2021) as agreed with the Environmental Protection Authority (EPA). Under the current EIP Mount Barker District Council is committed to carry out the following key activities.

- Compliance action 4 - By 30 June 2023, Mount Barker District Council will have developed a high-level strategy for the development of a sustainable recycled water market to the satisfaction of the EPA; Completed
- Compliance action 5 - By 30 June 2023, Mount Barker District Council will be able to demonstrate that an annual budget is in place for the ongoing development of a recycled water market with investment to occur in the 2023/24 financial year; Ongoing
- Compliance action 7 – By 30 June 2024, Mount Barker Council will have designed, tendered, and commence construction of stage 1 of the Nairne – Hay Valley recycled water scheme (Expected commencement date December 2023)

The Project aligns with the following sections of the Mount Barker District Council’s Strategic Plan, Community Plan, or other Council Endorsed Plan.

- Economic Prosperity Objective 1.1 – promote the district as a smart community which encourages local enterprise and activity that improves lives and ecosystems
- Ecological Sustainability Goal 5.1 – Continue to build on Council’s reputation as a leader in wastewater management and promote water recycling and reuse.
- Ecological Sustainability Goal 3.2 – Plan for and manage health and functional water courses as the spines of the open space network and ecologically functional wildlife corridors.
- Community Well Being Goal 4.4 – Provide wastewater treatment services to deliver public health, environmental and economic outcomes, and climate change adaptation solutions.

Alignment with Infrastructure Australia Australian Infrastructure Plan 2021.

- Chapter 6 – Water
 - 6.1 – securing our water future
 - 6.2 – valuing water to create liveable communities
- Chapter 9 – Waste
 - 9.1 – valuing resources to enable a circular economy
 - 9.2 – waste data to drive innovation

Potential key drivers for the project strongly align with Australian, state, and local government strategies and policies, including:

- Grower and industry demand for additional water.
- Regional economic development.

- Regional employment.
- Security of current production areas and allowance for additional production areas.
- Sustainable and secure water supply availability.
- Forecast climate variability and likely adverse impacts.
- Water management improvements.
- Environmental benefits.
- Reputational boost to Council through living and investing in its sustainability values and goals.
- Community benefit from open space greening.
- Bushfire mitigation through improved access (more locations, increased volume, and flow) to a pressurised water source for firefighting."

Economic impact

For the project construction is expected to generate at least 296 FTE with further modelling to be undertaken.

The impact on the RDA Adelaide Hills, Fleurieu and Kangaroo Island's GRP as a result of the Nairne Hay Valley Stage 2 Recycled Water is directly equivalent to the change in value added outlined in the section above.

Construction phase (estimates only):

The construction of the Nairne Hay Valley Recycled Water in the RDA Adelaide Hills, Fleurieu and Kangaroo Island is estimated to increase GRP by \$22.8m. The effect of the construction of the Nairne Hay Valley Recycled Water in the RDA Adelaide Hills, Fleurieu and Kangaroo Island on the Australian economy (including the RDA Adelaide Hills, Fleurieu and Kangaroo Island) is estimated to be a growth in GDP of \$44.0m.

Operational phase (estimates only):

GRP in the RDA Adelaide Hills, Fleurieu and Kangaroo Island is estimated to increase by \$28.7m per annum during the operational phase of the project.

The effect on the Australian economy (including the RDA Adelaide Hills, Fleurieu and Kangaroo Island) is estimated to be a growth in Gross Domestic Product (GDP) of \$44.1m per annum during the operational phase of the project.

Laratinga Water Recovery Plant data has not been confirmed as yet. Expected early 2024.

The impact on the RDA Adelaide Hills, Fleurieu and Kangaroo Island's GRP as a result of the Callington Expansion is directly equivalent to the change in value added outlined in the section above.

Construction phase (estimates only):

The construction of the Callington Expansion in the RDA Adelaide Hills, Fleurieu and Kangaroo Island is estimated to increase GRP by \$16.0m. The effect of the construction of the Callington Expansion in the RDA Adelaide Hills, Fleurieu and Kangaroo Island on the Australian economy (including the RDA Adelaide Hills, Fleurieu and Kangaroo Island) is estimated to be a growth in GDP of \$30.8m.

Operational phase (estimates only):

GRP in the RDA Adelaide Hills, Fleurieu and Kangaroo Island is estimated to increase by \$1.4m per annum during the operational phase of the project.

The effect on the Australian economy (including the RDA Adelaide Hills, Fleurieu and Kangaroo Island) is estimated to be a growth in Gross Domestic Product (GDP) of \$2.2m per annum during the operational phase of the project.

Social impact

The Nairne and Hay Valley Stage 2 project will continue to contribute to urban greening and cooling of the Nairne and Hay Valley area. The new Laratinga Water Recovery Plant project will improve a critical essential service for the wider community. The Callington expansion will look to provide recycled water to 3 - 4 customers within the Callington district for their industry and primary production activities.

Improved Access to Alternate Water: This project will provide reliable access to alternate water in an area that is experiencing poor groundwater quality. This can benefit disadvantaged communities with limited access to appropriate water.

Environmental Benefits: Using recycled water for irrigation will help maintain green spaces, parks, and community gardens. This, in turn, can contribute to improved mental and physical health for the residents of those areas.

Job Opportunities: The construction and maintenance of Nairne and Hay Valley projects will create job opportunities, which can be beneficial for the local district and economy.

Infrastructure Development: The project will involve the construction of infrastructure such as pipelines, distribution systems and recycled water storage. This infrastructure can serve as the basis for future community development and expansion, improving living conditions.

Sustainable Development: By utilising recycled water, the project can contribute to the sustainability of the region, providing long-term benefits for the community, especially those who are most vulnerable to environmental changes.

Education and Training: The project may include educational and training programs to involve the community in its operation and maintenance, potentially offering skills and employment opportunities to local residents. The new Laratinga Water Recovery Plant project will improve a critical essential service for the wider community. The Callington expansion project will provide improved access to alternate water: This project will provide reliable access to alternate water in an area that is experiencing poor groundwater quality and limited annual rainfall.

Environmental impact

Life Cycle Assessment has not been done on any of the projects to date. The new LWRP is in the early contractor involvement stage and data for this is not currently available at this time.

Deliverability

Nairne and Hay Valley will commence at the conclusion of the Stage 1 Nairne and Hay Valley project in June 2024 or soon thereafter. Dual ECI for the new LWRP is currently underway. Expected contract award date end 2023 / start 2024. Callington expansion project proposed commencement would be after the completion of the Nairne and Hay Valley Stage 2 project.

Nairne and Hay Valley Stage 2 - \$20-50M. Please see attached business case carried out by KBR Nov 22 for total project cost estimates and assumptions DOC/23/42029. New LWRP Approx \$50M-\$100M. Callington expansion approx. \$20M-\$50M.

Table 9: RDA Adelaide Hills, Fleurieu and Kangaroo Island project submission no. 10

Fleurieu Freight Route By-Pass	
Project description	<p>There is potential for a bypass route for Middleton which will form part of the proposed South Coast Freight Corridor. This Freight Corridor is acts as a key regional freight route between the Kangaroo Island Ferry Terminal (at Cape Jervis) to the South Eastern Freeway at Callington. The project would be led by Southern and Hills LGA. Middleton Bypass work is to be undertaken by Southern and Hills LGA in their next transport plan.</p> <p>DTI are undergoing further investigations, including workshops, to better understand the scope and impact of the project.</p>
Class	Feasibility
Infrastructure type	Transport
Strategic fit	The project will meet the recommendations of the <i>SandHLGA 2030 Regional Transport Plan</i> . Alignment with Infrastructure SA.
Economic impact	This project aims to address the issue that currently there is no PBS level 3A or 2A (B-Double+) access into key regional centres of Victoria Harbor or Goolwa.
Social impact	Further assessment required
Environmental impact	Further assessment required
Deliverability	This project is estimated to cost \$10-20 million. Led by Southern and Hills LGA. Middleton bypass work to be undertaken by S&H LGA in their next transport plan.

REGION 2 – BAROSSA GAWLER LIGHT ADELAIDE PLAINS

Table 10: RDA Barossa Gawler Light Adelaide Plains project submission no. 2

Freight Transport Infrastructure	
Project description	<p>This project aims to develop detailed design and feasibility – followed by implementation – of heavy vehicle road infrastructure to support more efficient transport whilst ensuring safety and minimising disruption to residents and recreational areas. The project includes:</p> <ul style="list-style-type: none"> • Heavy Vehicle Bypass to improve road safety and efficiency for freight transport around the townships of Mallala and Two Wells. This will reduce light and heavy vehicle interface, and increase pedestrian safety by constructing a new bypass, reducing the impact of heavy vehicles upon residents and recreational areas, and reducing the number of associated intersections along the route. • Ensure safety of road users through provision of suitable freight network infrastructure throughout the Barossa region. Freight routes are well understood, and potential upgrade options are known - detailed design and feasibility would be required. The growth of freight on road will continue and significant support and investment is needed to maintain and improve the accessibility for this task.
Class	Feasibility
Infrastructure type	Transport
Strategic fit	<p>The Barossa Council Community Plan – Infrastructure: Goal 6 -The Barossa maintains and develops infrastructure that meets the needs of the region and is efficient.</p> <p>* Ensure both current and future infrastructure needs are met in a proactive rather than reactive way.</p> <p>Goal 8 - To have a connected and safe transport network that meets the needs of our community.</p> <p>* Ensure a high quality road, shared paths and footpath network throughout the Barossa in partnership with all levels of government</p> <p>The Barossa Council Corporate Plan - CS3 - ASSETS - Planning, construction, maintenance and operation of Council’s assets (Transport, Bridges, Stormwater, Community Wastewater Management System, Community, Cultural, Recreation, Open Spaces, Trees and Vehicles)</p> <p>The Barossa Council Local Economic Development Plan - STRATEGY ONE: TO ENSURE ADEQUATE AND AFFORDABLE PROVISION OF UTILITIES AND INFRASTRUCTURE: Economic logic: Ensuring sufficient quantities of affordable utilities and</p>

sufficient supporting infrastructure is vital in creating a framework within which The Barossa Council economy can grow.
 Directions for The Barossa Council economy - E. Facilitate investment in new and expanded economy-boosting infrastructure.

20-YEAR STATE INFRASTRUCTURE STRATEGY - Priority 27: Improve the efficiency of freight through Adelaide - Efficient, well-managed and integrated freight networks are needed to support economic growth by providing South Australian businesses with cost competitive connections to world markets.

RDA - Regional Strategic Priorities - 3.4 - Sustainable Resilient Food and wine Value Chains:
 Recommendation - Develop a platform to understand infrastructure utilisation and demand, and to measure the growth and changes in wine processing, production and supply chain.

Economic impact	<p>The Freight Transport Infrastructure project in the RDA BGLAP Region is estimated to support 49 direct local jobs per annum during the 5 years construction phase of the project.</p> <p>From this direct expansion in the economy, it is anticipated that there would be flow-on effects into other related intermediate industries as well as increased new employee consumption expenditure. These combined flow-on effects are estimated to support another 32 indirect local jobs per annum during the construction phase.</p> <p>The total estimated impact is 80 local jobs per annum over 5 years.</p> <p>The project will be improving freight efficiencies in terms of load size and distance travelled impacts costs to deliver the service for our regional businesses - better efficiency reduces costs and makes business more viable. Increasing the gazetted road network where reasonable for B-Double and B-Triple in the region also increases the value for businesses that are value adding primary produce to locate along these roads, as it removes de-coupling/re-coupling requirements and increases economies of scale.</p>
Social impact	<p>The project will improve liveability by re-routing freight routes away from residential and recreational areas, this will also improve the safety of the community.</p>
Environmental impact	<p>The project will likely increase carbon emissions during the civil works but will see a reduction in carbon emissions where road upgrades are able to service greater sized heavy vehicles, as less trucks are required for the same volume of haulage. Further future considerations of EV trucks are proposed to be heavier vehicles - the upgrade for durability to handle heavier loads trucks that emit no carbon exhaust is a future consideration that is required and will have real carbon emission lowering outcomes.</p>
Deliverability	<p>It is estimated that the costs of this project will be \$50-100 million with the funding being the main risk, along with inflation.</p>

Table 11: RDA Barossa Gawler Light Adelaide Plains project submission no. 3

Critical Infrastructure to Support Phase One Establishment of Concordia Development

Project description	Sturt Highway connectivity, power, communications, smart city infrastructure, Gawler River solution coupled with Sturt Highway connectivity, community, sporting and open space, train line connectivity are critical to this peri-urban residential development. The design, planning and delivery of the North-East link connection and intersection as a freight capable link between the Sturt Highway and Concordia urban investigation area immediately north of Gawler. Further incorporating the design, planning and delivery of the road connection between Concordia and the Gawler East Link Road (Sunnyside/Cheek or other) at Calton Road through to its termination at Potts Road.
Class	Advocacy
Infrastructure type	Social and Community Infrastructure
Strategic fit	The project aligns with the following policies and strategies: <i>RDA: Regional Strategic Priorities, The Barossa Council Community Plan, The Barossa Council Corporate Plan, The Barossa Council Local Economic Development Plan, Town of Gawler Community Plan - Goal 2 - Managed and Sustainable Growth.</i>
Economic impact	The project is expected to generate 1,370 new jobs per year and provide a \$9.4 billion-dollar economic impact.
Social impact	Information subject to NDAs
Environmental impact	Information subject to NDAs It is known that for this project during the construction phase carbon emissions will increase, and the housing will not be net zero and new residents will not necessarily have electric cars.
Deliverability	Concordia Land expected a 25-year build time for the entire project and ToG expects the costs to be \$50-100 million however exact numbers are subject to NDAs

Table 12: RDA Barossa Gawler Light Adelaide Plains project submission no. 4

Flood Protection from Gawler River (local and regional) and Waterproofing Gawler	
Project description	<p>The October 2021 Gawler River floods led to \$50 million worth of damage to the downstream communities along the Gawler River. The Gawler River catchment was also one of the hardest hit areas in the 2016 flood event. This project will ensure flood mitigation intervention at the upper end of the catchment to protect the Gawler township and settlements to the west. Proposed enlargement of the Bruce Eastick Dam will also lead to greater investment across various spheres (residential, commercial and horticulture) as areas currently subject to inundation will be protected.</p> <p>DEW is currently developing a Business Case for the Gawler River; this Business Case will provide conclusions and costings around future flood mitigation works necessary for the Gawler River to protect communities. This body of work is running in parallel with the Gawler River Floodplain Management Authority (GRFMA)-led stormwater management plan. Once these bodies of work are complete, they will inform the resultant project; most likely being the raising of the height of the Bruce Eastick Dam.</p>
Class	Feasibility
Infrastructure type	Water
Strategic fit	<p>The GRFMA was established for the purposes of coordinating the planning, construction, operation, and maintenance of flood mitigation infrastructure for the Gawler River. Delivery of flood mitigation infrastructure along the Gawler River meets a raft of goals, visions, and objectives of many of the state’s strategic plans, primarily the <i>Infrastructure Australia Australian Infrastructure Plan 2021</i>, <i>South Australia’s Strategic Plan</i> and <i>APC’s Strategic Plan 2021-2024</i>.</p>
Economic impact	<p>This project is estimated to support 83 direct local jobs per annum during the 5 years construction phase of the project. From this direct expansion in the economy, it is anticipated that there would be flow-on effects into other related intermediate industries as well as increased new employee consumption expenditure. These combined flow-on effects are estimated to support another 53 indirect local jobs per annum during the construction phase.</p> <p>The total estimated impact is 136 local jobs per annum over 5 years.</p> <p>It is expected to inject \$190 million into the local economy with a direct value uplift of \$68.9 million.</p> <p>This project safeguards the ability for industry to remain viable without climate threat of flood. It also safeguards the ability for residents to travel throughout the region without threat of flood. It also mitigates the issue of damage and consequent insurance required in the event of flood, which increases costs to both residents of the area (reducing liveability for the region) and businesses, reducing net income and threatening contracts.</p> <p>Examples of this were seen in the last flooding of the region - which saw contracts with major supermarkets challenged as workers were unable to traverse floodplains to get to work and the timeliness required in the industry sees value of produce lost due to</p>

growth of commodity in one day meaning the commodity no longer meets specific sizing requirements imposed by supermarket chains. It also meant loss of soil grown produce and consequent increase in costs of surviving commodities at the retail sale point due to simple supply and demand inequalities.

Social impact

The project will mitigate the flooding of residential and business communities that have devastating impacts financially, health-wise and impacts the value and appeal of the region from a liveability perspective. These impacts can last years.

The residents of some of these flood prone areas are largely low-middle income earners, who will struggle to meet the financial burden that flood generates.

The regular flooding along the Gawler River impacts affected communities through displacement, economic loss, and infrastructure repair/replacement. There is also a mental toll that such flood events have on a community. Flood mitigation delivery will contribute to improved community wellbeing as inventive new investment as well as existing investment to remain.

Environmental impact

The project will increase carbon emissions as a result of civil works to improve flood mitigation. However, the cost benefit analysis will continue to improve over time due to the removal of the need for replacement and cleanup efforts required each time the region would have been affected by flood - which comes with considerable vehicle movement to clean up and replace waste, as well as the replacement/repair of damage caused by flood and the carbon emissions used to produce those goods and services.

Flood mitigation of the Gawler River will remove devastating impact on native flora, fauna in the flood plain and downstream pollution of marine environments, which at threat natural environment can continue to exist uninterrupted.

Deliverability

It is estimated this project will cost between \$100-250 million and may be impacted by freight infrastructure related to the Concordia development.

Table 13: RDA Barossa Gawler Light Adelaide Plains project submission no. 5

Energy and Water Solution for Dublin and Carslake Road Precinct	
Project description	Electricity and mains water supply to Carslake Road and power to Dublin are required urgently. Carslake Road area has been zoned Strategic Employment. South Australia Power Networks (SAPN) have indicated that a new substation build is required to deliver any more power to the region, which will take 2-3 years, yet to be triggered by a customer agreement being signed. Multiple businesses and landowners are unable to operate or grow due to the lack of power and water. Seeking off grid energy solutions as potential microgrid or SAPN substation or other to provide grid scale energy gen. Carslake road also has no mains water access, again limiting business development. The 840-hectare Carslake Road Employment Land Precinct has significant potential for supporting emerging economies, increasing employment opportunities, and strengthening the designated freight routes given its proximity to Port Wakefield Road. Lack of capacity in power and water is a barrier for any future emerging economies and augmentation costs are significant.
Class	Project scoping and feasibility underway by Adelaide Plains Council and RDA
Infrastructure type	Energy
Strategic fit	<p>To assist in the provision of sufficient land for allied industry to complement the rezoning, and acknowledging the existing businesses to Carslake Road, Council sought to create a new Urban Employment Zone within the Carslake Road precinct. Through this initiative, Council has created a planning policy framework that provides certainty for investors and developers alike to establish industrial or commercial enterprises within this corridor.</p> <p>RDA has engaged directly with SAPN on the issue related to the lack of power and trying to find a resolution. SAPN have notified RDA that there is no spare power on the grid for Carslake road or Dublin. SAPN have stated that this is not a matter of upgrading an existing substation (the closest being Mallala), but instead it requires a new substation build with upgrade of and cabling from Mallala substation to a new site CiC (close to Dublin and Carslake Road), which it says will involve acquisition of land and tender processes involving construction, that they propose will cost \$10-12m and take 2-3 years from the date a customer signs a Customer Agreement. No-one to date has signed a Customer Agreement, due to the time proposed initially, but cost will also be a factor as SAPN seek to derive an ROI in an acceptable timeframe.</p>
Economic impact	<p>The project will lead to additional infrastructure where significant land division could occur across the total 840-hectare zoned area, introducing the potential for dozens of new businesses.</p> <p>The Carslake Road substation build in RDA BGLAP region is estimated to support 13 direct local jobs per annum during the 2 years construction phase of the project.</p> <p>From this direct expansion in the economy, it is anticipated that there would be flow-on effects into other related intermediate industries as well as increased new employee consumption expenditure. These combined flow-on effects are estimated to support</p>

another 9 indirect local jobs per annum during the construction phase.
The total estimated impact is 22 local jobs per annum over 2 years.

Additionally, it is expected that the project will inject \$12 million directly into the local economy over 2 years.

Potential economic flow on effects include:

- Pulse processing facility: This power would unlock the ability to further value add in South Australia. No-one currently processes this product in this way anywhere in Australia.
- Timber processing: This power would unlock the ability to process greater volumes of SA timber from SA established regenerating plantations. This increased capacity will provide the opportunity to tender for the greater volumes in train in SA. Without a timely commissioned sawmill, the ability to process greater volumes will see the excess timber go to overseas contracts for overseas value adding.

Social impact

The project aims to mitigate the issue of low power supply. With no extra power, it limits the ability for the township to expand its offering without going off grid, which, depending on the power needs, can mean extra land. Improvements in these areas could lead to new jobs and opportunities for all including First Nations Peoples.

The project will lead to safety improvements (indirect) and would stem from a healthier local employment sector.

Environmental impact

The project will help transition to clean, renewable energy, including moving away from use of diesel gensets. The ability to connect to grid connected power through SAPN infrastructure, gives the opportunity to purchase green power through retailers ensuring net zero carbon emission outcome for their power source.

The ability to connect to SAPN network allows for the purchase of wind and solar power. Current power being used is diesel genset based. Further, the ability to scale up value added production at Dublin ensures lower food miles for finished products and more efficient use of sites and less road miles for products they produce. This reduction in carbon emissions is both direct and indirect.

Deliverability

The project is expected to cost between \$10-12 million and have some risks such as timeframe and cost blowouts and no customer agreement being signed.

The project will be governed by SAPN.

Table 14: RDA Barossa Gawler Light Adelaide Plains project submission no. 1

Wastewater Management and Water Resue Two Wells and Surrounds	
Project description	<p>This project entails the replacement of septic tanks with a Community Wastewater Management System (CWMS) and Council-owned wastewater treatment system for the township of Two Wells. This approach would also provide the opportunity for Council to re-use treated wastewater for greening public green spaces.</p> <p>The project will contribute to making the area a more attractive place to live, promoting the status of Two Wells to that of a desirable place to live as the town will no longer be viewed as a 'rural' setting, but a well serviced location. The removal of onsite disposal will also reduce complexities for prospective residents.</p>
Class	Feasibility
Infrastructure type	Water
Strategic fit	This project aligns with, <i>30 Year Plan for Greater Adelaide, 2022 Regional Strengths and Infrastructure Gaps - 6.5.3 Barossa Gawler Light Adelaide Plains Sector: Water - Sub-sector: – Infrastructure gap: Water security</i>
Economic impact	<p>For this project, two assumptions have been made in generating the below data - \$100m as a capex and two years as a construction timeframe.</p> <p>Two Wells CWMS in RDA BGLAP Region is estimated to support 109 direct local jobs per annum during the 2 years construction phase of the project.</p> <p>From this direct expansion in the economy, it is anticipated that there would be flow-on effects into other related intermediate industries as well as increased new employee consumption expenditure. These combined flow-on effects are estimated to support another 71 indirect local jobs per annum during the construction phase.</p> <p>The total estimated impact is 179 local jobs per annum over 2 years.</p> <p>Regional competitiveness is impacted positively by increasing the appeal of residential living as it will be considered a well serviced location. This improvement, will lead to more residents which improves the likelihood of being able to sustain a business community and local economy.</p>
Social impact	<p>The project will contribute to an attractive place to live - the implementation of a CWMS will promote the status of Two Wells as a desirable place to live as the town will no longer be viewed as a 'rural' setting, but rather a well serviced location. The removal of onsite disposal will reduce complexities for prospective residents. Improvements in infrastructure in the town will add to other recent developments in the area, notably the Northern Connector, which provides an efficient transport link between northern townships and the City. Two Wells and surrounding towns such as Virginia have experienced growth over the last decade as the large block sizes and affordable housing options appeal to prospective buyers. Removal of local offensive odours from soakage</p>

	areas, local pumping from neighbours, and the removal of the overflowing soakage/septic and frequent pumping. Public Safety/Health - The current onsite wastewater scheme exposes the public to untreated or partially treated wastewater, risking the contractor of viral and bacterial infections.
Environmental impact	<p>For this project there will be a temporary increase to carbon emissions during the proposed 2 years it will take to build the CWMS network and treatment plant. With the removal of the need to collect waste from each residence by truck, there is immediate and lasting reduction in carbon emissions.</p> <p>The project aims to mitigate the risk of contamination occurring as a result of untreated or partially treated wastewater entering waterways or bores.</p>
Deliverability	Project has \$100 million estimated costs with inflationary pressures potentially pushing this out. The Council would lead the project and have proposed to manage the treatment facility.

Table 15: RDA Barossa Gawler Light Adelaide Plains project submission no. 7

Creative Industries Precinct	
Project description	<p>The Barossa Council is repurposing and adding to the historic Barossa Regional Gallery to develop a landmark cultural hub and creative industry precinct. It is a space that will combine arts, theatre, and other creative platforms such as music and radio into one central location. This project delivers a home to arts and creative pursuits that currently don't have a space, whilst fostering social connections, enhancing educational opportunities, and growing the regions arts community.</p> <p>The Centre will dramatically enhance the current performance and exhibition spaces, create a heritage education centre with a focus on digital and multimedia engagement platforms, broadcasting and production suites, music education facilities, arts studio and workshop spaces, residency program capability, external performance areas that talk to the indigenous history and landscapes of the region, event and sensory public gathering open spaces, all in the heart of the Tanunda township. It will also serve as a hub and landing point for specialist creative professionals and visitors alike providing visibility, promotion and signposting to other creative facilities and content throughout the Barossa region.</p>
Class	Investment Ready
Infrastructure type	Social and Community Infrastructure

Strategic fit

The project will align with *The Barossa Council Community Plan, The Barossa Council Corporate Plan, 20-Year State Infrastructure Strategy, Department of the Premier and Cabinet Strategic Plan 2021-2022, RDA - Regional Strategic Plan - 2022-2025 - Strategic Priorities - 3. Creative Industries*

Currently there is no central space for creatives in the Barossa region.

Economic impact

This project is estimated to support 20 direct local jobs per annum during the 1.5 years construction phase of the project. From this direct expansion in the economy, it is anticipated that there would be flow-on effects into other related intermediate industries as well as increased new employee consumption expenditure. These combined flow-on effects are estimated to support another 19 indirect local jobs per annum during the construction phase.

The total estimated impact is 39 local jobs per annum over 1.5 years.

It is estimated that \$14 million will be injected into the local economy.

This project will stimulate the creative sector by acting as a comprehensively resourced launch pad and collaboration centre. It will host a space for education and connection for our First Nations people. This amalgamation of capability does not exist at the scale this project proposes anywhere in our region. The precinct is also proposed as part of a hub and spoke model, complementing the existing cultural and creative facilities and businesses in the region, hence growing the capability in the region to support its already impressive creative industry professionals.

In 2020 the region attracted around 7,000 attendees across a weekend program of fringe events; it is estimated that the proposed venue could increase that capacity to between 17 and 20,000 across an extended and curated program in future years. Not only will this attract visitation but provides local opportunities for paid performance for our local cabaret, musical, theatrical, and comedic talent.

Workshop and studio hub, cultural residency programme for visual artists (painters, potters, sculptors, textiles etc) is planned for the studio facilities. A condition of residency programs will be for participants to activate other cultural facilities across the region.

Residency programs provide a recognised opportunity to generate revenue but also professional development opportunities for artists. They can be an authentic arts tourism bookable experience attracting additional bed nights and revenue into the region. The current facility has no dedicated studio and workshop space and there is significant demand from all age groups for workshop activities and artistic skill development options. Education programs such as school group sessions, evening classes, NDIS programming, private classes, and masterclasses both within the building and in the external areas are envisaged.

Broadcasting, production spaces for audio, music, digital and visual are incorporated and the local community radio station – Triple B FM will find its new, purpose built home here.

Social impact

The project scope is to build a repurposed Barossa Regional Gallery as a landmark cultural hub and creative industry precinct to be a cultural beacon that truly showcases the heritage, culture and creative industries of its world-renowned community – regionally, nationally and internationally.

The Centre will dramatically enhance the current performance and exhibition spaces, create a heritage education centre with a

	<p>focus on digital and multimedia engagement platforms, broadcasting and production suites, music education facilities, arts studio and workshop spaces, residency program capability, external performance areas that talk to the indigenous history and landscapes of the region, event and sensory public gathering open spaces, all in the heart of iconic Tanunda Township. It will also serve as a hub and landing point for specialist creative professionals and visitors alike providing visibility, promotion and signposting to other creative facilities and content throughout the Barossa region.</p> <p>A true hub and spoke model and approach that builds content, capability, and capacity. New Council staff appointed specifically for the new facility will provide specialist creative direction, curation, and administration to support the centre, creative professionals, volunteers, and community groups.</p> <p>As a current soldiers' memorial hall, the extended building will continue to honour and commemorate in an appropriate manner.</p>
Environmental impact	The project will use smart technologies and council current policy to reduce the carbon footprint in design and delivery.
Deliverability	The project is expected to commence in mid to late 2024 and be completed by mid-2026. An estimated cost of around \$14 million to provide this project. The council has a historically been capable of delivering projects of this scale.

Table 16: RDA Barossa Gawler Light Adelaide Plains project submission no. 8

Northern Sports Hub and Regional Gawler Aquatic Centre	
Project description	<p>This project encompasses design, planning and delivery of the outer north sports hub linked to the inter-urban break between Gawler, Playford and the Outer North. The Sports Hub will be located on Main North Road east of the Tiver Road Junction.</p> <p>The concept is to include a new home for South Gawler Football Club (two ovals and netball courts), RSL Gawler Sub-Branch, a multi-use indoor court facility, community recreation areas, and sporting changerooms and clubrooms.</p> <p>The project also includes design, planning and delivery of a new regional Gawler Aquatic Centre at the same location.</p>
Class	Advocacy
Infrastructure type	Social and Community Infrastructure
Strategic fit	<p>This project will align with the <i>RDA - Regional Strategic Plan - Regional Priorities - 6 - Future Generations</i></p> <p>Existing sites for both South Gawler Football Club and RSL Gawler Sub-Branch are insufficient in size to accommodate growth. New sites are required, preferably greenfield development. The proposed Northern Sports Hub provides for existing requirements as well as future residential population needs. As regional population grows there is increasing demand for aquatic infrastructure. A feasibility study and master plan have been developed, however requires updating.</p>

Economic impact	<p>A 2-year construction period has been estimated for this project.</p> <p>Gawler Northern Sports Hub and Aquatic Centre in RDA BGLAP Region is estimated to support 379 direct local jobs per annum during the 2 years construction phase of the project.</p> <p>From this direct expansion in the economy, it is anticipated that there would be flow-on effects into other related intermediate industries as well as increased new employee consumption expenditure. These combined flow-on effects are estimated to support another 364 indirect local jobs per annum during the construction phase.</p> <p>The total estimated impact is 743 local jobs per annum over 2 years.</p> <p>This should also inject \$350 million directly into the local economy.</p> <p>Provision of sporting hubs such as this are a critical aspect to the social fabric of communities. It speaks largely to the amenities and serviceability of the region's population needs and in turn creates an increase in the liveability of the region, strongly supporting the State government's interest and need to increase housing for our growing population.</p>
Social impact	<p>The project will provide benefits to existing sporting and community clubs as it delivers on current needs. It also provides benefits for existing and future communities through improved community infrastructure and open space.</p> <p>Concordia, an imminent, master planned new community, is slated to accommodate approximately 20-25,000 new residents. Roseworthy township is also expected to house an additional 10,000 new residents. Based on the 2021 census, Gawler's current population is 24,988. As such the development expansions reliant on Gawler for delivery of these residents' needs is expected to more than double in relatively short time.</p> <p>The project will provide opportunity for more people to actively engage in sporting activity and community social connections a crucial factor in reducing the potential for crime. Further, upgraded facilities are important for the safety of users to ensure physical injury through sports is mitigated.</p>
Environmental impact	<p>The Town of Gawler has a strong position and strategy that it is keen to maintain in addressing its energy consumption through solar and battery capability. Emissions are likely through the construction phase of the project, however, more efficient energy systems and the use of solar and battery will ensure longer term use and environmental impact is positive.</p> <p>Energy consumption by council is a clear focus with large solar energy generation already in existence. The developments of these facilities will see improvements to energy efficiency as well as more solar energy generation.</p>
Deliverability	<p>The projects are at advocacy stage. Suggest two years to design and 2-3 years to construct with an estimated cost of \$350 million. The level of development is within the Council's capability and experience.</p>

Table 17: RDA Barossa Gawler Light Adelaide Plains project submission no. 9

Drover's Encounter	
Project description	<p>The project encompasses plans for a nationally significant \$25 million tourist attraction designed to showcase Australian pastoral life and celebrate the richly historic township of Kapunda - located on the doorstep of the iconic Barossa Valley. Drover's Encounter will be a uniquely Australian destination for locals and visitors of all ages, offering culinary, cultural and entertainment experiences. This once in a generation investment opportunity will consist of a diverse range of attractions for locals and visitors:</p> <ul style="list-style-type: none"> • The Drover's Encounter Experience Centre - immersive storytelling of Sir Sidney Kidman, Frederick Dutton, the Seppelt Family and other local icons with strong connections to Kapunda, Light Country and the Barossa Valley region; • The Stockman's Arena - events venue hosting live horsemanship shows and experiences; • Signature Restaurant - destination dining showcasing farm to plate local and native produce within an iconic heritage homestead; • An Adventure Playground - free adventure playground, a major family destination for locals and visitors alike; and • An Activated Historic Copper Mine - interactive experience on the site of Australia's first commercially successful mine which dates back to the 1830's and the birthplace of some of Australia's most famous companies today. <p>The project is designed to be a dynamic and constantly refreshed destination, Drovers is set to have strong appeal for locals as a key social anchor across the region and SA. This will see it have strong and authentic visitor appeal, as a locally loved and celebrated icon for the region. Light Regional Council is now inviting investors and operators to secure key opportunities within the project.</p>
Class	Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	The project strongly aligns to RDA - Regional Strategic Plan 2022-2025 - 3.5 Tourism, Education and Equine Sector Support, SATC Corporate Plan 2023-2026: We will make a difference so South Australia thrives by achieving our bold ambition for 2030: growing the visitor economy to \$12.8 billion, generating 52,000 jobs.
Economic impact	<p>The project will generate 125 jobs through construction and 200-350 jobs during its operation.</p> <p>Enhanced tourism sector competitiveness for the township of Kapunda as well as the region - a diversified and enhanced product offering of international standard.</p> <p>Local businesses are expected to benefit from secondary tourism spend and longer stays in the region. Accommodation offerings</p>

	are also expected to benefit from this project. The project brings a large-scale family friendly tourism offering to the region widening the scope of target audiences to the region and complementing the suite of tourism activities in the region on offer.
Social impact	<p>The project will generate a cultural asset for community use - this facility is multi-faceted with a first nations story being told as well as colonial stories. It brings entertainment, retail, hospitality, and history to the fore of Kapunda. These offerings give a place for locals to engage with that helps tell their story and brings about pride in place.</p> <p>The project will facilitate greater employment opportunities and further diversifying the business make-up provides strength in the economy and supports greater local employment.</p>
Environmental impact	<p>There is no expectation that there will be a reduction in local carbon emissions as a result of this project. However master plans include the consideration of EV charging stations and energy supply will be an important consideration of the finalised design. The enhancement of a State heritage site (Kapunda Mine Site) will also be an outcome.</p> <p>The project will facilitate enhanced recreational value and incorporate a focus on First Nations People's culture and history.</p>
Deliverability	The project is estimated to cost \$30 million. Risks associated include not being able to gain private funding.

Table 18: RDA Barossa Gawler Light Adelaide Plains project submission no. 10

Great Australian Wine Trail	
Project description	The Great Australian Wine Trail (GAWT) will be globally recognised as Australia's signature gastronomic cycling experience based around South Australia's world class wines, culinary excellence, heritage towns and villages and iconic landscapes. Connecting five wine regions and traditional country of three first nations groups, a consortium of six local councils is collaborating to create 280km of mixed surface trails. Light Regional Council is seeking to implement trails connecting Tanunda to Kapunda as a foundation segment.
Class	Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	<p>The project aligns with RDA - Regional Strategic Plan 2022-2025 - Strategic Priorities - 5 -Tourism, Education, Equine Sector Support - The Great Australian wine Trail is noted as a Key Tourism Asset for the region.</p> <p>Delivery of a high-quality tourism experience attracts high value visitors generates economic and employment benefits / raises the profile of the region as Australia's premier wine destination and one of only a handful of Global 'Great Wine Capitals'.</p>

Economic impact	<p>It is estimated that this project will create 354 jobs for the region with an expected preliminary BCR of 6.3</p> <p>The GAWT is an extensive trail which can host cycling, running, and walking tourism and competitions of international significance. This trail will be the largest, most significant in the country and capitalise on a number of the State's exceptional wine regions. This project alone will help act as a catalyst for other councils to complete their sections and give life to the original vision of the whole GAWT. It is expected there will be a positive impact to businesses in the region.</p>
Social impact	<p>The project will support cycling, running, and walking tourists from around the world and generate an estimated \$92.7 million dollars of estimated health benefits.</p>
Environmental impact	<p>Further assessment required</p>
Deliverability	<p>It is estimated the construction costs are \$38.5 million.</p> <p>The Councils and RDA all support this project, and Councils have conducted project of this scale proving their capacity to deliver.</p>

REGION 3 – EYRE PENINSULA

Table 19: Eyre Peninsula project submission no. 1

SA Water Southern Desalination Plant and Distribution Network Upgrade

Project description This project includes a desalination plant to service the entire Eye Peninsula that will produce 16 megalitres of fresh, clean drinking water per day – with the capacity to be expanded to around 24 megalitres per day.

Additionally, upgrades to the SA Water distribution network are required to service both existing and projected demand. Locations such as Streaky Bay, Cowell and Cummins have new residential estates planned that are not able to proceed due to network constraints (pumping stations, pipe size etc).

The Elliston township is not currently connected to the SA Water network, and a pipe extension is required to provide long term water security for this township as part of this project.

Class	Investment Ready
Infrastructure type	Water
Strategic fit	Aligns with Infrastructure Australia’s <i>Regional Strengths and Gap Report 2021</i> and the <i>Eyre Peninsula Strategic Regional 2023-2026</i>
Economic impact	<p>Up to 230 jobs will be support each year over the life of the project through construction and additional supply chain opportunities for local business. Water infrastructure is vital to support local workforce, industry, jobs, and community, all of which provide \$4 Billion worth of GDP into the State Government.</p> <p>Desalination was identified as the preferred future water supply option due to its sustainability.</p> <p>Regionally, the Eyre Peninsula hosts Australia’s seafood capital with seafood being one of South Australia’s largest exports. Putting more infrastructure to support the coastal community is important it its economic viability</p>
Social impact	The desalination plant will ensure not only sustained residential communities across the Eyre Peninsula to support critical industries, but it will also drastically improve the quality of drinking water and allow for irrigation of the public realm and open space.
Environmental impact	The desalination plant is an effort to move away from the climate dependant water sources (groundwater aquifers). A preparation strategy to combat climate change.

	Preliminary models on the environmental impact have been conducted and if ran properly the outputs have demonstrated that there will be minimal impacts on the bays.
Deliverability	Construction in planned to begin in late 2024 assuming all approvals are in place. The project will be owned by SA water.

Table 20: Eyre Peninsula project submission no. 3

Hydrogen Jobs Plan and Port Bonython Hydrogen Hub

Project description The Government of South Australia has committed more than \$500,000 to the Hydrogen Jobs Plan to build a world leading hydrogen power plant, electrolyser, and storage facility near Whyalla, by December 2025.

The project includes:

- 250MWe of electrolysers,
- 200MW of power generation,
- renewable hydrogen storage facility.

The Port Bonython Hydrogen Hub is anticipated to be South Australia’s first large-scale clean hydrogen production precinct for both export and domestic markets and is an integral part of South Australia’s first mover strategy to enter the global hydrogen market. The Government of South Australia and private sector are set to collaborate to deliver the Port Bonython Hydrogen Hub as a multi-user precinct leveraging the state’s renewable energy opportunities and enabling export from a clean hydrogen industrial hub. Proposed private sector developments will be capable of providing local industry with a sustainable and renewable energy source helping to grow jobs in the region by supporting local industry and attracting new business investment. Over the short-term, the Government of South Australia’s goal is to support first mover developments to export clean hydrogen by 2030, with the hub proposed to scale to full production capacity to maximise the economic return to South Australia.

Class	Investment Ready
Infrastructure type	Energy
Strategic fit	South Australia’s State Government Hydrogen Action Plan sets out twenty locations across 5 key areas to help scale-up hydrogen production for both international and domestic consumption. The Port Bonython Hydrogen Hub will strategically align with the state’s action plan. This project will further aid in the development of the hydrogen industry in SA. It is a sustainable and flexible energy source and renewable hydrogen plays a part in the Australian energy transition.

Economic impact	<p>The emerging hydrogen industry in South Australia is forecasted to bring 2,800 sustainable and future-proof jobs opportunities to the economy by 2030.</p> <p>A new hydrogen hub will stability energy costs and supply of energy to the region as well as lower the cost of production through economies of scale.</p> <p>Regionally the Eyre Peninsula is critical to the South Australian Government’s plan do transition to affordable green energy due to its opportunities for wind and solar generation.</p>
Social impact	<p>Attracting a workforce will trigger further investments into the community in public spaces and amenities in order meet the demands of the new workforce. More jobs in the areas through this investment will also aid the First Nations communities through job opportunities and more public services.</p>
Environmental impact	<p>This project will provide significant opportunities to decarbonise heavy industry including steel, fuel, fertiliser, and feedstock production. The hydrogen it produces can be used as a zero-emission fuel source and will play a critical role in meeting Australia’s emission goals.</p> <p>The Office of Hydrogen Power SA works with the Traditional Owners of the region to secure land options for the delivery of the project.</p>
Deliverability	<p>Preferred partners for the project have been selected and the projects operations are set to commence in 2026. Backed by a \$593 million state government investment, the project will be developed in line with requirements set out by the Planning and Development of Infrastructure Act 2016 to ensure the community has an opportunity to influence the development of the project.</p> <p>The South Australian Government is currently in communication with Universities, TAFEs, and other educational facilities so they know the needs and requirements of the project over its lifecycle.</p>

Table 21: Eyre Peninsula project submission no. 4

Northern Water project

Project description	<p>The Northern Water Project aims to provide a new, climate independent water source for the Far North, Upper Spencer Gulf and Eastern Eyre Peninsula regions of South Australia, to enable the growth of industries crucial to achieving net-zero goals, including the emerging green energy and hydrogen industries. This would involve construction and operation of a 260ML/day seawater desalination plant (in two stages) in the Spencer Gulf connected to northern South Australia via up to 600km of pipeline.</p> <p>The desalination plant would be constructed in two stages – each providing a capacity of 130ML – to a total capacity of 260ML per day. This provides maximum flexibility to meet fluctuating demand over time and can be scaled up as demand increases. Northern Water aims to deliver a reliable and sustainable new commercial water source to meet the growing needs of a broad range of</p>
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mining, defence, hydrogen, and pastoral industries. It will unlock economic growth in industries and regions that are crucial to achieving net-zero targets and will reduce reliance on precious water resources like the Great Artesian Basin and the River Murray. The desalination plant and the transfer pipeline will also require support infrastructure such as pumping stations, large storage facilities, flow regulation valves, control facilities, and staff amenities. Additional road connections, telecommunications lines, and electricity infrastructure will also be needed.

Class	Feasibility with a final investment decision targeting the second half 2025
Infrastructure type	Water
Strategic fit	<p>The project is identified by the South Australian Department for Environment and Water as a “targeted water security initiative” which enables consideration of long-term water security for key water resources, communities, and industries.</p> <p><i>Northern South Australia productive water security</i> is also included on Infrastructure Australia’s Infrastructure Priority List.</p> <p>There are also number of downstream projects that will arise from this such as the Port Bonython Hydrogen Hub, BHP and others.</p>
Economic impact	<p>Northern water will provide direct employment opportunities during planning and construction along with supporting the energy, mining, pastoral, and other service/supply chain sectors.</p> <p>A secure and scalable source of quality water will support the establishment of hydrogen energy in the area and therefore the decarbonation goals of Australia. Access to this water means industry, horticulture, pastoral and agriculture activities can expand, diversifying and strengthening the economy.</p>
Social impact	<p>New industry will offer the youth greater opportunities in their careers. Pathways for education will be expanded upon and the community will be able to develop new skills. This also includes pathways for indigenous employment as a high priority.</p> <p>The economic growth will be supporting the development of business, recreational opportunities, and social infrastructure that will improve the quality of life.</p>
Environmental impact	<p>In 2023-2024 the project team will be conducting and EIS level assessment on projects impact on the region’s natural assets.</p> <p>Northern Water is a reliable and sustainable new wholesale water source. The project is driven by the growing needs of a broad range of industries and reducing pressure on precious water resources like the Great Artesian Basin and the River Murray. A new sustainable source of water will unlock many growth opportunities in northern South Australia including in the mining and minerals processing industry, emerging hydrogen and green energy initiatives, the defence industry based in Woomera, pastoralists, and others who will all be able to access the water.</p>
Deliverability	Earliest water will be available in 2028, cost estimation is yet to be completed but it is known that upstream project to support this will be required such as additional roads, telecommunications and electricity infrastructure will be needed.

Extensive stakeholder engagements were conducted during the business case phase, and it helped identify potential problems, issues, concerns, impacts, and opportunities related to the local community.

Table 22: Eyre Peninsula project submission no. 5

Cape Hardy Industrial Precinct and Port

Project description	<p>The Cape Hardy Precinct combines a deep-water, multi-use port facility for handling bulk commodities and containers alongside modular 'roll-on roll-off' facilities.</p> <p>The precinct will contain a grain receival, storage and export facility, a storage and export facility for iron-ore magnetite, a hydrogen production facility and potentially the Northern De-salination Project. Additional land within the precinct is available for compatible and complementary uses such as fertiliser production. Infrastructure Australia also envisages a standard gauge rail link through Whyalla opening up the port facility to the national rail network. The project will deliver up to 5 GW electrolyser over next decade to produce 5 million tonnes per annum green ammonia and construction of the Port facility will be the catalyst for the Central Eyre Iron Project (Iron Road).</p>
Class	Investment Ready (Port, Iron-ore, and grain) and Feasibility (Hydrogen and Water)
Infrastructure type	Water
Strategic fit	This project will enable the infrastructure for Hydrogen productions, aligned with Infrastructure Australia. Similarly, Cape Hardy was deemed as somewhere with a gap of water security, this project will also address that. The port will help to address the gap in exporting capacity.
Economic impact	<p>It is expected that the construction of the Cape Hardy Precinct will create an excess of 6,000 construction jobs and around 450 FTE for the operation of the facility. The project will increase both the GDP return of hydrogen production and iron-ore exporting. The project will place demands on local trades and services and elevated levels of housing will be demanded in the short-term (construction) and long-term (operational residents).</p> <p>The port facility will improve the competitiveness of the mining and agricultural sectors through more efficient transport logistics.</p>
Social impact	<p>The boost in regional GRP and increase in population will organically improve services such as health and educational facilities. Local government will benefit from more tax and rates revenue, enabling them to invest back into their community and further improve healthcare, childcare, education facilities and public amenities.</p> <p>The First Nations People will benefit through the creation of employment and improved training facilities.</p>

	The project will have impacts on road safety as more heavy vehicles will be on the roads.
Environmental impact	<p>The improved pathways and flexibility for agricultural exports for this project.</p> <p>The increased revenue the local government gets will enable investment into cultural sites and environmental sustainability.</p> <p>The higher population this will bring to the local communities makes recycling more economically viable as transporting costs are currently the prohibiting factor.</p>
Deliverability	<p>It is estimated that the Cape Hardy Precinct will take 4 years from commencement.</p> <p>There are important interdependencies associated with this development and the Northern water project.</p> <p>Whilst much of the deliverability data is held in confidence, it should be noted that the Federal Government has committed to provide \$25 million to support the Cape Hardy Port Precinct.</p>

Table 23: Eyre Peninsula project submission no. 6

Thevenard Port Expansion and Efficiencies	
Project description	This project involves the proposed dredging of the channel into the Thevenard Port Facility. This will improve the efficiency of export facilities, namely through enabling the deepening of berth boxes to improve capacity.
Class	Feasibility
Infrastructure type	Freight
Strategic fit	<p><i>Infrastructure Australia's Regional Strengths and Gaps Report 2021</i> - recognises the opportunities for economic growth in the mining sector. Notes that the region is home to high quality kaolin, gypsum, and mineral sands all of which is currently, or would be in the future, exported through Thevenard.</p> <p><i>South Australia's 20 Year State Infrastructure Strategy</i> - maximising the value of the State's existing assets.</p> <p><i>South Australia's Capital Intentions Statement 2022</i> - not listed but fits the criteria for investment in a facility with the ability to improve flow-on effects for operations and supply chains.</p> <p><i>Eyre Peninsula Regional Strategic Plan - Infrastructure Capability - Future Actions</i> - support funding applications designed to improve the efficiency of export facilities, such as the deepening of berth boxes at Port Thevenard to improve capacity.</p>

Economic impact	Improved capacity of the port would increase employment through construction (25 jobs) and increased operational hours of the port. Further flow on effects and increases the employment opportunities arising from the new mining operations will increase the output from the mining sector and would increase local governments royalties, enabling investment back into the area.
Social impact	The increased royalties and tax base enables better investment into the area and therefore improve quality of life through better services and public amenities such as health infrastructure. The reduction of heavy vehicles on roads through improved freight efficiency will increase public safety and decrease road trauma
Environmental impact	Reduction of high carbon emission vehicles such as freight vehicles will lead to a reduction in emissions. Further environmental and cultural impact will be assessed through the development approval phase.
Deliverability	Development timeframes are unknown as the project is still in the feasibility phase. The cost estimate is around \$80 million of capex, \$60 million of which will come from the private sector and the rest from the State Government. Stakeholder meetings have occurred with private sector investors, DC Ceduna and RDAEP to date.

Table 24: Eyre Peninsula project submission no. 9

Centre for Excellence – Hydrogen Production and Use	
Project description	The former Whyalla High School is to be repurposed to be a Centre for Excellence to support hydrogen, green mining, green steel production, chemical looping combustion (CLC) hydrogen research and HILT CRC activities. The Centre for Excellence is to include facilities supporting hydrogen related research, education, technology, and industry application, as well as an interpretive centre for resources and renewable industries and home of the regional HILT CRC Hub in the Upper Spencer Gulf region.
Class	Advocacy
Infrastructure type	Energy
Strategic fit	<i>South Australia's 20 Year State Infrastructure Strategy</i> . Growing the economy with infrastructure. Objectives - Infrastructure supports a decarbonised, sustainable economy that capitalises on our competitive advantages and opportunities. <i>South Australia's Capital Intentions Statement 2022</i> . Energy - Hydrogen Export Facility. <i>RDSA Regional Blueprint 2023-2024</i> . Infrastructure Capability - Provision of economic enabling infrastructure.

	<p><i>South Australian Economic Statement</i>. A sustainable economy. Our credentials also provide an opportunity to attract businesses and investors looking to demonstrate their commitment to sustainability.</p> <p><i>Infrastructure Australia - 2022 Regional Strengths and Infrastructure Gaps</i>. Key Regional Growth Industries. Energy. ""With the development of the Eyre Peninsula Gateway Project, a green hydrogen and green ammonia project, the region is well placed to expand renewable energy capabilities.</p>
Economic impact	There will be indirect assistance to the GRP in addition to limited direct employment opportunities. The project will also help to grow the hydrogen and green energy sector.
Social impact	Further assessment required
Environmental impact	The project will assist in growing the green energy industry and have flow-on effects in aiding carbon emission reduction.
Deliverability	<p>The City of Whyalla, State Department of Education and Uni SA have endorsed the project.</p> <p>The 2.019 hectares site is owned by the Department of Education including school buildings, car parking and playing courts.</p>

Table 25: Eyre Peninsula project submission no. 10

Eyre Hub	
Project description	<p>Eyre Hub is a project to develop safe and secure facilities for driver's rest (especially female drivers), a freight interchange, truck servicing, weighbridge, warehousing, and other facilities related to the movement and distribution of freight. This would primarily service the east-west truck movements but also provide the opportunity to break loads for distribution across the Eyre Peninsula.</p> <p>The recognition of the increasing number of female drivers and the provision of safe and secure showering, rest and sleeping facilities is viewed as vital to the industry. The project also incorporates a grain receival site capable of segregating high value products such as lentils to be responsive to sale to market at the optimum time.</p> <p>The facility would be carbon neutral through the installation of a solar farm that would also have the potential to feed power into a larger Kimba micro-grid project.</p>
Class	Advocacy
Infrastructure type	Transport

Strategic fit	<p>In recognition of the need for safe rest areas the Australian Government has a fund specifically for rest areas and facilities and has established a Steering Group to consider the allocation of funds.</p> <p>The Eyre Peninsula Strategic Plan recognises the need for investment in road transport infrastructure. The solar farm component fits the Strategic Plan aim of exploring opportunities for community energy generation.</p>
Economic impact	<p>When fully operational the facility will offer 20 jobs directly. The project will improve the resilience of the road freight supply chain for all east-west traffic and also an interchange for Eyre Peninsula freight.</p>
Social impact	<p>As a potential employment hub for 20 employees the project will assist Kimba in its economic recovery, especially post the withdrawal of the Australian Radioactive Waste Storage Facility.</p> <p>Road safety is a vital component of this facility. The ability for drivers to rest in a safe and secure environment is of paramount importance. The servicing of vehicles at the same location, including weighbridge facilities contributes to road safety and best practice.</p>
Environmental impact	<p>The facility will be carbon neutral through the installation of a solar farm over a 40-hectare site with potential to increase to 120 hectares and feed power to a Kimba community micro grid.</p> <p>The facility will incorporate provision for electric and hydrogen powered vehicles encouraging and enabling the use of low emission transport.</p>
Deliverability	<p>Feasibility and design could be completed with 12 months and the first stage of construction to follow immediately with the total costs around the \$10-20 million range – more if the solar farm is 120 hectares rather than 40.</p> <p>This is considered as a low-risk project as it is providing a future-proof, stable income stream.</p>

REGION 4 – FAR NORTH

Table 26: Far North project submission no. 1

Cooper Pedy Water Supply	
Project description	<p>Cooper Pedy produces and reticulates it's on water via a bore 25km Northeast of Cooper Pedy on the Oodnadatta Road via a pipeline. The water quality is of an outstanding level, which means the water can be consumed without more consumer intervention.</p> <p>However, a challenge remains in addressing dated infrastructure in dire need of replacement. This is resulting in failing connections which create significant water leakages across town and can place water at risk of contamination. In addition to potential health risks, this issue also adds to the cost of the water - currently, residents pay a \$302.75 connection fee and then \$8.36 per kL for the first 35 kL, \$11.70 per quarter 36kL-130kL and \$13.34 per kL per quatre above 130kL.</p>
Class	Investment Ready
Infrastructure type	Energy
Strategic fit	<p>The project aligns with commonwealth, state, and local plans in providing affordable, clean water for residents.</p> <p>This project also has strategic benefit in enabling other projects/industry commencing relates to affordable living for communities, which can impact on ability to attract and retain employees to relocate or remain in Cooper Pedy. It also increases the costs for Councils who provide the service meaning additional monies spent in this area reduces Councils ability to fund or provide other services that may attract/retain industry.</p>
Economic impact	The project will enable economic growth and increased attractiveness as a residential area through providing essential services, a clean and reliable water supply, to the town of Cooper Pedy.
Social impact	This project will provide affordable, clean water to the businesses and community of Cooper Pedy. Currently the community and businesses are paying extraordinary prices for their water, more than double what the rest of the state are paying. This project should enable the required upgrade and maintenance to the infrastructure which should significantly reduce the cost of use for the community and its businesses.
Environmental impact	This is a mitigation strategy. Completion of this project will decrease the region's reliance on rainfall water supply. The water is sourced from a bore and throughout the project will repair and replace infrastructure which will fix the current water wastage through waterpipe bursts.

Deliverability	This project is ready to commence and has longstanding local and council support.
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Table 27: Far North project submission no. 2

Quorn Town Water Supply

Project description	Quorn has had a history of poor water quality, and quality of this water continues to deteriorate. In accordance with SA Water’s reporting for March, the water in Quorn failed several compliance measures, including scoring a 0% compliance rating for chloride, sodium, total dissolved solids and total hardness, with a 2% compliance rating for free chlorine levels. This project seeks to provide water supply infrastructure for Quorn which can ensure a sustainable, safe supply. Options under consideration include an extension of the Norther Water Supply Project pipeline to allow for a connection point to Quorn. A desalination plant has also been put forward as a potential solution.
Class	Investment ready and Advocacy
Infrastructure type	Energy
Strategic fit	A Water Quality Aesthetics testing approach coordinated by SA Water to assess issues in regional water supplies prioritised Quorn for upgrades, however it has since been removed from this list. Despite this, addressing the water quality issues remains to be a high priority for Local Government has been lobbying to be re-included noting the issues have not been fixed. Quorn was further identified by SA Water as one of three "priority" towns in its long-term plan for improving drinking water aesthetics, looking at water quality across the state. Taking a strategic lens, extension of the pipeline to Quorn may also allow for its use as a further extension point to other towns in need.
Economic impact	This project provides essential services and improved liveability which can attract a skilled workforce, including for Port Augusta (for which Quorn acts as a dormitory town).
Social impact	Providing clean water to Quorn will provide a significant uplift in liveability, health and wellbeing, and quality of life for residents.
Environmental impact	Future rainfall reductions will place increased pressure on water supplies. This project will mitigate this risk.
Deliverability	Discussions pertaining to the potential for a pipeline extension are underway between SA Water and Council. The desalination option has faced barriers to progress based on high-cost estimates.

Table 28: Far North project submission no. 4

Whole of Outback Integrated Waste Management Strategy	
Project description	This project encompasses the creating and implementation a ‘whole-of-outback’ integrated waste management strategy.
Class	Feasibility and Advocacy
Infrastructure type	Waste
Strategic fit	<p>The project would support environmental conservation and sustainability objectives by reducing pollution and greenhouse gas emissions, in line with global efforts to combat climate change. The strategy would contribute to public health and safety, addressing government priorities by mitigating health risks associated with improper waste disposal. Moreover, it would promote economic growth and job creation, supporting government goals related to local economic development and employment opportunities. By fostering community engagement and environmental awareness, the strategy would contribute to social well-being and public education objectives. Additionally, it would help governments meet waste reduction targets and regulatory compliance by managing waste responsibly and reducing the burden on landfills. In summary, an effective waste management strategy would serve as a crucial tool to meet a range of government goals related to environmental protection, public health, economic development, and sustainability.</p>
Economic impact	<p>These facilities would create jobs in waste collection, sorting, and disposal, offering employment opportunities for local communities in remote areas. Additionally, specialized roles in environmental monitoring and management may be required to ensure the protection of the fragile Outback ecosystems. The construction, maintenance, and operation of such facilities would generate jobs in the construction, engineering, and maintenance sectors. Local entrepreneurship could also flourish with waste recycling and processing businesses, further enhancing employment prospects. The presence of waste management facilities may contribute to broader economic development in the region and stimulate employment indirectly through increased economic activity.</p> <p>The establishment of waste management facilities in the Outback region of South Australia would provide a valuable contribution to the region's sustainability and environmental protection. These facilities would serve as critical infrastructure for responsible waste disposal and recycling, mitigating environmental damage caused by improper waste disposal and promoting a cleaner and healthier environment. Moreover, they would create economic value by generating jobs and fostering local entrepreneurship, thereby enhancing the livelihoods of residents, and supporting the growth of the regional economy. By reducing the environmental impact of waste and promoting sustainable practices, these facilities would play a pivotal role in preserving the unique and delicate ecosystems of the Outback, contributing to the long-term well-being of the region and its inhabitants.</p> <p>The affordability would depend on the scale and complexity of the facilities, including whether they are recycling centres, landfill sites, or a combination of both. Construction costs for infrastructure, such as waste sorting and processing equipment, waste</p>

disposal facilities, and transportation networks, would be a sizeable portion of the expenses. Additionally, ongoing operational costs for staffing, maintenance, and regulatory compliance would contribute to the total cost. Transportation costs could also be higher in remote Outback areas. Environmental assessments and permits may be necessary, incurring further expenses. Overall, the cost would be subject to local conditions, regulatory requirements, and the specific waste management strategies employed, making it challenging to provide a precise figure without more detailed information.

The project could reduce the logistical challenges and costs associated with waste disposal and transportation, making supply chain operations more cost-effective. By recycling and reusing materials, supply chains can benefit from a more sustainable source of resources, potentially reducing the need for raw material extraction and long-distance transportation. Moreover, an organized waste management system enhances the overall environmental sustainability of supply chains, aligning with the growing demand for eco-friendly and responsible business practices. This, in turn, can improve the reputation and marketability of businesses involved in these supply chains, attracting environmentally conscious consumers and partners.

Social impact

The project would lead to cleaner and healthier living conditions by reducing environmental pollution, preventing the contamination of water sources, and minimizing health risks associated with improper waste disposal. Enhanced waste management can also bring about economic benefits by creating job opportunities, increasing income, and supporting local businesses, contributing to a higher standard of living for the community. Furthermore, the region's commitment to sustainability and responsible environmental practices can instil a sense of pride and well-being among residents, fostering a more positive and harmonious local environment. Overall, a well-executed waste management strategy can directly improve the quality of life in the Outback, promoting health, economic stability, and community satisfaction.

Proper waste disposal and recycling would reduce environmental pollution and the risk of contamination of air and water sources, thus lowering the incidence of environmentally related health issues, such as respiratory problems and waterborne diseases. The reduction in open dumping of waste would also decrease the breeding grounds for disease-carrying vectors like insects and rodents, contributing to lower rates of vector-borne illnesses. Moreover, improved waste management practices often lead to cleaner and safer living conditions, reducing the risk of injuries or infections from contact with hazardous materials. Overall, such waste management initiatives would significantly enhance public health and well-being by reducing environmental health risks and promoting safer and healthier living environments in the region.

Proper waste disposal and containment would reduce the risk of accidents, such as fires or chemical spills, which can occur in improperly managed waste sites, contributing to a safer environment for residents. Additionally, by minimizing open dumping and littering, waste management efforts can reduce the potential hazards that attract or pose risks from wildlife, including venomous animals or disease vectors. Furthermore, cleaner, and well-maintained waste management facilities would promote a safer and more organized community environment, decreasing the risk of injury, disease transmission, and other safety concerns associated with neglected or unregulated waste sites. Overall, a well-structured waste management strategy would enhance public safety by mitigating environmental and health hazards, leading to a more secure and secure living environment in the region.

Environmental impact

Proper waste disposal practices, particularly controlled landfill management, can significantly minimize the release of methane, a potent greenhouse gas produced during the decomposition of organic waste. Promoting recycling and waste-to-energy technologies can further decrease carbon emissions by reducing the need for the extraction and manufacturing of new materials. Moreover, responsible waste management encourages resource conservation and minimizes the energy required for waste transport and disposal. Overall, these strategies would contribute to a notable reduction in carbon emissions, aligning with global efforts to combat climate change and promoting a more environmentally sustainable Outback region.

These strategies would reduce the release of potent greenhouse gases, such as methane, by effectively managing and controlling landfill sites. Additionally, recycling and waste reduction efforts would decrease the carbon footprint associated with manufacturing and resource extraction. By conserving resources and promoting responsible consumption, waste management practices align with the principles of a circular economy, thus reducing the overall environmental impact. Furthermore, the preservation of the unique Outback ecosystems through responsible waste disposal and reduced pollution would contribute to the overall resilience of the region in the face of climate change, helping protect the natural habitat and its biodiversity. In summary, effective waste management would offer a multifaceted approach to mitigating climate change by reducing emissions, conserving resources, and enhancing ecosystem health.

Deliverability

The project would involve extensive planning, research, community engagement, and regulatory processes. A comprehensive strategy may take several months to a few years to be fully developed. Initial steps may include assessing the region's waste management needs, conducting environmental impact assessments, and engaging with local stakeholders to gather input and support. Subsequent phases would involve the design and planning of infrastructure, obtaining necessary permits, and funding, and establishing operational procedures. The timeline may also be influenced by the size and complexity of the strategy and the availability of resources. It is essential to prioritize thorough planning and environmental considerations to ensure the strategy's long-term success and sustainability.

The construction timeline would depend on the scale and complexity of the infrastructure. Building a smaller recycling centre or waste transfer station might take several months to a year. In contrast, constructing a larger landfill site with advanced waste processing facilities could take several years, given the need for significant infrastructure development and environmental compliance. The process typically involves various stages, including site preparation, construction of waste disposal cells, installation of waste processing and containment equipment, and the development of access roads and utilities. Environmental impact assessments, permitting, and regulatory compliance can also influence the construction timeline. Coordination with contractors, suppliers, and local authorities is crucial to ensuring a smooth and timely construction process.

Table 29: Far North project submission no. 5

Outback Power – Renewable Power Supply Audit and Recommendation Report	
Project description	A renewable power supply audit and recommendation report for remote communities is a comprehensive assessment of the current energy infrastructure and an essential step towards achieving sustainable, clean, and reliable power sources for these isolated regions. The reports aim is to address the energy needs and challenges faced by remote communities, typically situated in areas where grid connectivity is limited or non-existent.
Class	Feasibility and advocacy
Infrastructure type	Energy
Strategic fit	<p>Not all remote outback communities are connected to either 'mains' or 'off-grid' power. Those that are, are reliant on traditional diesel and gas turbine generation methods. The outback of South Australia is well placed for the implementation of alternative renewable energy solutions.</p> <p>The prohibitive cost of delivering 'off-grid' power to outback communities is directly linked to traditional generation methods. Increasing awareness of the environmental impact of these traditional methods of power generation has necessitated the need to re-evaluate sustainable options. Significant advances in renewable energy solutions suggest that remote communities can reduce their environmental impact and implement sustainable energy solutions.</p>
Economic impact	<p>The transition to renewable energy sources in remote communities can have significant and positive employment impacts. These impacts would vary depending on the scale and nature of the renewable energy projects, as well as the local labour force and community needs. There would be jobs created in the installation and maintenance of any projects which would be best undertaken utilising local labour. The specific employment impacts will depend on the community's unique circumstances, the type and scale of renewable energy projects, and the extent to which the local labour force can be engaged and trained. Proper planning, training, and community involvement are essential to maximize the positive employment impacts of renewable energy adoption in remote communities while ensuring long-term sustainability and benefits for residents.</p> <p>Renewable energy supply will reduce the costs for electricity generation.</p> <p>By reducing energy costs and increasing energy reliability, these communities can enhance their economic viability and attractiveness to potential businesses and investors. Renewable energy projects often create local jobs and stimulate economic activity, boosting the region's overall competitiveness. Additionally, a commitment to sustainability and clean energy can be a powerful marketing and branding tool, attracting eco-conscious consumers and businesses seeking environmentally responsible partners. By reducing dependence on costly and volatile fossil fuels, renewable energy enhances cost predictability, which can</p>

	improve the financial stability of local industries. In sum, renewable energy not only contributes to environmental sustainability but also bolsters the competitiveness and economic resilience of remote communities.
Social impact	Providing reliable access to clean electricity, ensuring adequate lighting, heating, and cooling, improves comfort and safety in homes. Reduced air and noise pollution from clean energy sources contribute to better air quality and quieter living environments, enhancing overall health and well-being. Lower energy costs help households save money, reducing financial stress and improving living standards. The creation of local jobs and the development of new skills offer economic opportunities, fostering a sense of purpose and self-reliance among community members. Moreover, renewable energy projects often bring improved infrastructure and access to technology, further connecting these communities to the world and expanding educational and economic prospects. Ultimately, the shift to renewable energy empowers remote communities with cleaner, more affordable energy, better economic prospects, and a higher overall quality of life.
Environmental impact	<p>Strong reliance on renewable energy, energy efficiency measures, and sustainable transportation tend to have significantly lower carbon emissions. Accurate quantification of emissions typically requires detailed data and analysis to account for these diverse factors, making it essential to adopt measures to reduce emissions, especially through transitioning to clean energy sources and sustainable practices to mitigate the effects of climate change.</p> <p>Renewable energy projects promote sustainable land use and resource management, which can help protect ecosystems, enhance biodiversity, and support food and water security. Ultimately, the adoption of renewables is a critical step toward mitigating the impacts of climate change, as it reduces emissions and fosters a more sustainable and resilient global ecosystem.</p>
Deliverability	Further assessment required

Table 30: Far North project submission no. 6

Integrated Outback Water Management Framework	
Project description	The funding of an integrated outback water management framework and implementation of an integrated capital upgrade program takes a holistic approach to the issue. Dealing with each individual township one by one does not solve the overall problem and will not be attractive enough for funding on its own. Our outback communities are important in the overall economic benefit to the state of South Australia and need to be supported via infrastructure so that they too can be supplied with water that meets health and water industry standards.
Class	Feasibility and advocacy

Infrastructure type	Water
Strategic fit	In July 2004, a government working group proposed the development and implementation of an outback water framework through the development of an integrated outback water capital upgrade program. <i>The Outback South Australia Regional Plan 2012-2032</i> sets out a number of goals and objectives for the region, including: Ensuring that all communities have access to safe drinking water. Protecting and managing water resources sustainably. Building resilience to climate change.
Economic impact	Further assessment required
Social impact	Improved access to safe drinking water, which will help to ensure that all communities in the region have access to safe and reliable drinking water. This will improve the health and well-being of residents. Furthermore, there will be increased employment opportunities across the board, including for people identifying as First Nations Peoples.
Environmental impact	The water supply and storage project will support the development of new renewable energy projects in Outback South Australia. Renewable energy projects, such as solar and wind farms, do not produce greenhouse gas emission
Deliverability	The project will be ready in 2+ years and cost around \$200,000 - \$2,000,000

Table 31: Far North project submission no. 7

Multispecies Livestock Transshipping Hub

Project description	This project encompasses planning and delivery of a Multispecies Livestock Transshipping Hub in Port Augusta. This project would seek to improve safety, efficiency, profitability, and biosecurity for the Australian Livestock Industry, an industry which is critical to the region's economy and has faced difficulties in recent years due to major global events such as the pandemic and biosecurity challenges along critical international export chains.
Class	Feasibility
Infrastructure type	Transport
Strategic fit	Each year thousands of head of cattle and sheep originating from the Northern areas of Australia are transported through Port Augusta in South Australia. There are often vast distances between source properties and processing plants necessitating long-

	<p>haul transportation.</p> <p>Po sets out a number of goals and objectives.</p> <ul style="list-style-type: none"> – Increasing the value of Australia's agricultural exports. – Creating jobs in the region. – Supporting sustainable agriculture practices.
Economic impact	Port Augusta (location of the transshipping hub and source of labour and materials for local construction and works): four (4) FTEs, two (2) direct and two (2) indirect during construction. Ongoing employment is expected at the transshipping hub and is estimated to be 1.5FTEs i.e., one full time manager to oversee the running of the facility and one-part time cleaner/grounds person.
Social impact	The hub may lead to increased competition for land and resources. It could also lead to increased traffic and noise pollution. However, the increased safety and biosecurity of livestock exports would have broad health and wellbeing benefits.
Environmental impact	<p>Increased use of renewable energy: The hub could be powered by renewable energy, such as solar or wind power. This would help to reduce the hub's carbon footprint.</p> <p>Improved water efficiency: The hub could use water-efficient technologies to reduce its water consumption. This would help to conserve water resources in the region.</p> <p>Reduced waste: The hub could implement waste reduction and recycling programs to reduce its environmental impact</p> <p>The hub could support sustainable agriculture practices by providing farmers with access to modern technologies and market</p>
Deliverability	It is estimated that an additional \$1.3 million investment will be required, and the project will run over 54 months

Table 32: Far North project submission no. 8

Upgrades to Outback Roads	
Project description	Undertake a carefully prioritised program of upgrading key stretches of the vast Outback road system which pose the worst impediments to growth. Major one at the moment in Strzelecki Track which is underway but there are some challenges (noting there is funding to seal it but may have been redirected).
Class	Investment Ready
Infrastructure type	Transport
Strategic fit	<i>The Australian Government's Infrastructure Investment Program (IIP) is a key policy that supports the upgrade of Outback roads, alongside the goals of the Regional Growth Fund, and the Building Better Regions Fund.</i>

	<p>The South Australian Government is also investing in Outback road upgrades through its South Australian Rural Highway Corridor Upgrades program.</p> <p>The problem is also cross-regional as the outback road network is vast and there are many key stretches of road that need to be upgraded.</p>
Economic impact	Upgraded roads would make it easier and cheaper for businesses in regional areas to transport their goods and services to markets. This would lead to increased sales and revenue for businesses, which would boost regional output. It would also make it easier for tourists to access regional areas. This would lead to increased tourism spending, which would boost the regional economy. It easier and cheaper for farmers in regional Australia to transport their produce to markets
Social impact	Upgrading key stretches of the Outback road system could have a significant positive impact on social liveability, social amenity, and improved quality of life in regional Australia. By improving access to essential services, reducing travel time and costs, improving safety, increasing community cohesion, and improving access to tourism and recreational opportunities.
Environmental impact	Upgraded roads would make it easier for vehicles to travel efficiently, which would reduce fuel consumption and carbon emissions. Upgraded roads would reduce the travel time for vehicles, which would reduce fuel consumption and carbon emissions
Deliverability	The South Australian Government's Outback Road Upgrade Strategy estimates that the capital cost of upgrading the Outback road system in South Australia will cost around \$1 billion over a 10-year span. Furthermore, it is expected that the roads will require a further \$100 million investment per year to keep them functional in the long term.

Table 33: Far North project submission no. 9

Flinders Rangers and Outback Tourism Accommodation Upgrade Plan	
Project description	<p>This project looks to provide supporting infrastructure and services to facilitate the development of a small number of strategically located eco-accommodation options across the region.</p> <p>The SA tourism commission wants tourism upgraded to 4.5 star across all outback accommodation. There is an opportunity to get all of these establishments working together with a maintenance and upgrade program. The project would look to provide support to providers in delivering more and higher quality accommodation.</p>
Class	Feasibility
Infrastructure type	Social and Community Infrastructure

Strategic fit	<p>South Australian Government's <i>Climate Change Strategy 2021-2030</i>. This strategy aims to achieve net zero emissions by 2050. The program will support this goal by investing in sustainable tourism infrastructure, such as solar panels and rainwater tanks.</p> <p>South Australian Government's <i>Aboriginal Reconciliation Action Plan 2019-2022</i>. This plan aims to build stronger relationships between Aboriginal and non-Aboriginal people in South Australia. The program will support this goal by providing employment opportunities for Aboriginal people and by promoting Aboriginal culture and heritage.</p> <p>Visitor numbers to the region are increasing. The number of visitors to the Flinders Ranges and Outback region has increased by 20% in the past five years. This trend is expected to continue in the future.</p> <p>The existing accommodation is often dated and lacks basic amenities. A survey of accommodation providers in the region found that 60% of properties are more than 20 years old. Only 40% of properties have air conditioning and only 30% of properties have Wi-Fi.</p> <p>There is a shortage of accommodation options that are tailored to the needs of specific visitor groups. A recent study found that there is a shortage of family-friendly accommodation in the region. The study also found that there is a shortage of self-drive accommodation options along the Outback Way</p>
Economic impact	It is assumed that this project will increase the demand for tourism operators and transport providers due to the elevated levels of tourism generated.
Social impact	Further assessment required
Environmental impact	Further assessment required
Deliverability	Further assessment required

Table 34: Far North project submission no. 10

Sealing of Yorkeys Crossing

Project description	<p>Yorkeys Crossing is a ford located in Emeroo at the head of Spencer Gulf, about 7.4 km north of Port Augusta. It is a vital crossing for the Spencer Gulf township and is located along a commonly used heavy vehicle freight route.</p> <p>In recent years, the Joy Baluch AM Bridge has benefited from state government funded duplication works which have increased capacity, however part of the road remains unsealed and thus subject to closure with minimal rainfall (the road becomes impassable with 3mm of rain). For heavy freight vehicles unable to use the aforementioned bridge, this event requires either waiting for the road to dry out or taking an up to 20-hour detour.</p>
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Class	Investment ready / Advocacy
Infrastructure type	Freight
Strategic fit	<p>Commonwealth Government's <i>Infrastructure Strategy 2021-2031</i> identifies the need to invest in regional roads and infrastructure to support economic growth and job creation.</p> <p>The South Australian Government's <i>Port Augusta Road Management Plan (Draft)</i> identifies the sealing of Yorkey's Crossing as a long-term priority.</p> <p>The <i>Port Augusta City Council 2040 Strategic Plan</i> identifies the development of Yorkey's Crossing as a key priority.</p> <p>The <i>National Freight Strategy 2018</i> identifies the need to improve the efficiency and productivity of the freight network</p>
Economic impact	It is estimated that from this project 50 jobs will be directly created and another 100 indirectly. A preliminary rapid economic appraisal has been undertaken and shows a BCR of 0.1.
Social impact	The project should lead to improved road safety through a reduction in the probability of accidents and injuries.
Environmental impact	Further assessment required
Deliverability	<p>It is estimated the project will take several years to complete if funding is approved.</p> <p>While the BCR for the two proposed options are 0.1 and 0.08 respectively there has been a petition signed by over 1,000 people run by the Port Augusta City Council</p>

REGION 5 – LIMESTONE COAST

Table 35: Limestone Coast project submission no. 1

Bordertown Water Supply	
Project description	<p>Short term: SA Water has indicated that the installation of an additional storage tank and pump rising main from the industrial estate to Bordertown’s water tower will likely be enough to support the industrial and residential development forecast at this time. This work is included in the current regulatory period but will require additional funds to be allocated.</p> <p>Long term: To ensure the security of Bordertown’s water supply in the long term will require significant further planning and investigation. Any solution, whether the extension of the network from Keith, which is supplied by pipeline from the Murray, desalination plant, or opening of additional catchment areas may well exceed \$100m. It is critical that allowance for this work, the planning and implementation, is made in future regulatory business proposals. The National Water Grid Fund may provide an opportunity for federal funding to support this work.</p>
Class	Feasibility, Investment Ready and Advocacy
Infrastructure type	Energy
Strategic fit	This project aligns with: Limestone Coast Regional Growth Strategy, Tatiara District Council Annual Business Plan, Tatiara District Council Economic Development and Tourism Strategy Action Plan
Economic impact	<p>The construction for this project and more broadly across Tatiara it is expected that close to 3,000 jobs will be generated.</p> <p>The lack of a potable water supply will have a significant impact on the cost of doing business, from the installation of additional rainwater tanks and firefighting water tanks through to ongoing operation if businesses have to treat their own water supply to potable standard. Unfortunately, these costs cannot really be quantified without significant external consultancy work.</p>
Social impact	The project will address the issues with local water supply and allow more people access to safe, drinkable water improving the quality of life.
Environmental impact	This project is in direct response to climate change, aiming to ensure the water security for a town threatened with reduced rainfall.
Deliverability	SA water has developed plans and costings for the short term but will require additional funds to finalise the project. Over the life it is expected to cost \$100-150 million with the funds potentially coming from the National Water Grid Fund

The Bordertown community and businesses, as expressed in formal meetings of the Council, the Tatiara Economic Development Committee and Tatiara Business Association, and many informal meetings with community and business representatives are strongly supportive of this work.

Table 36: Limestone Coast project submission no. 2

Bordertown Electricity Grid Augmentation

Project description	Though Bordertown's electricity supply has to be supported during peak demand by a diesel generator, past alternative energy generation projects have encountered significant barriers from the town's electricity grid being at capacity. Network augmentation works are required to improve capacity and allow expansion of local industry and diversification of generation sources.
Class	Advocacy and Investigation
Infrastructure type	Energy
Strategic fit	The project aligns with the <i>Limestone Coast Regional Growth Strategy</i> , <i>Tatiara District Council Economic Development and Tourism Strategy Action Plan</i>
Economic impact	While there will be significant economic impacts associated with this project, it is impossible to quantify at this point. The capacity - or otherwise - of the electricity grid will have a significant impact on the cost of doing business, from the ability to expand a business to the ability of alternative electricity generation. The impact of this is well understood from previous projects, i.e., BLM anaerobic digester.
Social impact	This project will have significant local social benefits that will dissipate on a larger state and national scale.
Environmental impact	This project aims to address environmental issues with Bordertown's current electrical supply. It is currently being supplemented by a diesel generator. Improving the supply of electricity to the town will lead to decommissioning of this generator lowering emissions.
Deliverability	A high-level estimate of this project's costs is \$10-20 million however more work needs to be done to accurately define the project. The Bordertown community and businesses, as expressed in formal meetings of the Council, the Tatiara Economic Development Committee and Tatiara Business Association, and many informal meetings with community and business representatives are strongly supportive of this work.

Table 37: Limestone Coast project submission no. 3

Regional Telecommunications Connectivity Upgrades	
Project description	Telstra proposes to deliver 27 new Mobile Base Stations, providing improved handheld coverage to the area. The project will enable improved voice mobile coverage, wireless broadband, and Internet of Things (IoT) network capability to the Limestone Coast region. There is a proposed increase of approx. 2,467 sq Km in 4G coverage footprint, providing coverage to 1,842 new unique dwellings. The scope of the project has been developed in consultation with all 7 LGAs and each LGA will benefit from additional coverage.
Class	Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	This program aligns with the Federal Government Blackspot program and the <i>Limestone Coast Regional Growth Strategy</i> . This project will have significant follow-on projects as it is critical for future uptake of digital technologies such as the Internet of Things, automation systems and processes across all industries.
Economic impact	The project is estimated to generate 31 jobs directly and 29 indirect positions. The project is estimated to inject \$28 million into the local economy over 3 years. Telecommunications are a foundation infrastructure and with improve telecommunications there will be improved supply chain and reliability of real time data. Furthermore, the project will increase competitiveness for businesses currently unable to rely on current digital services.
Social impact	Increased connectivity can be rolled out in public spaces, with increased availability of free public Wi-Fi, supporting local residents and visitors. The project will deliver greater access to affordable internet in areas where expensive satellite is currently the only option and at a minimum of \$150 per month, is unaffordable for many families. Increased connectivity also increases opportunities for health and education platforms such as telehealth and online education institutions.
Environmental impact	Increased connectivity will be vital for communities to respond to major events. As demonstrated by the Keilira bushfires, a lack of communication can be life threatening. With predictions of greater frequency of major events such as bushfire, connectivity will be critical for warning and emergency messaging, as well as for those seeking assistance.
Deliverability	This project is investment ready. Telstra have engaged with local, state, and federal government and subject to grant funding, the project is ready to proceed. Proposed time for completion is 3 years.

The upfront capital costs for the project are estimated to be \$28 million with ongoing operational costs are covered by Telstra. There is a risk that the project does not meet the desired improvements in coverage due to forests, geography, or technological constraints.

Table 38: Limestone Coast project submission no. 4

Mount Gambier Saleyards and Industrial Estate

Project description	Upgrades to the Mount Gambier Saleyards including roofing, solar panels, new softfall and improvements for animal health and public safety
Class	Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	<p>This project aligns with the <i>Regional Growth Strategy</i> and has no direct project dependencies.</p> <p><i>The Saleyards Strategic Plan</i> has clearly outlined the need, with modern standards for animal welfare requiring shelter from sun and rain, as well as softfall underfoot rather than the current concrete. From a work health and safety perspective, the upgrade will increase worker and public safety on the site, with changes to the catwalks, gate systems for moving stock and loading ramps. The upgrade will also deliver significant sustainability improvements, including solar panels, reduced water usage from washdown and recycling of soiled softfall material into compost. Without upgrade, the site will likely close in the future.</p>
Economic impact	<p>It is estimated that 27 direct jobs per year will be created during the construction phase of the project, it will also support a further 25 jobs indirectly.</p> <p>This project has been investment ready for close to 5 years and in that time construction costs have doubled.</p> <p>The region is well placed as a leader in producing high quality beef and lamb, with Mt Gambier providing the southernmost point of sale for the State. The close proximity to the Victorian border brings in both buyers and sellers from interstate. Equal distance from Adelaide and Melbourne, with a number of processors in between, the Mt Gambier Saleyards are ideally situated to make the most of the market. Should the facility upgrades not be completed, producers will likely have to sell direct from farm, or incur significant transport costs.</p>
Social impact	The project may address the isolating nature of the farming career. Saleyards bring together people with similar interests to interact when they otherwise would not. Although not an attraction to the general public, the Mt Gambier Saleyards is a public space for farmers, stock agents, transport companies and other associated industries to come together, combatting the potential negative mental effects of isolation.

Environmental impact	The project includes the installation of solar panels, a significant reduction in water used for washdown and the introduction of softfall that will be composted, rather than disposed. With less reliance on electricity from the grid and less water, it is assumed that carbon emissions will be reduced.
Deliverability	For this project is estimated that the capital cost will be \$16 million with ongoing costs budgeted by the council. The District Council of Grant and the State Government have committed funding. Extensive stakeholder engagement has been conducted as there is staunch support for the project.

Table 39: Limestone Coast project submission no. 5

Upgrades to the Green Triangle Road Network

Project description	The arterial roads across the Limestone Coast are in varying stages of disrepair, with many at end of useful life. While there has been some recent investment in safety barriers, culverts and overtaking lanes, the overall condition of the Princes Highway, Riddoch Highway, Southern Ports Highway and Dukes Highway are poor. In addition, there are a number of other DIT owned roads in very poor condition including major forestry routes such as Mile Hill Road, Kangaroo Flat Road, Mount Burr Road, Clay Wells Road, Callendale Road, and general freight routes to the north, including Naracoorte Road. Work required ranges from widening and shoulder sealing, through to resurfacing and in some cases, full reconstruction is required as there is pavement and/or base failure.
Class	Advocacy
Infrastructure type	Transport
Strategic fit	The project aligns with <i>Limestone Coast Regional Growth Strategy, Council Strategic Plans, Green Triangle Regional Freight Action Plan</i> These major freight and tourist routes through the region connect the Limestone Coast to Adelaide and Victoria. In their current condition, they are limiting freight movements by High Performance Vehicles (HPV), which have the opportunity to reduce carbon emissions. For tourism businesses, poor roads prevent visitors from staying longer in the region and potentially choosing to fly rather than drive, impacting on profitability. There is a significant public safety issue with poor condition roads, with the State's Road Toll rising despite advertising campaigns and police presence.
Economic impact	This project will offer employment opportunities, especially through construction, however no modelling has taken place to date. The project will provide better road links to key markets and has the potential to improve the profitability and regional competitiveness.

Social impact	<p>The project will decrease the amount of wear and tear on vehicles and travel times for frequent users. It will also improve the access to regional places and services, increasing tourism.</p> <p>Fixing arterial roads are critical for connecting smaller disadvantaged communities to the larger regional centres, providing untapped social and economic benefits.</p> <p>The project will facilitate increased safety on roads as the current poor conditions increase the risk of accidents as well as the severity</p>
Environmental impact	<p>This project aims to improve the arterial road network as it will not withstand the predicted impacts of climate change in the region. With higher numbers of extreme heat days, higher intensity of rainfall events, increased drying of soils and in the coastal areas, sea level rise, the roads are unlikely to provide adequate serviceability. With a significantly increased bushfire risk, reliable transport options will be even more critical for public safety in a changing climate.</p> <p>The project will improve the likelihood of arterial roads being serviceable in a changing climate.</p>
Deliverability	<p>The project has an estimated cost of \$100-250 million. With a strong backing of the community DIT are currently working to engage with Councils and stakeholders however due to the scale this will ultimately be a major project to be led by the State Government.</p>

Table 40: Limestone Coast project submission no. 6

New Kingston Childcare Centre	
Project description	To deliver the critical infrastructure of a purpose-built early year's facility that includes childcare and kindergarten services with 63 places, co-located within the Kingston Community School grounds. One of the guiding principles of the project is future proofing by allowing for expansion without major rework. External areas and amenities will be designed for an 83-place centre to ensure expansion is affordable in the future.
Class	Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	This project aligns with <i>Limestone Coast Regional Growth Strategy, Kingston District Council Strategic Plan</i>

	Currently Kingston only has one accessible, formal childcare service available called Rural Care, which is delivered and managed by the Department for Education. It is located within the same facility as the Kindergarten. The children and families who reside in Kingston have been at significant disadvantage for a period of many years due to lack of accessibility of childcare.
Economic impact	<p>It is estimated that this project will generate 23 local jobs through construction and an additional 12 FTE through operations (although the work lends itself to part time and casual employment)</p> <p>The feasibility study considered the range of fees that could be applied, based on research and comparison with similar rural childcare services across SA. The average full day fee for these centres is \$105 and any government subsidies are subtracted from this amount. In SA, the average daily fee is \$135 per day. The infrastructure costs will be shared in between the community, State and Australian Governments, with Council a partner in delivery. The cost to residents would be minimal, with the majority of funding provided through grants from State and Australian governments.</p> <p>The project will also address workforce problems. Childcare is currently a limiting factor for workers and increasing the availability of childcare will active the underutilised workforce.</p>
Social impact	The project will realise a number of benefits associated with improved childcare such as boosted labour productivity and attraction of home buyers to the area. The low socioeconomic areas of the township will benefit greatly from the centre and allow for more job opportunities.
Environmental impact	There is a limited environmental impact.
Deliverability	<p>The project is investment ready and estimated to cost around \$5-7 million based on the Department of Education’s concept costing. The project is subject to some risks such as inflated capital costs and a lack of trained and qualified workers.</p> <p>Historically there has been strong stakeholder support for a new childcare centre and the Council has a strong history of project delivery in conjunction with the department of education.</p>

Table 41: Limestone Coast project submission no. 7

Upgrade of Drainage Network Infrastructure in the Limestone Coast	
Project description	5-year program of asset renewal and upgrade for high priority bridges, ensuring that heavy vehicles can safety travel through key transport routes across the Limestone Coast. Works include full bridge replacements, widening of narrow bridges, increasing load capacity, and replacing guard rails for more than 37 bridges at a value of \$26m.
Class	Investment Ready

Infrastructure type	Transport
Strategic fit	This initiative aligns with <i>National Water Initiative, South Australia’s Road Safety Action Plan (2023-2025), Delivery of requirement prescribed by Southeastern Water Conservation and Drainage Act 1992, SA Flood Hazard Plan, Green Triangle Regional Freight Action Plan, Limestone Coast Regional Growth Strategy</i> and was an identified priority area for local, regional and state, consistent with federal priorities.
Economic impact	Throughout the construction the jobs created is estimated to be 44 with works occurring over 5 years. The poor condition and narrow width of bridges across the region is currently impacting on the ability to utilise standard heavy vehicles for the movement of produce from farms and forests. This further reduces the opportunity for high performance vehicles to be utilised to reduce the freight task.
Social impact	The project will improve the condition of bridges and guard railings and therefore improve community safety.
Environmental impact	The project will improve the regions’ ability to manage water in the landscape which will be increasingly important in the changing climate.
Deliverability	The project has clear priorities identified in an asset management plan as well as community support for the work. However, the project is still lacking investment despite several attempts at State funding.

Table 42: Limestone Coast project submission no. 8

Major Upgrade to visitor facilities at Naracoorte Caves	
Project description	Upgrade and construction of amenities at Naracoorte Caves - viewing platform, safety items, lighting, and extensions/improvements to trails.
Class	Investment Ready
Infrastructure type	Social and Community Infrastructure
Strategic fit	The world heritage site is in need of upgrade. Significant opportunity for partnerships and relevant to all levels of Government.
Economic impact	This project should drive tourists into surrounding local businesses. The works will help to highlight the caves and to support the increasing demand.

Social impact	<p>The project should improve the First Nations People’s sense of place and there is an opportunity for meaningful engagement with the First Nations Community.</p> <p>The project will also have improved accessibility to the caves for the physically impaired.</p>
Environmental impact	<p>The site is home to threatened species that the investment will protect and preserve.</p>
Deliverability	<p>It is estimated the project will cost \$1.4 million however the estimates are still in preliminary stages.</p>

Table 43: Limestone Coast project submission no. 9

Limestone Coast Materials Recovery Facility	
Project description	<p>This project entails the construction of a waste retrieval and sorting facility to meet the collective needs of Councils across the Limestone Coast region.</p>
Class	<p>Feasibility</p>
Infrastructure type	<p>Waste</p>
Strategic fit	<p>This project meets some commonwealth, state, and local goals as it will facilitate a better recovery of waste materials.</p> <p>With scale a key driver in viability and only relatively small volumes of local recycled materials currently available, the results of the analysis suggest that a low-technology materials recovery facility that is scaled to accommodate the throughput of some of the neighbouring regions (initially assumed to be West Wimmera and Glenelg) would provide the greatest return, with this option providing the highest Net Present Value result at \$11.8 million. It is recommended that a low-technology, high-volume materials recovery facility be further investigated to generate a detailed business case in collaboration with key regional and industry stakeholders. Future detailed analysis should also investigate new and emerging trends and their interface with local opportunities.</p>
Economic impact	<p>Smaller regional councils often need to transport recycling materials long distances to achieve effective recycling outcomes. This is heavily influenced by current systems requiring economies of scale. In addition, there are hidden streams, such as plastic car bumpers and windscreens, which do not enter the recycling system via councils but add a cost burden to a range of businesses including those in the automotive repair and steel recycling sectors.</p> <p>Given these circumstances, it is timely to view these issues from a more regionalised or localised circular economy. There are opportunities for recyclable materials to be recovered and reused within regions rather than being transported long distances. For example, glass and plastics can be reused in road making, and paper and cardboard can be reused locally in many different ways.</p>

Social impact	Further assessment required
Environmental impact	The project will cause a reduced need to transport waste.
Deliverability	A study completed by BDO and UniSA estimates that the cost will be \$1.8 million

Table 44: Limestone Coast project submission no. 10

Implementation of the Limestone Coast Regional Trails Masterplan	
Project description	Construction of multi-use trails connecting the region, including the Caves to Coast Trail (Naracoorte to Kingston) and Caves to Coonawarra Trails
Class	Feasibility
Infrastructure type	Social and Community Infrastructure
Strategic fit	The project aligns with the <i>Limestone Coast Regional Plan</i> : The goal of protecting and/or enhancing assets that attract tourists and are of value to the community. There is alignment with State and Federal priorities as well, however mostly at local and regional scale
Economic impact	The project will have regional economic impacts but limited at State and National level. Capital investment will result in a value add.
Social impact	The project will lead to improved accessibility, connection to place and opportunity to work with First Nations Peoples.
Environmental impact	The project will have limited environmental impact however it will upgrade the quality of trails.
Deliverability	All regional councils have endorsed the Regional Trails Masterplan. Some stages are complete with clear direction on investment options.

REGION 6 – MURRAYLANDS AND RIVERLANDS

Table 45: Murraylands and Riverlands project submission no. 1

Circular Economy Precincts – 1 Waikerie residential and industrial development	
Project description	550 residential allotments with industrial hub (bioreactor), feedlot, olive plantation and open spaces.
Class	Feasibility
Infrastructure type	Energy
Strategic fit	Aligns with commonwealth, state and local strategies and policies, especially the Green Industries SA's Strategic Action Plan. There are a number of projects that are dependant on this residential allotment. The lack of accommodation in this region has stalled development.
Economic impact	An increase in regional housing will increase the workforce, giving the region's local government more money to invest back into the community. The region will be seen as having higher investment potential as well.
Social impact	Access to affordable housing will benefit First Nations People as well as increase the quality of life to all community members. This project will also provide access to locally sourced energy, providing stability to the energy market.
Environmental impact	The development will generate carbon credits through the bioreactor. The olive grove and cropping waste can be used as inputs into the bioreactor.
Deliverability	Estimated to be \$50-100m for the 550 houses, bioreactor, and olive grove. This will likely come from private funding.

Table 46: Murraylands and Riverlands project submission no. 2

Circular Economy Precincts – 2 Plastics Upcycling	
Project description	This project involves the development of a hard and soft plastics recycling facility in Murray Bridge. The project is led by Ngarrindjeri Aboriginal community and could service waste from the surrounding region.

Class	Investment Ready/Advocacy
Infrastructure type	Waste
Strategic fit	Aligns with commonwealth, state and local strategies and policies, especially the GISA Strategic Action Plan.
Economic impact	This plastics upcycling plant is estimated to generate 10 jobs through construction and 20 ongoing for the operation of the plant. It will reduce demand on short-supply wooden pallets.
Social impact	This will provide employment opportunities for the Ngarrindjeri Aboriginal communities. This project is a Ngarrindjeri led initiative and will help further build high-value business initiatives and uplift the local First Nations Communities
Environmental impact	Reduction of soft plastics in storage and increase the recycling capacity of the community.
Deliverability	This project is estimated to cost \$1-5 million and is looking for private funding with co-investment. The local City of Murray Bridge is supportive of the project and local First Nations labour is available to deliver

Table 47: Murraylands and Riverlands project submission no. 5

Dark Sky and Space – Anchor projects for the Murray River Trail and Dark Sky Reserve, including Space Observatory

Project description	Targeted anchor projects under the Murray River Dark Sky Reserve and along the Murray Coorong Trail to create a mecca for nature tourism in the Murraylands - includes space observatory, Aboriginal tourism site (Ngaut Ngaut) and next stages of the Murray Coorong Trail
Class	Investment Ready/Advocacy
Infrastructure type	Social and Community Infrastructure
Strategic fit	Aligns with commonwealth, state and local strategies and policies, especially the SATC Regional Tourism Plan.
Economic impact	Increased tourism will inject money into local communities and help build and grow local businesses improving job opportunities. It will be one of 3 dark sky reserves in the southern hemisphere and the only one in Australia. The entire project is expected to generate well over 150 construction jobs and 50 ongoing operational jobs.

Social impact	The trail will integrate the cultural expression of dark sky and these projects will help improve tourists experience when visiting the reserve.
Environmental impact	The reserve is about protecting the natural beauty of the park. While an observatory will potentially adversely affect the environment it should bring more tourists and provide a means for the region to better protect the rest of the environment.
Deliverability	<p>The project is dependent on the finalisation of the Murray Coorong Rail which is only 10% complete. It is an important part of the overall project as it provides the linkages for multiple experiences and includes the cultural expansion of dark sky. There are designs that have been undertaken for the observation platform that is proposed - not fully costed or ready for a quantity surveyor at this time.</p> <p>The project as a whole is estimated to be between \$500-750 million</p>

Table 48: Murraylands and Riverlands project submission no. 6

Hydrogen and Biomethane Renewable Hub	
Project description	Includes waste to hydrogen project in Tailem Bend (Riverbend Energy Hub, Greenhill Energy) and organic matter to gas project in Murray Bridge (Murray Bridge Biomethane Project, Helmont Energy)
Class	Feasibility / investment ready / advocacy
Infrastructure type	Energy
Strategic fit	Fits all commonwealth, state, and local policies/strategies. It is a future green investment in the region and will be the backbone of future investments.
Economic impact	<p>The project is estimated to generate 1420 construction jobs and 450 ongoing operation jobs.</p> <p>Generating resources using green methods may reduce cost of gas/hydrogen for many uses in the long-term</p>
Social impact	Further assessment required
Environmental impact	The project aims to help the transition to renewable hydrogen powered energy.
Deliverability	Estimated cost of close to \$500 million, with the Greenhill project currently undertaking stakeholder engagement

Table 49: Murraylands and Riverlands project submission no. 7

Renewable Energy Nodes – Transmission and Storage	
Project description	This project focuses on the need for SA Power Networks to upgrade electricity transmission lines and for private investment in battery storage to maximise potential from a considerable number of regional renewable energy projects (such as Palmer Wind Farm and multiple solar farms).
Class	Investment ready / advocacy
Infrastructure type	Energy
Strategic fit	Fits all commonwealth, state, and local policies/strategies.
Economic impact	Both the Palmer and Tailem projects are expected to introduce a large number of both construction and operational jobs (close to 500 construction jobs). The projects will provide energy into the local economy and insulate the regional electricity market from fluctuations in fuel prices and produce cleaner energy.
Social impact	This initiative will provide job opportunities for First Nations Peoples with the Tailem project stating that 10% of the workforce will identify as Aboriginal
Environmental impact	A total of 395MW between the Palmer and Tailem projects will help of offset greenhouse gas emissions.
Deliverability	The total investment is expected to be over \$900 million

Table 50: Murraylands and Riverlands project submission no. 8

Southern Food Tech Precinct	
Project description	This project includes a high-tech food processing and manufacturing precinct that will be the economic engine for multiple transport, energy, and education initiatives. The project will maximise value-add for the local agricultural and horticultural sectors, and is currently being further developed as part of a Regional Precincts and Partnerships Program proposal.
Class	Feasibility / advocacy

Infrastructure type	Industry Enabling Infrastructure
Strategic fit	This precinct will meet a number of commonwealth, state, and local policies, especially the Greater Adelaide Regional Plan in relation to Monarto intermodal and Murray Bridge accommodation, workforce and utilities development.
Economic impact	Will create over 2000 jobs once the entire project is complete. The local production of goods and provisions will reduce costs to local consumers and strengthen local supply chains.
Social impact	Further assessment required
Environmental impact	The processing facility will be close to where the old facility was so it able to use the company's existing wastewater treatment ponds.
Deliverability	The processing plant is largely done and total the project will cost between \$20-50 million

Table 51: Murraylands and Riverlands project submission no. 9

Riverland Sustainable Growth Precinct	
Project description	Protected cropping and food valorisation and manufacturing precinct that will be the economic engine for multiple transport, energy (solar) and education initiatives - being developed via a Regional Precincts and Partnerships Program proposal.
Class	Feasibility / advocacy
Infrastructure type	Industry Enabling Infrastructure
Strategic fit	Aligns with most commonwealth, state, and local policies, especially Riverland Wine Blueprint (draft) This is expected to be an economic engine to multiple transport, energy and education initiatives being developed
Economic impact	It will support the local wine industry. The projects estimated that completion will help avoid losing 300 regional business and the associated jobs within the red wine industry
Social impact	Further assessment required
Environmental impact	Further assessment required

Deliverability	The investment will cost \$20-50 million and has PIRSA backing
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Table 52: Murraylands and Riverlands project submission no. 10

Connecting the region	
Project description	Around 10 digital connectivity projects (5 under development in the Mallee: Pinnaroo, Lameroo, Geranium, Kulkami and Peake), from mobile telephone towers to options for internet connectivity (NBN, Starlink, other), with a focus on the Mallee and surrounds (in particular around Paringa). See 'Murraylands and Riverland Telecommunications Review' (2022) report
Class	Investment ready / advocacy
Infrastructure type	Telecommunications
Strategic fit	RDAMR Telecommunications Review (2022) identified the Mallee and surrounds (Riverland and Murraylands) as blackspot areas, with the transition from 3G needed to exacerbate range issues.
Economic impact	Approximately 50 construction jobs expected to be created. The project will also improve digital connectivity, enabling business expansion.
Social impact	Improved liveability through local access to digital connectivity, better access to digital connectivity, including telehealth, education, social services, online banking, etc., and better communications via digital connectivity during emergencies.
Environmental impact	Reduction in residential and business transport with improved access to digital connectivity.
Deliverability	<p>Investment ready (5 mobile towers / NBN connections under development in the Mallee: Pinnaroo, Lameroo, Geranium, Kulkami and Peake), with approximately five more locations required across the region (in particular around Paringa).</p> <p>Cost estimates are:</p> <ul style="list-style-type: none"> • ~\$1m per mobile tower • ~\$0.5m per NBN site connection. <p>Private funding is required (telcos & NBN), with Councils seeking co-investment (District Council of Southern Mallee underway with two mobile towers; Renmark Paringa Council planning on a mobile tower (or similar) for Paringa).</p>

REGION 7 – YORKE AND MID NORTH

Table 53: Yorke and Mid North project submission no. 3

Braemar Infrastructure Corridor	
Project description	<p>The project will develop a 385km multi-user infrastructure corridor connecting the Braemar Basin to the Spencer Gulf, which will facilitate investment into the Braemar Basin's developing Iron Ore industry.</p> <p>The project will provide the export facilities and infrastructure, including power and water to support the export of up to 100 million tonnes of Iron Ore Concentrate per year from the Braemar Basin. The geographical spread of the infrastructure is +300km from export ship loading facilities in Spencer Gulf to the Town of Olary.</p>
Class	Feasibility
Infrastructure type	Industry Enabling Infrastructure
Strategic fit	<p>The project aligns with <i>Integrated Transport and Land Use Plan (ITLUP)</i> as it develops the vital freight routes needed by export industries and the plan identifies that port capacity enhancements are likely to be needed in order to support forecast demand.</p> <p><i>The 2020 Infrastructure Audit (RDAYMN)</i> references the Braemar Infrastructure corridor and the importance of a link that effectively allows for ore transport to ports.</p> <p>The South Australian Government commissioned the <i>Regional Mining and Infrastructure Planning (RMIP)</i> project to consider the infrastructure which is best able to facilitate the development of the mining sector and articulate the means of delivering this infrastructure.</p> <p>It was identified that there is a lack of bulk commodity export port, suitable mine to port bulk transport links and insufficient electricity transmission capacity as impediments for this project.</p>
Economic impact	<p>An economic model has been developed but it is not public.</p> <p>Mining has the ability to generate benefits for regional centres through its ability to create employment opportunities and support towns which underpin vibrant communities. The ability of regional communities to benefit from mining activity will in part, be driven by the socio-demographic profile of the people in the region and in part the ability of the region to attract and support skilled labour. Although not current the Magnetite Strategy, written in 2018, claims that more than 90% of South Australia's iron ore is magnetite located in several prospective areas of the state, stretching from the Eyre Peninsula to the Braemar province and the Far</p>

	North. If South Australia can capitalise on these deposits and increase the output of magnetite exported each year, there will be significant opportunities for economic growth and jobs in the supply chain around this industry.
Social impact	<p>The influx of workers in the construction and operation phase will provide economic stimuli to all towns in the corridor, leading to more shops and services, improving the quality of life.</p> <p>With a higher population comes a few benefits and risks. The demand for health services will be higher but due to the higher tax base the local government can invest more into the sectors that are feeling the pressure.</p> <p>With the better road infrastructure there should be a decrease in road trauma as well as congestion.</p>
Environmental impact	<p>While it is acknowledged that construction will produce significant amounts of emissions, transport of magnetite that is used in green steel will significantly reduce the emissions generated during the production of steel. This transition to green steel is one of the state's key drivers to lower emissions.</p> <p>There are some potential impacts of the natural assets of the region however this is mitigated as the project will need to be assessed under the Environmental Protection and Biodiversity Conservation Act 1999 if any vegetation needs to be protected.</p>
Deliverability	<p>It is estimated that the costs will be \$4.8 billion, and this project is reliant on the 3 mines being financed. The project is currently still in the feasibility analysis stage and bankable feasibility studies to determine timing for project delivery and mine construction.</p> <p>Magnetite has signed a memo of understanding with the District Council of Peterborough and has communicated with Port Pirie Regional Council. Both Councils are supporters of the project. Public consultation is being undertaken by the proponents as part of their licensing process.</p>

Table 54: Yorke and Mid North project submission no. 4

Port Pirie Southwest Housing Project	
Project description	This project will develop and deliver common sewer and stormwater network augmentation (and related reticulated water networks) to service the two land divisions in Port Pirie servicing between 600 - 700 lots on to the market across several stages. This project is to respond to the current acute housing shortage at a time where Port Pirie is experiencing significant growth with approximately \$2 billion in investment currently anticipated for the region over the next five years associated with a number of major projects.
Class	Feasibility, Investment Ready
Infrastructure type	Housing

Strategic fit	<p><i>Infrastructure Australia Regional Strengths and Gaps 2022</i>: Multiple housing gaps exist in the Yorke and Mid North region, with insufficient community, rental, and private housing available. There is a pressing need for more allotments in the region's townships that include affordable housing, as well as greater housing diversity, particularly to support aged care and independent living. The project will provide the foundations for housing development.</p> <p>Port Pirie Regional Council has identified the Southwest Project as a priority in its 2020/2025 Strategic Plan. Water security and new ways to conserve water is one of the key strategic priorities for the growth of Port Pirie as cited in the recently released Growth Plan for Port Pirie.</p> <p>Upper Spencer Gulf Structure Planning (DTIP PLUS) identifies that Port Pirie has many constraints to spatial expansion. Expansion to the south of the city is logical, however is flood-prone and subject a number of overlays. The diversity, condition, and standard of housing in Port Pirie needs improvement and there is a lack of short-term accommodation and appropriate aged care, retirement/lifestyle opportunities for residents.</p> <p>Much of the Port Pirie regions \$2 billion investment pipeline is contingent on being able to attract a sufficient workforce – which would be next to impossible without stable housing</p>
Economic impact	This project is expected to generate 65 full time jobs.
Social impact	<p>Greenfields development and the linear drainage corridor will provide for improved visual amenity and public spaces. Having network sewer solutions for these developments also unlocks opportunities for additional wastewater treatment and reuse, compared with on-site disposal for septic and soakage systems that would be relied upon if the developments proceed as non-network solutions.</p> <p>New housing stock will drive down broader prices in the rental market because availability would not be quite so tight. A survey conducted by the Spencer Gulf cities revealed that young people and lower-income workers were struggling to pay their rent and put food on the table.</p> <p>Port Pirie experiences added pressures with workers moving to the town and taking up rentals or temporary accommodation that would usually be available to tourists. The survey showed tourism accommodation was up to 98 per cent worker occupancy.</p>
Environmental impact	<p>SA Water has a net zero strategy through adopting and integrating sustainable practices, including achieving net zero waste and net zero emissions. This strategy and associated mechanisms will be activated in this project.</p> <p>Much of the transformation to net zero will be concentrated in regional areas. Eighty per cent of facilities covered by the Safeguard Mechanism are located in just eight regions, reflecting the significant regional concentration of decarbonisation and clean energy growth opportunities. Many of these regional areas have lower industrial diversity, a higher concentration of related emissions intensive industries and lower adaptability, so may be more exposed to adjustment risks. JSA projects that growth in employment from the net zero transformation is likely to be stronger in regional Australia than metropolitan Australia. The Net Zero Authority</p>

will ensure that highly impacted regional areas receive targeted support to ensure they benefit from the transformation. Clean energy projects have already demonstrated they can play a key role in driving regional economic transition and renewal. For example, following the closure of South Australia's last brown coal fired power plant, the Leigh Creek coal mine, and the Atrium steel mill in 2016, the areas of Port Augusta, Whyalla and Port Pirie responded by pursuing renewable energy projects in solar power and wind. (Wiseman, J., and Wollersheim L., Building prosperous, just, and resilient zero-carbon regions: Learning from recent Australian and international experience, Melbourne Climate Futures, (University of Melbourne 2021).)

Deliverability	<p>Next steps for this project are to develop an optimised plan encompassing both land holdings and corresponding cost estimates. Tonkins' report in 2009 estimated the cost of the project to be \$7M. The Reserve Bank of Australia deemed inflation at 36.3 per cent from 2009 to 2022, at an average annual inflation rate of 2.4 per cent, which would bring the project at \$9.5M. However, the construction costs since the pandemic have surged well above the inflation rate (10% per annum according to Cordell Construction Costs Index), and the project is likely to sit at \$13 M>. Further work is being done to incorporate these costings to incorporate both land divisions. This will include sewer works and the possibility of sewer augmentation to cater for increased needs.</p> <p>The project will bring together a consortium of parties to develop and deliver the project comprising the two landholders, Port Pirie Regional Council, SA Water and State Government.</p>
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Table 55: Yorke and Mid North project submission no. 7

Augusta Highway Junction Upgrades

Project description	The Augusta Highway is part of Australia's ring route (Highway 1). Freight movement continues to increase along this corridor and with significant interface with tourism and domestic traffic, there are a suite of duplication and remedial works occurring along the highway. The Crystal Brook to Port Pirie component of Augusta Highway is one of the remaining key pieces of works to be implemented to improve safety on this high productivity network.
Class	Feasibility
Infrastructure type	Transport
Strategic fit	This project aligns with the National Land Freight Strategy; Infrastructure SA's 20 Year Plan 2020. Priority 26: Identify key economic corridors through Adelaide and the regions and plan interventions to create more efficient supply chains.
Economic impact	Significant employment impacts will be realised through this project along with improved productivity and enhanced freight corridor efficiencies (supply chain).

Social impact	From this project enhanced road safety, freight productivity, reduced travel times, and improved network reliability will be realised.
Environmental impact	Where higher productivity freight vehicles are authorised to travel, fewer trucks will be required, resulting in less emissions.
Deliverability	Estimated \$5-10 million cost range and DIT has funded the business case.

MULTI-REGION

Table 56: Multi-region project submission

Implementation of Provincial Cities Masterplan	
Project description	<p>Master Planning for Provincial Cities aims to establish a spatial vision and key infrastructure requirements for achieving a series of objectives around lead risk mitigation, industry growth and residential growth for these areas as the major employment and service centres for regional South Australia.</p> <p>Successful master planning can ensure that key land use requirements and infrastructure projects required to accommodate growth forecasts are incorporated into future development in the regions.</p> <p>Theses Provincial Cities include:</p> <ul style="list-style-type: none"> - Port Lincoln - Whyalla - Port Augusta - Port Pirie - Murray Bridge - Gawler - Mount Barker - Mount Gambier.
Class	Advocacy
Infrastructure type	Social and Community Infrastructure
Strategic fit	<p>The project focuses on achieving appropriate land use and zoning to accommodate and encourage future industry and residential growth (whilst managing historic lead risk issues), and the key infrastructure components needed to support the forthcoming regional plans. In doing so, the realisation of growth projections (particularly high scenarios) included in each of the plans will be crucial if the ambitions of the State Government's <i>Hydrogen Jobs Plan</i> are to be realised.</p> <p>This is linked with Port Pirie Regional Council's <i>Community (Strategic) Plan 2020 - 2025</i>, and the forthcoming Regional Plan for the Yorke and Mid North region.</p> <p>The additional industry capacity enabled by the development of this infrastructure (and enabling residential capacity) will be crucial in enabling the industry required to achieve the increase in economic complexity set out in the <i>South Australian Economic Statement</i>.</p>

Meanwhile, some regions have progressed master planning efforts and now require support for implementation, as with the City of Port Lincoln's *Port Lincoln Implementation Strategy: Precincts Master Plan CBD Foreshore Marina*.

Economic impact

Taking the Port Lincoln master planning project as an example, the modelling of the underpinning infrastructure projects within the regional plans has not been undertaken as the inclusions are still being finalised. However, modelling of the investment projects relying on the regional plans (the c. \$31 billion pipeline) puts direct construction jobs in excess of 26,600, with at least 7,500 ongoing jobs modelled for those projects with output data available.

Noting detailed modelling has not been performed, basic analysis of forecast wages from the c. 7,500 ongoing roles forecast for some (not all) of these projects, based on Aug-22 average wages for South Australia (\$58,500), puts annual wages at \$439 million (wages being the largest component of value add ahead of gross operating surplus).

Port Pirie is a national centre for metals recovery and processing, being one of the world's largest lead smelter and integrated zinc refinery, as well as a major producer of gold, silver, and other precious metals. Delivered in full, the master plan (and its enabled industries) will play a pivotal role in green hydrogen production and ammonia specifically, feeding into global export markets for green hydrogen.

The additional industrial capacity enabled locally will also support supply chains (particularly skilled labour) feeding into the copper mining and refining operations throughout the Gawler Craton in the Far North of the state.

For the Port Lincoln aspect of this project, the port plays a significant role in the region's economy through both the fishing and tourism industry.

Port Lincoln is home to the largest fishing fleet in the Southern Hemisphere with the fishing and aquaculture industry employing hundreds of locals and contributing millions to South Australia's economy. Fresh-farmed and wild-caught, high-quality, southern bluefin tuna, yellowtail kingfish, southern rock lobster, green lip and black lip abalone, Spencer Gulf king prawns, Boston Bay blue mussels, and Pacific and Angasi oysters are exported all over the world.

Social impact

Taking the Port Lincoln master planning project as an example, the project sets out a series of proposed land use changes that will mitigate (or reduce) exposure to certain historic lead issues, leading to significant improvements in lead safety (measured in terms of lead in blood concentration levels) for young families in particular.

The Master Plan should support diversification of housing stock and additional affordable housing, but no other specific sociodemographic disadvantage is expected to be addressed through the program.

Environmental impact

The Master Plan will enable growth of residential and industrial activities into more appropriate areas, reducing exposure to environmental risks (i.e., historic lead exposure).

Deliverability

The estimated costing of the Port Pirie master planning project is between \$500-750 million with state and federal government funding being required.

The project has had significant stakeholder engagement to date and the Masterplan has been informed by it. Progression of the Port Pirie Taskforce planning activities, and Yorke and Mid North regional plan, have various interactions with the Port Pirie Master Plan process.

The Port Lincoln upgrade is expected to amount to \$20 million.

Table 57: Multi-region project submission

Barossa New Water & Clare Valley New Water

Project description This project includes development of a new water source to increase investment and enable industries to grow. Research has identified options for water supply to the Clare Valley which maximise economic, social, and environmental benefits and minimise costs. The aim of the new water supply is to minimise grape yield fluctuation in the grape growing industry, with the aim of lifting and maintaining yields above, 31,500 tonnes. The preferred strategic solution uses the provision of treated water from Bolivar WWTP. Water resources will then be transferred north to the Clare Valley. This option is linked to the investigation of taking water from the Bolivar WWTP to the Barossa and Eden valleys (referred to as the Barossa New Water Project). Due to limited local water supplies and prohibitive costs from the Clare Valley Water Supply Scheme (CVWSS), many winemakers have relocated for better returns, causing underinvestment in the region's growth and development. New water sources are essential to support economic growth and agriculture in the area.

Class Feasibility

Infrastructure type Water

Strategic fit This project aligns with a large number of critical commonwealth, state and local policies strategies and plans. This project will benefit from being at a cross regional as reliable access to water has been identified as an ongoing concern for a number of years.

Northern Adelaide Irrigation Scheme Implementation: The Northern Adelaide Irrigation Scheme (NAIS) was estimated to grow the economy by around \$1.1 billion and generate approximately 3700 jobs. Since the scheme was introduced, there has been limited take up of the water, with horticulture operators highlighted cost of connections to the scheme, augmentation, water price and water quality as key reasons they have not access the scheme. The Northern Adelaide Irrigation Scheme (NAIS) was intended to provide recycled water to be used to irrigate crops, particularly horticulture. The project jointly funded by the South Australian and Australian Governments involved the development of new water treatment facilities built within the Bolivar precinct to increase its production of recycled irrigation water.

The Scheme, which is delivered by SA Water, was intended to unlock 12GL of quality water to be used in agricultural food

production to support the development of over 300 hectares of high-technology horticulture, and a further 2,700 hectares of advanced agri-food production. Council undertook a Development Plan Amendment which was aimed at facilitating significant recycled water from the Bolivar wastewater treatment plant and harvesting this water for intensive high-tech irrigated horticulture. However, to date there has been extremely low rates of take up of NAIS water, with the horticulture industry citing high capital contribution/connection costs, infrastructure augmentation requirements, access to NAIS infrastructure and the high cost and quality of water as barrier to using the scheme. This results in water reuse through the scheme being low and economic development, particularly horticulture, not being stimulated.

The development of the NAIS project to its full potential would lead to significant economic activity within the Northern Adelaide Plains and South Australia. Uneconomic pricing of water is hindering economic development and job creation.

The Barossa New Water Project aligns with:

- the Barossa Council Community Plan - Natural Environment and Built Heritage Goal 3
- The Barossa Council Corporate Plan - CS17 - NATURAL RESOURCES
- The Barossa Council Local Economic Development Plan - STRATEGY ONE
- Directions for The Barossa Council economy – A

All projects align with the SA 20-YEAR STATE INFRASTRUCTURE STRATEGY, namely:

- Priority 33: Champion development of a National Water Plan to secure water supply - South Australian businesses and consumers must be able to access secure, reliable, affordable and sustainable energy and water supplies to meet domestic needs, and provide key inputs to industry to capture growth opportunities and remain competitive.
- 2022 Infrastructure Australia Regional Strengths and Infrastructure Gaps - 6.5.3 Barossa Gawler Light Adelaide Plains Sector: Water - Sub-sector: – Infrastructure gap: Water security

Economic impact

Creation of new long-term jobs in region via expanded irrigated agricultural production and value add manufacturing. Either of the shortlisted options identified through the CVWCC PBC would create around 360 ongoing full-time equivalent jobs in agriculture and wine production.

Initial modelling undertaken as part of the CVWSS PBC found total benefits in excess of \$130 million under the two shortlisted options.

The economic success of new irrigation projects depends on the pricing of the new water being sufficiently attractive to entice businesses to take on the considerable risk of establishing new agricultural enterprises in a new area. Water Security and relevant infrastructure planning is essential to reinstate investment confidence and entice back corporate investment. New and affordable

water resource is forecast to stabilise grape production at 31,000 tonnes, approximately 10,000 tonnes above the current historical average.

Economic Modelling utilising the \$400m capex proposed by Barossa Infrastructure Limited to construct NAIS pipeline to connect to their existing network, augment and expand to cover Eden Valley, and estimating a 2-year construction period is estimated to inject \$ 400.00 m of direct output into the local economy over 2 years. This would lead to support 498 direct local jobs per annum during the construction phase of the project.

From this direct expansion in the economy, it is anticipated that there would be flow-on effects into other related intermediate industries as well as increased new employee consumption expenditure. These combined flow-on effects are estimated to support another 427 indirect local jobs per year during the construction phase of the project.

The total estimated construction phase local impact is 924 local jobs per annum over 2 years.

Social impact

Capacity for increased or stable production through secured water supply and suitable infrastructure will contribute to the attractiveness of investment and therefore regional living and liveability for the region, improved green spaces due to diversified water supply increasing security, providing options for maintaining public amenities and green spaces during dry periods, improving liveability and local amenity.

Water security in the region will provide greater opportunity to secure regional employment. The construction phase and the ongoing employment opportunities will provide a regional employment pool which is also more accessible to remote communities.

Further, if Gawler Council are able to offtake NAIS supply as the pipeline traverses from Angle Vale out to the Barossa, it can be used to ensure greening of public open spaces. This is about ensuring water security which is becoming less reliable due to climate change.

The Barossa's economic livelihood is based on the wine industry to a large degree as a significant employer in the region. The Northern Adelaide Plains is also reliant upon horticulture and agriculture as a significant employer in the region. Without employment the economy of the regions cannot survive. Both industries are dependent upon climate independent water for their future survival.

Environmental impact

LCA assessments have not been undertaken at this stage. The emissions profile of the project will largely depend on the electricity source for treatment and pumping stations, which will either reflect grid emissions (c. 70% renewable) or SA Water's net zero strategy.

Climate change the increasing need to adapt to reducing reliance on ground and surface water and critically bulk water entitlements from the River Murray. Climate change indicated that these water supplies will become increasingly scarce and variable in quality. Transitioning to alternative water sources, such as treated wastewater, can contribute to long-term sustainability.

Water security will potentially allow the expansion of vineyards and greening of properties and community areas.

The recycled water solution would be the preferable option to minimise environmental impact.

The delivery of water through NAIS pipeline may see potential for increased carbon emissions, due to the need for machinery during contract and the need to treat NAIS water with Reverse Osmosis (RO) plants which are energy intensive. However, there is already considerable pressure on the wine and food industry to achieve carbon neutrality; the likes of Woolworths and Coles are already starting to demand carbon neutral products from their suppliers and the EU is on the road to ratifying carbon neutrality on any imported wine product to the region. BIL as supplier of water to the grape growers, will likely face pressure to achieve the same to ensure compliance by Wineries can be met. One option to consider is that SA Water as the supplier of NAIS water and infrastructure has a large solar panel array at its Happy Valley Reservoir and it is an early consideration that during the NAIS negotiations, carbon credits from green energy generated by SA Water could offset BILs own carbon emissions.

Water sources currently used for agriculture, horticulture, and viticulture as well as green spaces being considered in this project are reliant on climate dependant water sources, which are trending toward being under threat. NAIS delivers treated wastewater that is currently being piped into our ocean waters. This water source is climate independent, reliable and secure. The proposition by BIL is to consider relinquishing their Murray river water license and allocation as part of the deal to secure federal funding toward the project.

Deliverability

The Clare Valley Ne Water estimated construction and commissioning will require 24 months at a \$70-100 million fee.

Significant work has been undertaken to confirm stakeholder support for the project with demand confirmed.

The Barossa-based components of the project are estimated to cost \$400m to deliver water to Barossa New water Scheme- this estimate was delivered by the Chair of BIL at the AGM held on 24th October 2023. Supply of water to Gawler, Kudla and Hillier is not yet included, however if detailed agreements can be reached on volume and location, there is a potential natural expansion opportunity from Angle Vale VPS termination point which will not require too much variance and extra infrastructure to achieve water supply to those sub-regions. Northern Adelaide Plains has NAIS trunk infrastructure running along Pt Wakefield Hwy as far as Hart Road in Lower Light, which would reduce costs in infrastructure requirements for delivery to the region.

Table 58: Multi-region project submission

South Eastern Freeway Freight Route

Project description

A number of road construction projects are underway (Princes Highway and Sturt Highway Corridor upgrades), with some now under review by the Australian Government (Truro Bypass) and others with business cases developed but not progressing (Greater Adelaide Freight Bypass) - all are critical to enable South Australia to maintain and grow regional to market transport of agricultural products. See 'MR Freight Transport Options' (2021) report.

The Northern Freight Bypass will be a new freight route from Monarto to Truro thus removing freight from the hills.

Class	Investment ready / advocacy
Infrastructure type	Transport
Strategic fit	Aligns with commonwealth, state and local strategies and policies – more efficient freight movement and efficiency of commuter traffic.
Economic impact	<p>This will improve the freight access and drive productivity and allow more opportunities for regional tourism. Freight operation costs should be lower due to the improved efficiency.</p> <p>The Northern Freight Bypass project will generate 114 FTE through construction and free up capacity and extend the economic life of the existing freeway.</p>
Social impact	<p>The projects will divert heavy traffic out of the main streets as well as improve the access for high productivity freight movements. Increases the connectivity between regional road networks and communities.</p> <p>The Northern Freight Bypass will improve safety as it is pushing heavy vehicles away from regular commuter traffic and therefore mitigate level crossing delays and reduce road congestion.</p>
Environmental impact	Potential increase in delivery and increased capacity, with emissions reduction in enabling larger vehicle movements.
Deliverability	<p>Estimated to be around \$500 million which will be split between Federal and South Australia state governments 80:20 investment.</p> <p>The Northern Freight Bypass is estimated to cost \$20 million</p>