



*Regional Development*  
SOUTH AUSTRALIA

# South Australia's Regional Infrastructure Projects

## 2018 Prioritisation Report

A strategic collaboration of the eight South Australian RDA's  
through Regional Development South Australia, (RDSA).

June 2018.

## TABLE OF CONTENTS

<b>Part 1</b>	<b>Introduction .....</b>	<b>1</b>
1.01	About Regional Development South Australia.....	1
1.02	Purpose of Prioritisation Report .....	1
<b>Part 2</b>	<b>Infrastructure in Regional South Australia.....</b>	<b>3</b>
2.01	Executive Summary .....	3
2.02	Regional Infrastructure.....	4
2.03	Gas .....	4
2.04	Water .....	5
2.05	Energy .....	6
2.06	Priority Projects .....	10
<b>Part 3</b>	<b>Regional Profiles .....</b>	<b>11</b>
3.01	Far North .....	11
3.02	Whyalla and Eyre Peninsula .....	12
3.03	Yorke and Mid North.....	14
3.04	Murraylands and Riverland.....	16
3.05	Barossa .....	17
3.06	Adelaide Metropolitan .....	18
3.07	Adelaide Hills, Fleurieu and Kangaroo Island .....	20
3.08	Limestone Coast.....	21
<b>Part 4</b>	<b>Infrastructure Projects.....</b>	<b>23</b>
4.01	Northern Adelaide Irrigation Scheme and Associated Infrastructure .....	23
4.02	Reducing Food Waste and Loss as a Driver for Economic Development .....	27
4.03	Northlink Cross Regional Rail Freight and Associated Road Upgrades.....	32
4.04	Green Triangle Region Freight Plan Update .....	36
4.05	6 Star International Holiday Resort .....	41
4.06	Strzelecki Track Sealing.....	45
4.07	Competitive Export Pathways for Primary Industries.....	50
4.08	One River Murray Authority (including River related infrastructure) .....	55
4.09	Limestone Coast Road-Bridge Life Extension/Replacement.....	61
4.10	Kingsford Industrial Estate.....	67
4.11	Security of National Transport Links to Perth and Darwin – Yorkey’s Crossing .....	71
4.12	Mount Gambier Airport Redevelopment.....	76
4.13	Highway One Upgrade (Port Wakefield).....	81
4.14	Upper Eastern Spencer Gulf Port.....	85
4.15	Lake Albert – Coorong Connector Environmental Impact Study .....	89
4.16	COTEC.....	93
4.17	Energy Transmission and Generation on Eyre Peninsula .....	97
4.18	Super School in Whyalla .....	102
4.19	Duplication of Victor Harbor Road .....	106
4.20	Southern Off and On Ramps at Verdun, South Eastern Freeway .....	110
4.21	North East Bypass of Gawler.....	113

4.22	Gas Pipeline to Port Pirie – Duplication .....	116
4.23	Public Transport – Goolwa/ Victor Harbor – Seaford Rail .....	121
4.24	Upgrade Mount Barker – Strathalbyn Road .....	124
4.25	Electrification of Rail to Gawler .....	127
4.26	Barossa Hospital with Airstrip.....	130
4.27	International Equine Centre.....	134
4.28	Flinders Ranges Retirement Facility/Lifestyle Village .....	138
4.29	Communications and Digital Connectivity .....	144
	Supplementary Project - Bowmans Intermodal Expansion .....	147
<b>Part 5</b>	<b>Appendices .....</b>	<b>152</b>
5.01	Prioritisation Process.....	153
5.02	Approach to Project Identification .....	154
(a)	Defining and categorizing 'Infrastructure' .....	154
(b)	Planning and Strategic Government Documents .....	154
(c)	Project Identification .....	155
5.03	Contact Details.....	156

# Part 1 INTRODUCTION

## 1.01 ABOUT REGIONAL DEVELOPMENT SOUTH AUSTRALIA

Regional Development South Australia (RDSA) plays a unique role in supporting the economic development efforts of seven regionally based Regional Development Australia (RDA) Committees and the Adelaide Metropolitan RDA.

For well over 25 years the eight RDAs in South Australia have evolved into key economic development agencies within their specific regions. They are well regarded and sought after as a key source of regional intelligence on matters of economic development, investment and business opportunity.

RDSA brings the eight RDA's together to collaborate closely on a wide range of cross-regional issues and economic development projects that are fundamental to the future and well-being of South Australia. The ability to collaborate and advocate as a single statewide voice through RDSA puts our RDA's in a unique position, as no other Australian State or Territory operates under this model.

The seven regionally based RDAs are funded under a tri-partite funding partnership between the Australian Government, Government of South Australia and the Local Government Association of South Australia on behalf of its members with the funding provided direct to RDA's by Councils. RDA Adelaide Metro office helps to coordinate some projects across multiple RDA's and is solely funded through the Federal Government.

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.

## 1.02 PURPOSE OF PRIORITISATION REPORT

This document is an update to an earlier report 'Regional Development South Australia – Prioritising South Australia's Regional Infrastructure Project – Project Report and Outcomes' (2013)<sup>1</sup>. A number of initiatives contained in the earlier report have now been completed or are in progress, so it was timely for RDSA to review and update the document to ensure that the current version reflects current priorities in regions.

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

The initial prioritisation process is set out in detail in the 2013 report, but in summary it sought to achieve the following outcomes, which remain largely unchanged:

- to shift decisions about infrastructure from project-by-project, and region-by-region to a much broader and deeper focus on State needs;
- to understand what is really important jointly across all regions by using an agreed set of criteria, then aligning similar project needs among otherwise competing priorities;
- to provide analytical rigour and theory behind the 'need';
- Provide for transparent decision making; and
- Increase the ability of the RDAs across the State to approach 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.

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<sup>1</sup> 'Regional Development South Australia – Prioritising South Australia's Regional Infrastructure Projects – Project Report and Outcomes', S. Joyce Consulting Project, SCM, 20 December 2013

Details of the multi-criteria analysis (MCA) used to prioritise key projects is set out in section 5.01 of this report, while the process of identifying projects is set out in section 5.02.

## Part 2 INFRASTRUCTURE IN REGIONAL SOUTH AUSTRALIA

### 2.01 EXECUTIVE SUMMARY

South Australia's regions face constant infrastructure challenges – not least of which is their lower population densities and greater distances between regional centres, often meaning that the provision of infrastructure comes at a higher cost per capita than in metropolitan areas. This impacts across a range of economic, education, social and health services and – if not addressed in a timely way – can contribute to significant disadvantage in regional areas.

However, South Australia's regions – whilst not growing at the same rate as Australia's metropolitan centres – are resilient and have a proven record of success, and in some cases this is a contributing factor to the infrastructure issues facing our regions. For example, the need for high end holiday and conference facilities on Eyre Peninsula would not be a priority if the region had not presented itself as an attractive destination, with a wealth of natural assets and international visitor attractions. Similarly, the need to improve transport routes and freight facilities across all of our regions, and to improve access to quality education, arises because our diverse industry sectors are increasing their productivity, product quality and exports and increasing employment in regional areas.

In other instances, growth is constrained or health and safety is compromised through lack of infrastructure. We see this in the demands for retirement facilities in the Far North, a hospital with airstrip in the Barossa and the need for duplication of the Victor Harbor Road.

We also see our regional economies continuing to evolve and – through diversity – create new opportunities, new revenue sources and new jobs for the regions. A project such as an international equine centre in the Barossa is in stark contrast to the need for a new industrial estate in the same region, but both demonstrate the innovation and resilience that can be built into regional areas through diversity.

Of course, some of our existing and emerging industries require improvements to existing infrastructure, such as improved gas pipeline capacity to Port Pirie, the sealing of the Strezelecki Track and improving export pathways for primary industries. It is important that regional infrastructure keeps pace with industry and population growth and enables – rather than constrains – those who have invested in and are committed to the success of regional South Australia.

Vital for all regional areas is efficient and reliable access to utilities such as electricity, gas, water and telecommunications that many of us take for granted. As we have seen in regional South Australia in recent years, the failure of one aspect of a system can have significant impacts on businesses and individuals. We are pleased that steps have been taken to minimise the risk of another power outage that saw large parts of the state without power for extended periods in 2016, however we need to continue to build 'robustness' into our utilities systems to avoid similar incidents in the future. The cost in lost productivity in such circumstances is immeasurable, not to mention the impacts on individuals who suffered through loss of communications, perishables and fuel during that event.

This report seeks to capture key priorities for South Australia's regions, however it is important that when undertaking an individual project, it is not considered in isolation. Often one project will create an opportunity for efficiencies or coordination with another – or indeed, a challenge in another area - and this

is one of the benefits of South Australia's RDA network. By coming together, the RDA's are able to identify opportunities to work together to provide a coordinated response to government or private investors.

Further details on each of the regions and their priority projects are set out in this report. Contact details for each RDA are provided at the back of the report and we would welcome your further enquiries on any projects contained within the report.

## 2.02 REGIONAL INFRASTRUCTURE

Efficient and effective infrastructure underpins economic activity and is fundamental to a prosperous regional economy. It includes 'physical' infrastructure eg. roads, rail, seaports and airports, communications, energy (power) and water and quality 'community' infrastructure eg. recreation and leisure facilities, cultural facilities and community services and facilities. Together these elements should offer good physical and functional links that support social, cultural and economic interaction and exchange.

### Transport Infrastructure (Roads and Ports)

Transport costs are very significant for many regional businesses. Whilst we cannot escape the tyranny of distance we can make transport more efficient and productive. Infrastructure and regulations, when put together, really decide our productivity and competitiveness.

Whether it be the vast bulk of our agricultural produce, the significant inputs, fuel, or general freight movements, regional South Australia is greatly affected by improved roads and regulation. In the last two years we have seen a significant change, with industry and Government working together to identify productivity issues and to work towards solutions which increase competitiveness without compromising safety.

Whilst many of the improvements have resulted from regulatory change, we have also seen a different approach to investment in better roads. The upgrade of the road from Ardrossan to Port Wakefield opens up what was a significant missing link in our heavy vehicle network. DTPI have consequently looked at other projects that may be done efficiently whilst the contractors are in the Region, and that has led to a major increase in the spend and the solutions for a number of other road issues in the Region.

We encourage such an approach to continue. Our industries and businesses will prosper if we can make sure that transport technology, better roads and better regulation of those roads is a focus. The productivity dividends are enormous.

South Australia has historically had a large number of ports, partly due to our geography, particularly the two gulfs. However, as ships have got much larger, some of these ports are no longer viable. We need to be more strategic with our ports planning and some of the ports we need will be dependent on mining projects going ahead for them to be built.

However, when there is a new port we must wherever possible explore what other industries can benefit from that infrastructure. Cape Hardy on Eyre Peninsula is a case in point, and the proponent has been very open to accommodating other uses, such as grain and containers.

## 2.03 GAS

South Australia's natural gas supply is sourced from Victoria, Queensland and the Cooper Basin, which crosses over South Australia and Queensland. In addition, the Port Bonython liquids plant produces 6,000 – 10,000 tonnes of propane per months. Natural gas is distributed throughout metropolitan and regional South Australia through six transmission pipelines:

- Moomba to Adelaide Pipeline

- South East Australia Gas (SEA Gas) underground pipeline from Port Campbell in Victoria to Adelaide
- Moomba to Sydney Pipeline
- South East South Australia pipeline, connecting the SEA Gas pipeline to gas facilities at Katnook/Ladbroke Grove
- South East Pipeline System, delivering gas from Katnook to Snuggery and Mount Gambier
- SA Riverland pipeline, which transfers gas from Angaston to Berri then onto Mildura in Victoria. A connection on the SA Riverland pipeline supplies Murray Bridge with natural gas.

As South Australia's mining and mineral processing industry grows – including iron ore - there will be greater demand for gas supply and additional potential for electricity generation. In particular, gas and subsequent energy supply are essential infrastructure for mining. Gas is the most economical for base load power and – while wind and solar will contribute to South Australia's energy supply, projects requiring constant base load cannot be achieved with wind and solar, particularly at high demand levels.

In particular, we foresee a future where there will be a significant demand for electric power, including:

- Mines (including iron ore) on Eyre Peninsula
- Mines in the Braemar Region (ie between Peterborough and Broken Hill)
- Potential desalination on both Eyre Peninsula and Yorke Peninsula to supply water to mines
- Mineral processing of various mineral products

These projects will require a significant amount of electricity (in the range of 150 to 200MW each), placing pressure on the State's existing power supply and its existing transmission lines. In some cases the existing lateral constrains gas supply for both the generation of power and for industrial purposes, and in others there is line loss where gas is transmitted huge distances. This report proposes the duplication of the pipeline from Whyte Yarcowie to Port Pirie to facilitate growth and the potential of employment opportunities in the mining sector.

While power generation can be staged, a more challenging aspect is raising capital for construction of transmission lines as they cannot be staged and will require a substantial up front investment.

## 2.04 WATER

A key issue facing regional South Australia for decades is how to manage with less water. Climate variability has been a challenge faced by primary producers in regions since settlement, creating resilient innovative people and practices that will continue to be a strength as climatic and economic uncertainty continue.

Water use efficiency is vital to the sustainability of not only our dryland farming systems but also our irrigated industries. These industries are largely reliant on water from the River Murray, Lakes and underground aquifers. Water use efficiency and the use of new technologies is required to protect and preserve these water resources to meet the needs of industry in the long term.

The state's Livestock sector also relies heavily on access to water. Industry has experienced limitations on production due to the sustainable availability of water at an equitable price. Producers are increasingly seeking to adopt new methods and technologies to develop self sufficiency in their water supply.

The impact of climate variability can be illustrated in the 2016 high flow event on the drought stricken River Murray. During this time the River Murray began with in-flows in the lowest 5 per cent on record and experienced swelling of the highest flows in 23 years by the end of November. These events impact on industry and regional communities.

The Murray Darling Basin Plan aims to ensure that water is shared between all users in a sustainable way. This will enable the river systems to continue to support communities and industries in the long term as they adapt to changes, including a changing climate.

The lack of water supply and cost of available water not only restricts economic opportunities, it makes many communities expensive and unattractive to live in – both through water quality and aesthetics. The Adelaide desalination plant - SA Water's largest desalination plant was built to provide long-term water security for South Australia and has been a welcome addition to the state's infrastructure.

## 2.05 ENERGY

South Australia no longer has a coal fired power station and the predictions from 2010 for geothermal energy have not materialised. The risk of an energy shortfall in South Australia is now reducing due to increasing renewable generation and storage. Power system security and reliability will be tested on extremely hot summer afternoons and evenings, when photovoltaic (PV) generation drops to low levels. The risk increases if this coincides with low wind generation, unexpected generation outages, or constraints on electricity imports from other regions.

Local generation	Generation in GWh
Gas	5,596
Wind	4,343
Coal	0
Rooftop PV	1,016
Diesel and small non-scheduled generation*	122

Figure 1 South Australia Electricity Supply Breakdown

The figure above demonstrates how South Australia's mix of electricity supply sources continues to evolve. South Australia has become increasingly reliant on electricity generation from gas-powered generation (GPG) since the closure of coal-fired generation. South Australia's reliance on natural gas for energy supply and maintaining system security means gas supplies must be available for GPG during critical times. The Australian Energy Market Operator considers the gas supply-demand balance across the east coast of Australia to be finely balanced, with continued risks of supply shortfalls.

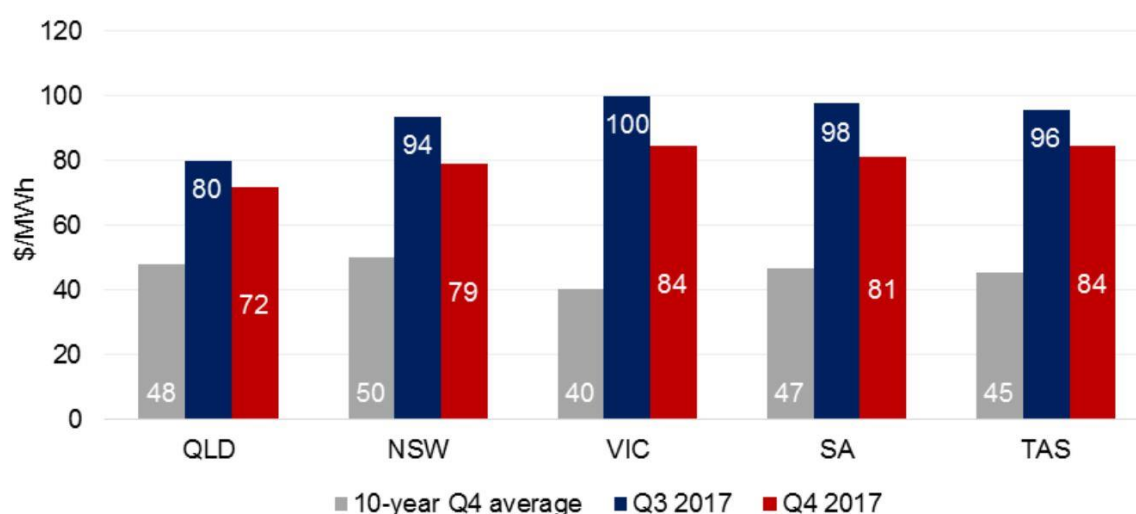
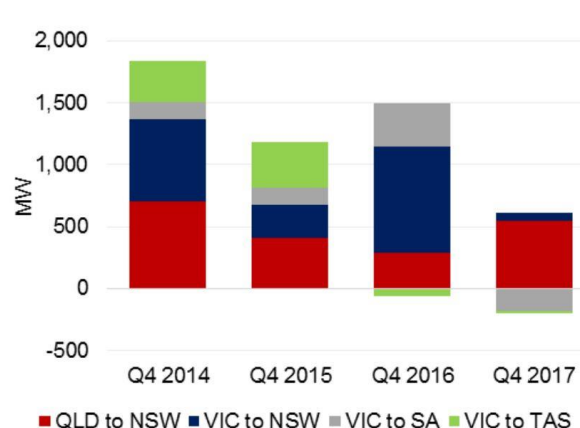


FIGURE 2 AVERAGE WHOLESALE ELECTRICITY PRICE BY REGION (AEMO 2018)

Recent investment interest, reported by industry, is focused around renewable generation, gas generation and supply, hydrogen, new transmission interconnection, and large-scale energy storage. Generation investment in South Australia continues to be focused largely on renewable projects (existing wind farm

projects and large-scale solar projects). As of 1 July 2017, 1,515 MW of solar generation and 3,178 MW of new wind generation projects are either committed or proposed in South Australia.



Rooftop PV installations are expected to continue over the 10-year outlook period, during which time South Australia is projected to have the highest ratio of rooftop PV generation to operational consumption of regions in the NEM and the Wholesale Electricity Market (WEM) in Western Australia.

FIGURE 3 AVERAGE INTER-REGIONAL FLOWS. SA EXPORTED ENERGY TO VICTORIA Q4 2017 (AEMO 2018)

### *Black System Event South Australia September 2016*

On Wednesday 28 September 2016, tornadoes with wind speeds in the range of 190–260 km/h occurred in areas of South Australia. Two tornadoes almost simultaneously damaged a single circuit 275 kilovolt (kV) transmission line and a double circuit 275 kV transmission line, some 170 km apart. The damage to these three transmission lines caused them to trip, and a sequence of faults in quick succession resulted in six voltage dips on the SA grid over a two-minute period at around 4.16 pm.

As the number of faults on the transmission network grew, nine wind farms in the mid-north of SA exhibited a sustained reduction in power as a protection feature activated. For eight of these wind farms, the protection settings of their wind turbines allowed them to withstand a pre-set number of voltage dips within a two-minute period. Activation of this protection feature resulted in a significant sustained power reduction for these wind farms. A sustained generation reduction of 456 megawatts (MW) occurred over a period of less than seven seconds. The reduction in wind farm output caused a significant increase in imported power flowing through the Heywood Interconnector. Approximately 700 milliseconds (ms) after the reduction of output from the last of the wind farms, the flow on the Victoria–SA Heywood Interconnector reached such a level that it activated a special protection scheme that tripped the interconnector offline.

The SA power system then became separated (“islanded”) from the rest of the NEM. Without any substantial load shedding following the system separation, the remaining generation was much less than the connected load and unable to maintain the islanded system frequency. As a result, all supply to the SA region was lost at 4.18 pm (the Black System).

Actions undertaken to prevent a similar occurrence include

- Changes by several wind farms in SA to the settings for the protective feature for multiple voltage disturbances.
- Introduction of restrictions on Heywood Interconnector flow to ensure the rate of change of frequency in SA for the unexpected loss of the Heywood Interconnector alone does not exceed 3 Hz/sec.
- Requirement for a minimum number of on-line synchronous generators in SA.
- 19 recommendations were undertaken including rigorous weather warning monitoring, improvements to System Restart Ancillary Services (SRAS) testing, potential changes to National Electricity Rules (NEM) and a number of recommendations involve review, consultation and engagement processes with other organisations and bodies).

**The Essential Services Commission** (Commission) is an independent economic regulator established under the Essential Services Commission Act 2002, which came into effect on 12 September 2002. The Commission has undertaken an inquiry into the reliability and quality of electricity supply on the Eyre Peninsula (Inquiry).

The Inquiry has identified various technical options that could be implemented in the short, medium and long term that would improve the reliability of supply on the Eyre Peninsula. The Inquiry has identified opportunities to improve the regulatory framework to provide better processes for system planning and coordination of network and non-network activities. This is likely to lead to better outcomes for customers on the Eyre Peninsula, where a mix of technologies may be the best solution for addressing reliability problems at the lowest cost.

The most cost effective options for improving reliability of supply on the Eyre Peninsula in the short term (within the next 2 years) include installing diesel generators near Yadnarie, Ceduna and Streaky Bay. Generation near those towns would improve reliability on the west coast of the Eyre Peninsula, where outages are generally more common. Supplementing those generators with distributed solar PV and batteries is likely to produce greater reliability benefits, although these would be outweighed by their additional cost above diesel generation.

Cost effective medium-term options for improving reliability of supply include targeted network hardening (re-insulating feeders prone to lightning strikes), which could be implemented over the next 3 to 5 years. Network hardening would be complementary to the short-term generation options.

The best long-term options for improving reliability will depend on future electricity demand on the Eyre Peninsula, which will be heavily dependent on whether or not the Iron Road magnetite project proceeds. If it proceeds, the electricity infrastructure will need to be augmented to support the higher demand.

Regions supplied by long, radial distribution feeders (remote from the transmission network) typically receive the greatest total minutes off supply, and include regions near Elliston, Penong and Cowell.

Data on historical reliability performance on the Eyre Peninsula confirms that there are two different reliability problems that could be addressed:

1. There are ongoing reliability problems at the distribution feeder level, which are driven mainly by lightning strikes on radial distribution lines affecting local supplies.
2. More recent reliability problems are driven by severe weather events during September 2016.

Survey evidence suggests that customers on the Eyre Peninsula are used to experiencing reliability problems and some have become conditioned to power outages. Among customers that are dependent on a reliable power supply (for example, supermarkets), some have installed their own backup generators. Representations from customers suggest that, during the 28 September 2016 state-wide outage, the greatest concern of customers was the loss of telecommunications services, which are dependent on electricity.

The Commission has requested that SA Power Networks install voltage testing equipment at particular locations on the Eyre Peninsula. That equipment was installed in July 2017 at six sites and data on voltage outcomes will be reported over the coming months. The Technical Regulator is providing independent oversight of that process.

The Commission has also considered if there are any impediments in the NER or the Commission's regulatory framework to promoting appropriate levels of reliability and quality of supply to customers on the Eyre Peninsula.

The Commission recommends greater disclosure of information by the network businesses to facilitate more effective joint planning. Recent changes to the National Electricity Rules imposing greater reporting requirements on distribution businesses to facilitate non-network solutions may assist in this area.

**SA Power Networks** operates a distribution network that stretches across South Australia, comprising thousands of kilometres of power line and hundreds of substations.

Following the ESCOSA Inquiry, SAPN conducted five months (August-December 2017) of continuous Quality of Supply monitoring at Ceduna, Wudinna, Streaky Bay, Kimba, Elliston and Cowell. SAPN have found moderate issues at the Kimba site and minor issues at Ceduna, Wudinna and Streaky Bay sites. SAPN will update the progress of remediation actions in early 2018.

SAPN has established five focussed Reference Groups to build stronger relationships with key stakeholders and enable deeper and more meaningful discussions on a more regular basis. One of these is the Renewables Reference Group of which RDAWEP was invited to represent regional South Australia. RDAWEP is committed to work with SAPN to develop and refine strategies, initiatives and activities, to ensure investment in the region is streamlined.

**ElectraNet** is an electricity transmission specialist and has been actively exploring options to improve the reliability of supply to Port Lincoln, including options to replace or upgrade the transmission lines serving the lower Eyre Peninsula. ElectraNet's most recent assessment of the line condition indicates that components of the line are nearing the end of their functional life and will require replacement in the next few years. The preferred option is to construct a new double circuit 275 kV transmission line from Cultana to Yadnarie and a new double circuit 132kV line from Yadnarie to Port Lincoln at an estimated cost to \$300m.

### **Australian Energy Regulator**

The question is often asked *“who decides whether lines are built or upgraded?”*

The Australian Energy Regulatory (AER) regulates electricity networks and natural gas pipelines by setting the maximum amount of revenue they can earn.

If network businesses such as ElectraNet or SA Power Networks want to improve the network they submit the proposal to the AER.

The AER look at the required revenue for the proposal to ‘stack up’, and make the decision based on a number of factors including:

- Projected demand for electricity and gas in the region or area
- Age of existing infrastructure
- Operating and financial costs
- Network reliability and safety standards

This is a complex process, but ultimately lies behind new or significant improvements to the network.

## 2.06 PRIORITY PROJECTS

The following projects are presented in order of priority, as determined by RDSA using the process set out in Part 5 of this report. Further details on each of these projects can be found in Part 4, and a project reference number has been included to assist the reader to locate the more detailed project information.

Following the initial prioritisation process a supplementary project was added, being the Bowmans Intermodal Expansion. Subsequent to the prioritisation process it was deemed important to include this project as a regional priority in this report.

Ref	Project	Region	Status
4.01	Northern Adelaide Irrigation Scheme and Associated Infrastructure	Barossa	Investment Ready
4.02	Reducing Food Waste and Loss as a Driver for Economic Development	Murraylands/Riverland	Investment Ready
4.03	Northlink Cross Regional Rail Freight and Associated Road Upgrades	Cross Regional	Feasibility
4.04	Green Triangle Region Freight Plan Update	Limestone Coast	Investment Ready
4.05	6 Star \$500m International Holiday Resort	Whyalla/Eyre Peninsula	Feasibility
4.06	Strezelecki Track Sealing	Far North	Advocacy
4.07	Competitive Export Pathways for Primary Industries	Whyalla/Eyre Peninsula	Advocacy
4.08	One River Murray Authority (including river related infrastructure)	Murraylands/Riverland	Advocacy
4.09	Limestone Coast Road-Bridge Life Extension/ Replacement	Limestone Coast	Investment Ready
4.10	Kingsford Industrial Estate	Barossa	Feasibility
4.11	Security of National Transport Links to Perth and Darwin – Yorkey’s Crossing	Far North	Feasibility
4.12	Mount Gambier Airport Redevelopment	Limestone Coast	Investment Ready
4.13	Highway One Upgrade – Port Wakefield	Yorke/Mid North	Advocacy
4.14	Upper Eastern Spencer Gulf Port	Yorke/Mid North	Feasibility
4.15	Lake Albert – Coorong Connector Environmental Impact Study	Murraylands/Riverland	Feasibility
4.16	COTEC	Murraylands/Riverland	Investment Ready
4.17	Energy Transmission and Generation on EP	Whyalla/Eyre Peninsula	Advocacy
4.18	Super School in Whyalla Education and Training Precinct	Whyalla/Eyre Peninsula	Advocacy
4.19	Duplication of Victor Harbor Road	Adelaide Hills, Fleurieu and Kangaroo Island	Advocacy
4.20	Southern Off and On Ramps at Verdun, South Eastern Freeway	Adelaide Hills, Fleurieu and Kangaroo Island	Advocacy
4.21	North East Bypass of Gawler	Barossa	Advocacy
4.22	Gas Pipeline to Port Pirie – Duplication	Yorke/Mid North	Feasibility
4.23	Public Transport – Goolwa/ Victor Harbor – Seaford Rail	Adelaide Hills, Fleurieu and Kangaroo Island	Feasibility/ Advocacy
4.24	Upgrade Mount Barker – Strathalbyn Road	Adelaide Hills, Fleurieu and Kangaroo Island	Feasibility
4.25	Electrification of Rail to Gawler	Barossa	Investment Ready
4.26	Barossa Hospital with Airstrip	Barossa	Feasibility
4.27	International Equine Centre	Barossa	Advocacy
4.28	Flinders Ranges Retirement Facility/ Lifestyle Village	Far North	Advocacy
4.29	Communications & Digital Connectivity	Far North	Advocacy
Supp	Bowmans Intermodal Upgrade	Yorke/Mid North	Advocacy

## Part 3 REGIONAL PROFILES

### 3.01 FAR NORTH

Regional Development Australia Far North (RDAFN) covers a vast region of approximately 645,052 square kilometres which takes in the sparsely settled country of the north of South Australia. It accounts for 66% of the State's land mass and has a population of 27,372 people.

Far North South Australia is generally defined as the area from the Aboriginal Lands on the Western Australian border following a line east along the Eyre Highway incorporating the Gawler Ranges to Yunta and Cockburn in the east, and all areas northwards to the Queensland and Northern Territory borders. Local Government areas include Port Augusta City Council (14,380 population), The Municipal Council of Roxby Downs (4,302 population), The Flinders Ranges Council (1,671 population), District Council of Coober Pedy (1,695 population) and the Outback Communities Authority (3,667 population). This region is home to around one-fifth of the State's Indigenous community, with the Anangu Pitjantjatjara Yankunytjatjara (APY) Lands located in the north west (1,780 residents).

Existing infrastructure to support economic development in the Far North region has significant shortcomings, pointing to the unique characteristics of the region which make it extremely difficult to develop a viable case for commercially funded infrastructure. The community's need for better infrastructure is very strong with research data, public consultations, and the focus of regional development initiatives revealing significant infrastructure shortcomings in the region.

Ensuring the timely delivery of strategic infrastructure requires the collaborative efforts of local agents of change to identify the priorities and then get the message across, allowing the communities of the Far North region to take greater control of the region's priorities.

RDAFN has a number of infrastructure projects outlined in its Regional Economic Growth and Investment Strategies gathered via a public consultation process of Local Government and the community. When selecting projects to put forward for prioritisation as part of this process RDAFN took into account those of national priority with the following projects put forward:

Ref	Project	Status
4.06	Strzelecki Track Sealing	Advocacy
4.11	Security of National Transport Links to Perth and Darwin – Yorkey's Crossing	Feasibility
4.28	Flinders Ranges Retirement Facility/Lifestyle Village	Advocacy

While each of these projects has differing levels of national impact, sealing of the Strzelecki Track is a "game changer". The most significant from a national perspective as well as ensuring the security of National Transport links to Perth and Darwin is the Yorkey's Crossing project. The provision of retirement facilities is a challenge for many communities in regional South Australia and Australia as a whole and benefits could be realised nationally from these projects.

Detailed information on each of the above projects can be found in Part 4 of this report, in RDAFN's Regional Roadmap as well as Economic Growth and Investment Strategies all of which are available via [www.rdafn.com.au](http://www.rdafn.com.au)

### 3.02 WHYALLA AND EYRE PENINSULA

The Whyalla and Eyre Peninsula region is home to over 56,000 people contained within 11 local government areas, remote unincorporated areas (Outback Communities Authority) and the Maralinga Tjarutja Aboriginal Lands. It comprises a land area of 235,000 km<sup>2</sup> (23.6% of the state land mass) with over 2000 km of coastline.

The region is highly productive. Gross Regional Product (GRP) in 2015-16 was \$3.7 billion, generating 3.7% of Gross State Product (GSP). Exports in 2015-16 totalled \$2.63 billion. The main export industries were agriculture (\$873.4 million); mining (\$495.1 million), and manufacturing (\$361.3 million). (EconSearch Pty Ltd, *RDWEP Regional Economic Data 2015-16*, RDWEP and EPLGA, November 2017).

These levels of productivity and export have been relatively consistent in recent years however the value of GRP and exports has declined from the peak \$4.1+ billion achieved in 2013-14. Variations in output have largely been caused by commodity price fluctuations. The lower commodity price of iron ore in 2015-16 had a negative impact on the region's economic performance, which saw the value of exports decline by \$255 million and GRP fall by \$480 million.

Notwithstanding that, the Whyalla and Eyre Peninsula region is an isolated and iconic export region on the cusp of unprecedented economic diversification by investment into primary industry, energy, defence, age and disability care and tourism.

*“Renewable energy is at the heart of our GREENSTEEL and GREENALUMINIUM strategies, designed to make metal production and engineering competitive again in developed countries. We see Australia – with its incomparable energy resources – as the natural home for expansion of energy-intensive industry, with renewables to play an integral role.”* Sanjeev Gupta (GFG)

*“Eyre Peninsula will be one of Australia's dominant growth regions in mining and renewable energy, with the region being recognised as Australia's renewable energy province.”* – Ross Garnaut

Both Sanjeev Gupta and Ross Garnaut are now heavily invested in the region through the former Arrium owned iron ore mining and steel manufacturing assets and Zen Energy.

Numerous industries contribute to regional employment, exports and GRP. Key industries include health and community services, retail trade, agriculture, manufacturing, fishing and aquaculture; however tourism and mining are fast emerging industries with substantial potential for future growth. The diversity of industry is a great asset and underpins the region's comparative advantages and business competitiveness. Diversity is important for economic growth and sustainability because it provides resilience through not being reliant on a few industries and products for regional prosperity.

While industry diversity underpins the regional economy as a whole, this characteristic is not shared by the eleven LGAs. Dependence on single industry economies (primary and manufacturing) in most districts is contributing to population loss despite the region being economically diverse.

Mining and steel manufacturing are focused in Whyalla. Agriculture is the key industry in eight LGAs – i.e. Lower Eyre Peninsula, Tumby Bay, Cleve, Elliston, Kimba, Streaky Bay, Franklin Harbour and Wudinna. Aquaculture is based in Port Lincoln, Lower Eyre Peninsula, Cleve, Ceduna, Franklin Harbour and Streaky Bay. The fishing industry is predominantly based in Port Lincoln. Wine and niche food production are concentrated on the southern Eyre Peninsula, and most of the region's tourism activity is focussed in coastal areas.

For the period 2001 to 2016 the population growth of 35% in Lower Eyre Peninsula assisted the annual population growth rate for the whole region to tip just over zero to 0.3% per annum for the same period.

Employment in Agriculture and Fishing decreased by 20%, manufacturing by 30% but there was a 39%

increase in employment in Health Care & Community Services related to an above average ageing demographic. Only 15% of the workforce has a diploma or above qualification compared to 31% nationally while about 30% of young people leave the region each year for employment and study which has serious implications for the provision of a regional workforce because there is a limited pool of younger people to replace workers retiring from the labour force.

Notwithstanding these disadvantages the people of this region are enormously productive at \$73,000 productivity per person per annum, double the productivity per capita of people residing in the Adelaide metropolitan area.

Inadequate provision of water, energy, telecommunications, export pathways and human capital all constrain its economic development and threaten its ability to continue to compete globally. The projects selected in this report address these constraints.

Desalination has been identified as the most realistic solution to water supply given current constraints, timing and demand factors. Desalination plants require adequate power. The existing network carries 132kV and is at full capacity which places a constraint on additional economic development and impacts desalination options. The line needs to be upgraded to a capacity of 275kV. ElectraNet has commenced the regulatory process required for this project to proceed.

Mines are large power and water consumers capable of driving demand commitments well in excess of historic regional consumption. For example Zen Energy and GFG are planning to generate one Giga-watt of energy to service GFG's demand through Simec Mining and Liberty One Steel plus supply the National Energy Grid, while the Central Eyre Iron Project (CEIP) has a predicted annual demand of 500 Mega-watt to be supplied by a variety of energy and network solutions. Investment in energy generation projects is increasingly located behind the meter rather than into distributed power due to deficient regulations and prohibitive augmentation costs.

The Regional Mining and Infrastructure Planning project was tasked by the state government to articulate a plan for the delivery of infrastructure to support the development of mining in South Australia. It identified that the lack of export port infrastructure on the Eyre Peninsula is a major constraint to realising significant mining opportunities within the region. The Resources Infrastructure Taskforce prepared the Business Case: Solutions to Bulk Mineral Export Infrastructure on Spencer Gulf and identified the best locations being Cape Hardy, Port Whyalla and Port Bonython.

Provision of efficient and globally competitive export pathways for agriculture has been estimated conservatively to deliver \$40m per annum in potential savings and income to grain producers in the region and an extra 150 FTE direct and 320 FTE indirect ongoing positions within the region attributable to the grain sector alone. Economic growth through investment in new export industries that value add to primary production will also be catalysed by establishing globally competitive export pathways. This is evidenced by the more than fifty registrations of interest received from international companies to invest in Cape Hardy and the flagged intent of companies operating at Port Thevenard to increase exports if infrastructure at that Port is improved.

The pending development of Iron Road Limited's Central Eyre Iron Project will substantially enhance the region's export capability through the construction of South Australia's first Cape-class port at Cape Hardy. The project includes the provision of import-export container infrastructure and will provide an alternative export hub for the region's grain sector. The aligned construction of a standard gauge railway connecting the port to the mine site at Warrambo will open opportunities to address the region's rail infrastructure needs and create a future opportunity to link the Eyre Peninsula to the national railway network.

The statutory approvals necessary to establish the magnetite mine and associated infrastructure have been granted, it is the only rail and port infrastructure project on the National Infrastructure High Priority project List managed by Infrastructure Australia and is the only South Australian project with State and Australian

Government major project status.

RDAWEP is working with Iron Road and the Grain Industry on a “grain first strategy” to the development of a multi-use deep sea port at Cape Hardy with an attached 1100ha land area available for long term multi-industry development. This facility will be the only one of this scale available to multi-user industry investment in regional South Australia. Several grain companies will commit to operating through Cape Hardy. There are two MOU’s in place and several other registrations of interest from very credible traders. Matching this demand is supply. Cape Hardy has an enormous natural catchment and there is a strong commitment from farmers in and even beyond this catchment to export through Cape Hardy. This strategy will bring the Central Eyre Iron Project (CEIP) closer to market, mitigate some of the risk and reduce some of the capital cost. This \$4.5bn project is expected to deliver about 2000 FTE during construction and 700 FTE operational positions. In addition it is proposed that the Port and rail be connected to the National Rail Network via a standard gauge railway to be constructed between Whyalla and Cape Hardy.

The extent of new investment associated with the above projects will attract workers, families and new businesses to the region. The decline in manufacturing at Whyalla is being reversed by GFG’s aims to increase steel exports and through increased fabrication opportunities associated with defence and energy projects. These combined activities will stimulate the education and training sectors. A high school should be built in the education and training precinct at Whyalla to improve access to tertiary qualifications regionally. The South Australian Tourism Commission (SATC) has identified the need for five plus star accommodation along with a greater array of visitor experiences in the region. This is being addressed through a range of strategies such as Eyes on Eyre and the Far West Indigenous Tourism Plan. Securing an international standard integrated resort to capitalise on the growth in cruise ship markets and international and domestic visitation will significantly lift employment and visitor expenditure closer to the \$508m regional target.

There are multiple other very important infrastructure projects identified within its strategic plans that RDAWEP will continue to pursue outside of this process and in the normal course of its business operations.

Priority projects include:

Ref	Project	Status
4.05	6 Star \$500m International Holiday Resort	Feasibility
4.07	Competitive Export Pathways for Primary Industries.	Advocacy
4.17	Energy Transmission and Generation on EP	Advocacy
4.18	Super School in Whyalla Education & Training Precinct	Advocacy

### 3.03 YORKE AND MID NORTH

The Yorke and Mid North Region covers 11 local government districts with a total population of 75,024, an increase of over 5% since 2006. This represents 4% of the population of South Australia, but nearly 20% of the State’s regional population. Approximately one third of the region’s population, some 26,076 people, are located outside of main service centres, in smaller communities of fewer than 1,000. The region’s economic base is largely underpinned by agriculture, forestry and fishing, followed by health care and social services; retail trade; manufacturing; and education and training. A number of mining exploration companies continue to investigate the feasibility of exploiting the region’s mineral and other resources.

Road, rail and sea transport networks are vital to the Yorke and Mid North Region’s economic and social prosperity. Ports, rail and roads support the region’s industries including, agriculture, viticulture, fishing, mineral processing and extraction industries and tourism.

Major national highways passing through the region include the Barrier Highway to the west of the region, which is the main route from Adelaide to Broken Hill and Sydney, Port Wakefield Road and the Augusta Highway, which links Adelaide to Perth and Darwin. Main North Road, the Horrocks Highway and RM

Williams Way link Adelaide north through Clare and Jamestown to the Flinders Ranges. While the Copper Coast, Yorke and St Vincent Highways provide access to Yorke Peninsula. All of which are key enablers of a vibrant Tourism industry.

Rail is primarily used for freight in the Yorke and Mid North Region, with railway lines including the Adelaide – Crystal Brook – Port Augusta line (passing through Port Pirie) with links via Tarcoola to Perth and Darwin, and from Crystal Brook to Broken Hill with links through New South Wales. Rail freight includes grain and hay from across the Region, as well as products from the Nyrstar Plant at Port Pirie. The development of the Bowman’s Intermodal Transport Hub (near Balaklava) included linking the site to the existing rail network, which now enables efficient rail freight from the region to Port Adelaide.

The Yorke and Mid North Region is connected to the electricity grid which distributes electricity generated from renewable and non-renewable sources within and outside the Region. The high voltage transmission network is operated by ElectraNet with numerous high voltage substations located across the Region. Lower voltage electricity for customer supply and associated substations are operated by SA Power Networks. There are currently two gas turbine power stations in the Region and the region has the largest installed capacity of wind farms in South Australia (approximately 980MW).

A comprehensive Infrastructure Audit was undertaken for the Yorke and Mid North in 2012 detailing key needs relating to energy, transportation, water, communication, land use and waste management. Since then a number of significant infrastructure projects have been progressed or are currently rolling out, including:

- Port Pirie Airport Expansion and Feasibility Study – October 2012;
- Preliminary Assessment of a Strategic Port Expansion Option – Port Pirie – December 2013;
- Gas Lateral Duplication Feasibility Study from Whyte Yarcowie to Whyalla – December 2013;
- Regional Mining Infrastructure Plans for the Upper Spencer Gulf (Deloitte) - November 2013;
- Route assessment and plans from Ardrossan to Port Wakefield- March 2014;
- Industry Hub Feasibility (Mining Training)- September 2014;
- Route assessment and economic analysis of freight routes including Burra Heavy Vehicle By-Pass, Eudunda Heavy Vehicle By-Pass, Balaklava to Auburn Road: Halbury to Auburn section, Copper Coast Highway, and Orroroo By-Pass Proposal;
- Jamestown Stockyards - June 2015.
- Preliminary investigations of a gas lateral line between Riverton and Port Wakefield- June 2015;
- Wakefield Pipeline Capacity – June 2015;
- Wallaroo Heavy Vehicle and Ferry Access;
- Walk the Yorke Leisure Trail;
- Mid North and Southern Flinders Broadband delivery.

In determining the Yorke and Mid North Region’s priority projects in the context of the state wide RDA prioritisation process a range of factors (including the type and availability of funding in addition to the preparedness of a project to progress, evidenced economic social and environmental outcomes) were considered in the following projects:

Ref	Project	Status
4.13	Highway One Upgrade (Port Wakefield)	Advocacy
4.14	Upper Eastern Spencer Gulf Port	Feasibility
4.22	Port Pirie Gas Pipeline Duplication	Feasibility
Supp	Bowmans Intermodal Expansion	Advocacy

### 3.04 MURRAYLANDS AND RIVERLAND

The RDA Murraylands and Riverland (RDA M&R) region is an area of 36,720 square kilometres in the central eastern part of South Australia covering the Murray River and adjacent Murray Mallee to the Victorian border. RDA M&R covers eight local Council areas and has a combined population of 71,318 people and 6,704 businesses. Our goal is to have a resilient region that capitalizes on change and aspires to generate a \$4bn economy by 2020 with investment in value added agriculture and manufacturing.

The Murraylands and Riverland is the state's largest food bowl producing 25% of South Australia's agricultural GRP. Agriculture is the region's major economic output and accounts for 20% of jobs. Specifically, the region's economy is dominated by primary production (broadacre grains, livestock, horticulture, fruit, nuts and wine grapes) and both production and revenue from these industries and the secondary industries that depend on them are closely tied to climatic conditions.

Most of the townships in the region are small, with Murry Bridge (50 minutes from Adelaide) the largest regional centre, with a population of approx. 21,486. The Murray River is significant, not only as a tourism attraction in its own right, but a lifeblood to our communities and irrigated businesses. The Murray River runs through the region from Renmark in the north to Murray Bridge and the Coorong and lakes in the south, this being a natural economic corridor comprising in excess of 470,000 hectares.

Population growth will result from the increased South Australian population over the next 30 years, and the majority of this growth will occur along the river. Communities within the region are also keen to maintain and grow regional population, and strategies are in place to attract 'treechangers' to both riverside and dry land townships.

The region is well situated on key transport routes into Adelaide from Victoria, New South Wales and the state's South East. 150 B-doubles travel in and out of the region daily, 365 days a year. This is directly associated with our primary production and builds our region's strength and capability. There are also major gas pipelines that traverse some areas of the region making them ideal for industrial and logistics industries.

Transport infrastructure continues to be a priority for the region on several levels. Efficient transport systems – rail, road and air – are critical for growth and we expect the freight challenge to transform over time as we move up the value curve. The cost of infrastructure, particularly road development and maintenance, continue to be a burden for local government.

The region's education level is lower than average for the State, exacerbated by limited vocational and higher education facilities in the region. Larger businesses report that their ability to expand, or even remain in the region, is restricted by a lack of skilled employees. The importance of growing and educating our local workforce will assist with the loss of young people from our region.

The Jobs4Murraylands program is proving to be a great success. It is addressing some of the workforce gaps, employment outcomes high, low dropout rates and in 2017 was shortlisted for a National Training Award.

Skilled migration is an important mix and remains strong to the region, partly in response to the centralizing of skilled migration services, however this trend will be monitored. Our region has a range of employment opportunities covering areas from professional services, GP's, engineering to labouring positions and food production and processing.

Tourism has traditionally provided an important second source of revenue to the region. The Murray River currently attracts the second largest amount of domestic overnight visitors to Regional SA. Tourism is a vital industry for our region and accounts for 11% of our Gross Value Add (GVA) and 14% of the region's workforce. Tourism to the Murray River, Lakes and Coorong is predicted to grow by 40% by 2020. The region

has secured major tourism developments, such as The Bend Motorsport Park at Tailem Bend and the expansion of Monarto Zoo.

Natural resources are the foundation for, and strongly linked to economic and social benefits within the region. The Murray Darling Basin Plan will exert an enormous influence on sustainable environmental management, primary industries and manufacturing within the region.

Priority projects include:

Ref	Project	Status
4.02	Reducing Food Waste and Loss as a driver for regional economic growth	Investment Ready
4.08	One River Murray Authority (including river related infrastructure)	Advocacy
4.15	Lake Albert – Coorong Connector Environmental Impact Study	Feasibility
4.16	COTEC	Investment Ready

### 3.05 BAROSSA

The Barossa RDA region is located approximately 70km north east of Adelaide. The area includes the major centre of Gawler and many major towns including Roseworthy, Freeling, Kapunda, Greenock, Nuriootpa, Tanunda, Angaston, Lyndoch, Hewett, Mallala, Two Wells, Williamstown and Mount Pleasant. The region covers four local government areas (LGA):

- The Barossa Council
- The Town of Gawler
- Light Regional Council
- District Council of Mallala

In 2014/15 the estimated resident population in the Barossa RDA region was 69,313 persons, representing approximately 4.1% of the state total. Over the 15 years 2000/01 to 2014/15, the Barossa RDA region experienced steady population growth (25% or almost 14,000 persons), higher than for SA as a whole (11.5%).

Compared with the age distribution of the state, the Barossa RDA region has a slightly larger than average concentration of younger people (aged 0 – 14 years), a slightly smaller than average share of persons aged 15 – 64 years and a similar proportion of people aged 65 and over. The 15 – 64 year age group could be characterised as the working-age population.

In 2011, approximately 48% of all persons aged 15 or over in the Barossa RDA region held some form of non-school qualification (increasing from 35% in 1996). The level of qualification was generally lower for the Barossa RDA region than for SA with the number of persons aged 15 and over holding some form of non-school qualification in SA being 52% in 2011.

Based on Planning SA projections, the population in the Barossa RDA region will increase by about 39.6% over the 20 years from 2011 (Census year) whereas the total SA population is expected to increase by around 18.1%.

The top five contributors to total employment in the Barossa region in 2014/15 were manufacturing, health and community services, agriculture, forestry and fishing, retail trade and education and training. In 2014/15 employment in South Australia was approximately 731,900 (total jobs) which means the Barossa RDA region accounts for approximately 3.0% of the total state employment.

In 2014/15 the top five contributors to gross regional product (GRP) were manufacturing, agriculture, forestry and fishing, ownership of dwellings, health care and social assistance and education and training. In 2014/15 South Australia's gross state product was \$98.63 billion which means that the Barossa RDA region accounts for approximately 2.7% of the state economy.

Expenditure by tourists (\$245m) contributed approximately 13% of the total value of exports from the region in 2014/15 and was almost 5% of the SA total expenditure by tourists in 2014/16 (\$5.3b). The top contributors to the value of 'other exports' from the region in 2014/15 were the manufacturing (46%) and agriculture, forestry and fishing (26%) sectors.

In 2014/15 total GRP in the Barossa RDA region attributable to agricultural and food manufacturing (food) activities was approximately \$1.0billion which represented 39% of the regional total. The total employment impact generated by food industry activities in the Barossa RDA region in 2014/15 was estimated to be about 7,761 fte jobs, which represented 38% of the regional total.

In 2014/15 total GRP in the Barossa RDA region attributable to the wine industry was approximately \$548 million which represented 21% of the regional total.

The total employment impact generated by wine industry activities in the Barossa RDA region in 2014/15 was estimated to be about 4,560 full time equivalent jobs, which represented 22% of the regional total.

Priority projects for the Barossa include:

Ref	Project	Status
4.01	Northern Adelaide Irrigation Scheme and Associated Infrastructure	Investment Ready
4.10	Kingsford Industrial Estate	Feasibility
4.21	North East Bypass of Gawler	Advocacy
4.25	Electrification of Rail to Gawler	Investment Ready
4.26	Barossa Hospital with Airstrip	Feasibility
4.27	International Equine Centre	Advocacy

### 3.06 ADELAIDE METROPOLITAN

The RDA Adelaide Board aims to identify key themes and priorities for the region that are sourced from evidence-based analysis, available data and a consultation process. The RDA Adelaide Board has established a strategic framework to ensure clarity of purpose and support the five RDA National Outcomes.

#### The RDA Adelaide Objectives:

- To provide advice to the Federal Government on emerging issues affecting the region
- To identify gaps in service delivery between the three levels of Government
- To act as a conduit between the Federal Government and the local stakeholders

#### Adelaide Region Overview:

The Adelaide metropolitan region encompasses 1,596 square kilometres, or 0.16% of the landmass of South Australia. The region extends 90km north to south and is bounded to the west by the Gulf St Vincent and to the east by the Adelaide Hills.

Multiple Not-for-Profit sporting and charitable business entities and seventeen metropolitan councils represent the primary stakeholders in the region.

The region had a population of 1.125 million people and this represented 70.5% of the South Australian population (ABS, 2011 Census). Population growth is set to continue, with a projected population of 1.516 million by 2036.

Adelaide is a diverse and multicultural region with approximately 26% of the population born overseas and a further 47% of the offspring of one or more persons born outside Australia. Migrants born in North-West Europe accounted for 10% of the population, those born in Southern and Eastern Europe accounted for 4.7% of the population, while those born in Asia represented 7.6% of the population (ABS, 2011 Census).

Other than English, the most common languages spoken at home include Italian (2.7%), Greek (2.1%), Vietnamese (1.4%) and Mandarin (1.4%) (ABS, 2011, Census).

Indigenous Australians accounted for 1.3% of the population (ABS, 2011 Census).

Adelaide has a relatively older population, with 15.7% over the age of 65, and only 17.4% under the age of 15 (ABS, 2011 Census).

Whilst unemployment has been in line with the national average of less than 6%, many people have left employment due to disability and/or age.

The region has had a strong manufacturing base, with key enterprises that participate in advanced manufacturing benefitting from the strong Australian dollar. However, since the 2009 Global Financial Crisis, the manufacturing sector has experienced a downturn, including the closure of Holden's manufacturing plant in Elizabeth in 2017, also affecting a number of component manufacturers in the Adelaide metropolitan area.

Adelaide remains an important base for export industries, both in the direct production of export products and in the shipping of key commodities.

Governments have made the development of defence industries a priority, which has resulted in key projects being undertaken in Adelaide for the defence industry.

Education has been a sector of significant growth, being the state's third largest export. In 2012, South Australia generated \$852m in export income from education, with 67% coming from tertiary education. Virtually all of this activity will be based in Adelaide. While this represents a substantial effort, the state lags behind the other major capital cities, with NSW recording export earnings 700% greater than for SA, and Victoria 500% greater (ABS 2012 International Trade in Services, by Country, by State and Detailed Services, Cat no. 5638.0).

Tourism remains strong and is one of the state's strongest sectors with major tourism attractions including history, cultural events such as the Adelaide Festival and Womad, sporting events such as the Adelaide 500 and the Tour Down Under, as well as the significant impacts arising from the Adelaide Oval and the Riverbank Precinct Redevelopment.

### **RDA Adelaide Activities and Key Priorities for the Coming Year**

RDA Adelaide Board identified, through an evidence-based approach, the below six priority areas for the Adelaide metropolitan region:

- Population Growth and Demographic Change, including Immigration
- Growing the Economy, including Workforce Development
- Energy and Water Sustainability
- Transport and Infrastructure including National Broadband
- Housing Affordability
- Climate Change, Environment and Biodiversity

Each project will use a multi-disciplinary process (focus group meetings, desk top research and surveys/private meetings) to engage primary stakeholders in the region to validate and endorse the project. However due to limited funding for RDA Adelaide, only the highest projects in priority areas will be supported after an independent gap analysis has proven the project will not duplicate or compete with current services.

This report does not identify any infrastructure priorities specific to the Adelaide Metropolitan area.

### 3.07 ADELAIDE HILLS, FLEURIEU AND KANGAROO ISLAND

The Adelaide Hills, Fleurieu and Kangaroo Island region covers a relatively compact area of about 9,000 square kilometres. It is geographically and topographically diverse and borders the Adelaide Metropolitan area, the Barossa, the River Murray, the Great Southern Ocean and Gulf coast.

The region can be seen as a collection of communities that work together and contribute to their overall prosperity. This relies on communities being well connected and having appropriate human and social, physical and natural and economic capital to contribute.

The region is home to a large residential population of over 136,000 persons or 8% of the state. The population of the region is growing at about 3% above the rate for the state. The region is experiencing population growth concentrated on clearly identifiable population centres which face social and economic infrastructure challenges in keeping up. These are mainly in the Mt Barker area and along the southern Fleurieu coast and, to a lesser extent, around Yankalilla – these areas have an ageing population with particular areas of significantly higher than state average profiles in communities mainly in the southern Fleurieu precinct which have historical and continuing appeal for older persons.

Population growth is bringing changes to the demographic profiles of other precincts including Mt Barker and McLaren Vale District where there is a growing younger population and has a population that is generally well educated and academically qualified but there are distinct concentrations of more highly qualified and more affluent communities has a large regional labour force of 77,636 persons or about 8.9% of the state's workforce.

However, only about 46,550 jobs are provided in the region with high levels of commuting out of the region for work, particularly from the Adelaide Hills and Mt Barker. These areas have low unemployment rates that are about 2% - 2.5% below the state average. However there are pockets of significantly higher unemployment such as the southern Fleurieu coast with rates up to 3% higher than the state average.

The whole region is picturesque and environmentally significant and is highly susceptible to risks from extreme natural events like bushfire, flooding and coastal erosion. The region has a strong Indigenous and non-indigenous history and heritage which contributes to its character and provides industry development potential in arts and culture.

The region is subject to structural change based on policy priorities for governments like water catchment, water allocation, Marine Parks, the Murray Darling Basin Plan and variations in the NBN roll out.

Kangaroo Island has unique access issues reflected in lower relative competitiveness and social participation challenges for this precinct. Other areas of the region such as the inland rural precinct also face isolation from services and markets has major industries of comparative advantage include agriculture, forestry and fishing, manufacturing (including value adding to primary production) and tourism.

There is strong growth in industries that service growing populations eg, education and health, and key wealth generating industries are agriculture, forestry and fishing, tourism, mineral resources and manufacturing; particularly in food and wine.

In addition to public infrastructure works, there are investment opportunities in tourism, agriculture, horticulture, education, food processing, shopping centres, marinas, heritage centres and more. There is also a sound base of innovative businesses particularly in the Adelaide Hills and a strong link between levels of business innovation and proximity to the Adelaide Metropolitan area.

Priority projects for the Adelaide Hills, Fleurieu and Kangaroo Island include:

Ref	Project	Status
4.19	Duplication of Victor Harbor Road	Advocacy
4.20	Southern Off and On Ramps at Verdun, South Eastern Freeway	Advocacy
4.23	Public Transport – Goolwa/Victor harbor – Seaford Rail	Feasibility/Advocacy
4.24	Upgrade Mount Barker – Strathalbyn Road	Feasibility

### 3.08 LIMESTONE COAST

The Limestone Coast Region lies midway between the capital cities of Adelaide and Melbourne, covering just over 21,000km<sup>2</sup> in the south eastern area of South Australia. The area is made up of seven council areas totalling a population of 66,683 (ABS 2016).

Gross regional product is estimated at \$3.47 billion with around 7,000 local businesses present in the region. The region contains a broad range of industry sectors making for a robust and expanding business community.

The economy capitalises on the region's abundant natural resources and is built from traditional agriculture-based activities which have expanded to include forestry, manufacturing, tourism, engineering, transport, retail, health, education and service industries.

As exporters the Limestone Coast region is renowned internationally for supplying dairy, world class wines, nutritious beef and lamb grown on lush green pastures, fresh clean seafood from the pristine oceans waters bordering the regions coast and for the prominence of its plantation forestry areas.

With a diversity that is underpinned by a strong sense of community, the region provides an exceptional lifestyle and extensive economic growth opportunities.

Challenges for the region are considered to be:

- An ageing population
- Changes to industry structure and workforce skill needs
- Competing in a global economy
- Providing social infrastructure
- Inadequate hard infrastructure

Key areas of needs are:

- Infrastructure upgrades and development
- Broader education and training options
- Targeted and applicable research
- Access to skills and expertise
- Development of regional leaders and entrepreneurs for the future

RDA Limestone Coast has identified a number of key infrastructure priorities for the Limestone Coast Region. These are:-

- Implementation of the Green Triangle Freight Action plan and road upgrades.
- Maintenance and upgrades of the South East Drainage schemes of artificial rivers or watercourses.
- The upgrade of wastewater treatment facilities
- Increased power availability and reliability
- Greater mobile phone coverage and increased availability of high speed broadband.
- Improved marine infrastructure.

The Green Triangle Freight Action Plan (GTFAP) was a joint initiative between the South Australian and Victorian Governments addressing freight issues for the Green Triangle Region which encompasses parts of the south east area of South Australia and south west area of Victoria. Parts of the GTFAP are incorporated in the SA Draft Integrated Transport and Land Use Plan and the GTFAP currently has “real potential” status with Infrastructure Australia. A number of actions contained in the plan have been implemented, with others being progressively implemented as funding is secured.

The region’s priorities relating to power availability and reliability together with issues around mobile phone coverage and increased availability of high speed broadband are considered to be common to all regional areas in South Australia and are not restricted to the Limestone Coast Region. These priorities can perhaps be best addressed jointly by all regional RDAs in South Australia.

Other priorities such as wastewater treatment and improved marine infrastructure are region specific.

The priority around the upgrade of wastewater treatment facilities relates primarily to the Fingerpoint Wastewater Treatment Plant which services Mount Gambier and its surrounds. The plant is nearing capacity and has the potential to be an impediment to the expansion of population and industry development around Mount Gambier, if not addressed.

Improved marine infrastructure for a number of Limestone Coast ports continues to be a priority for RDA Limestone Coast and Local Councils, with a recently successful application under Regional Development Australia Fund Round 4, providing a boost for marine infrastructure at Port MacDonnell.

Maintenance and upgrade of the South East Drainage Schemes and specifically the Limestone Coast Road Bridge Life Extension/ Replacement project is considered to be critical to the economic future of the Limestone Coast region and has been selected as a key priority for which urgent action is required. The project is a critical road-bridge refurbishment project to maintain cross-regional road traffic to efficiently deliver agricultural and forest products to regional processing plants and export freight hubs and support regional productivity in the areas of agriculture, transport and industry.

This project sits directly alongside and complements the implementation of the Green Triangle Freight Action Plan, maintaining an efficient cross-regional road network to optimise transport of primary industries product to arterial transport corridors and freight hubs.

RDA Limestone Coast has identified a number of key infrastructure priorities for the Limestone Coast Region. These are:

Ref	Project	Status
4.04	Green Triangle Region Freight Plan Update	Investment Ready
4.09	Limestone Coast Road-Bridge Life Extension/Replacement	Investment Ready
4.12	Mount Gambier Airport Redevelopment	Investment Ready

## Part 4 INFRASTRUCTURE PROJECTS

### 4.01 NORTHERN ADELAIDE IRRIGATION SCHEME AND ASSOCIATED INFRASTRUCTURE

RDA Region	Barossa
CEO	Anne Moroney
RDA Key Project Contact/ Expert	Anne Moroney (CEO), J Miller (CEO, APC)
Class	Investment Ready
Project Description	The Northern Adelaide Irrigation Scheme is an enabler of the Northern Adelaide Plains Food Bowl Expansion Strategy. It is also an important element of a whole of region water security strategy through its anticipated connection with the Greater Gawler Stormwater Scheme, local Community Wastewater schemes and ultimately the Barossa Valley irrigation providing potential for River Murray and catchment replacement water and a drought resistant water plan for the wider region.
Estimated Project Cost (if known)	Not known
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management	<b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care
	Reclaimed water distribution and associated infrastructure including road upgrades, additional treatment for fit for purpose water, energy, waste management and telecommunications to facilitate intensive high quality food production on the Northern Adelaide Plains. Direct air freight access (ideally via Edinburgh Airforce base western runway access) will enhance export opportunities.

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>The Government of South Australia has an imperative to reduce discharge of recycled water into the Gulf of St Vincent. The Northern Adelaide Plains is well positioned through access to Port and Airport, major transport routes, a ready workforce adjacent in this region and northern Adelaide, and existing high quality food production in light and heavy vegetables, citrus and almonds. There are poultry processing facilities adjacent and port processing facilities to the North.</p> <p>The Northern Adelaide Irrigation Scheme was endorsed by the State Government for inclusion in Infrastructure Australia's priorities and is highlighted in the Northern Economic Plan as a growth facilitator for the wider region.</p> <p>The project aligns with the federal government's Water Initiative and the Water Fund to which application has been made for detailed design specifications. That decision is pending.</p>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>Barossa, Gawler, Light, Adelaide Plains, Northern Adelaide</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>Per the targets set in the 30 Year Plan for Greater Adelaide, the wider Barossa region is planned to grow above State Average growth rates with substantial new housing and economic growth. With a skilled workforce in the region and adjacent areas, a current Development Amendment Plan to facilitate design and rezoning of the land, this project represents major investment and jobs growth opportunity for the State. D'Vine Ripe is a 298ha facility employing some 200 people currently in planning for a further 15ha and 100 further jobs, facilitated by the opportunity for further reclaimed water.</p> <p>Soils and production profiling is underway for maximum sustainable return.</p> <p>Projections for growth as a result of the first stage (12GL) are for 3,700 new jobs, \$1.1 billion private investment and an additional \$578 million per year to the state's economy.</p>

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>Expressions of interest have returned a preferred contractor operator, currently in discussions with the state government. This will be a public private partnership investment with substantial additional private investment in business facilities.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>This project may become a main driver for economic development of the region. Investments into precinct infrastructure will generate a stream of private investments into retail, entertainment and health services and housing. The water will support sustainability of existing jobs and facilitate a more diverse economy.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>The project will benefit the Adelaide Plains, Gawler, Light, Northern Adelaide, Barossa and regions to the north.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>Employment opportunities will provide positive social impact. Training and educational opportunities associated with the industry growth. New housing already in construction provide for communities where people live, work and play rather than commuter/ dormitory towns.</p>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>Extensive soil and environmental testing, research and lessons learned from Adelaide Plains environmental issues provide a background for best practice land management for sustainable farming and positive environmental impact. Beneficial insect trails and Integrated Pest Management have been successful in this area in recent years. Poly house water capture and reuse and recycled energy are also options. On current practices, green waste to be recycled into mulch and energy.</p>
<p><b>Other supporting documents or information</b></p>	<p>30 Year Plan for Greater Adelaide, as updated. Northern Adelaide Irrigation Scheme Summary sheet.</p> <p><a href="https://www.dpti.sa.gov.au/_data/assets/pdf_file/0009/167535/ITLUP_Outer_Adelaide.pdf">https://www.dpti.sa.gov.au/_data/assets/pdf_file/0009/167535/ITLUP_Outer_Adelaide.pdf</a></p>

#### 4.02 REDUCING FOOD WASTE AND LOSS AS A DRIVER FOR ECONOMIC DEVELOPMENT

RDA Region	Murraylands Riverland
CEO	Jo Podoliak
RDA Key Project Contact/ Expert	Sandy Iosefellis – Regional Development Manager, Value Added Agriculture and Services
Class	Investment Ready
Project Description	Reducing Food Waste & Loss as a Driver for Regional Economic Growth A Fight Food Waste & Fraud CRC Bid Project
Estimated Project Cost (if known)	\$2,500,000
What Region/s does the identified demand impact?	Murraylands Riverland
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management	<b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care
	Utilities <ul style="list-style-type: none"> <li>Waste Management</li> </ul>

Project Details	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)</p> <p>Address capacity constraints</p> <p>Create employment (directly and indirectly)</p> <p>Sustained economic growth</p> <p>Increased productivity</p> <p>Ability to attract competitive funding</p> <p>Direct and indirect economic benefit</p>	<p>The Murraylands Riverland region runs the entire length of the Murray River corridor in South Australia producing food from natural resources in irrigated and dryland agricultural enterprises supplying domestic and export markets and the regions significant food manufacturing industry.</p> <p>The Murraylands Riverland is South Australia's largest primary food production region with primary production valued at \$1,232million GRP. The RDAMR Roadmap 2016-20 seeks to drive growth to \$1,400million by 2020. Based on global food waste and loss forecasts the region is by default the largest contributor to food waste and loss.</p> <p>The food waste and loss platform delivers a unique position for the region to significantly grow productivity and surpass the Roadmap 2020 target. The project will support activities and innovations that reduce food waste and loss that enable primary production to supply more markets from the same farm footprint to increase GRP. Growth is unprecedented and could exceed \$100million increase in GVP per annum at full implementation with a project deliverable set to deliver 10%.</p> <p>The World Research Institute (WRI) business case for reducing food waste reports that for every dollar a business spends on reducing food waste the return on investment (ROI) is fourteen dollars, in cities the ROI for every dollar is x93 and for countries the ROI on every dollar is x250. These figures indicate a ROI for this project would be forecast at \$232million.</p> <p>United Nations reports that agribusiness supply and demand drivers will require industry to be innovative with finite natural resources to meet demand of emerging middle-class economies of Asia and growing global population. The imminent opportunity is to supply more markets and feed more people by transforming food waste and loss with on farm and supply chain practices, investment in waste utilisation infrastructure and adoption of technologies.</p> <p>Transforming food waste and loss is most viable and environmentally sustainable at the source of the primary production making this project most feasible in region. The projects scope will include implementation of industry best practice pre and post farm gate in cold store and packing technologies; waste utilisation infrastructure investment to establish new industries and access to emerging markets; adoption of technologies.</p> <p>The Food Loss &amp; Industry Waste Research Project has demonstrated to industry the value of all ingredients of primary production and the nutritional profile, nutraceutical and calorific value of food waste and loss. Data in the final report is 'commercial in confidence' and can be used by this project to drive economic benefit for the</p>

	<p>region as RDAMR was an industry partner.</p> <p>This project will support circular farming models and contribute to South Australia's Circular Economy target to create 25,700 FTE additional jobs by 2030 by creating new long term skilled jobs in region.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The project has commenced research and is engaging with key contacts and establishing capability networks, making the project investment ready from June 2018.</p> <p>The SARMS Food Loss &amp; Industry Waste research project has identified the region has a significant gap in the analytical and technology infrastructure at a laboratory and commercial scale for food waste utilisation. Recommendations in the final report identified 11 analytical and 10 processing infrastructures utilise the regions food waste categories.</p> <p>Key to this project would be the analytical and processing infrastructure for freeze drying and micro-milling technology to utilise food waste to create new markets and GVP growth. These technologies retain product integrity including nutrition, colour, antioxidants for access to high value markets ie baby food, armed forces, functional foods, disaster response.</p> <p>The focus on reducing food waste and loss in Australia is gaining rapid attention from Government, industry leaders and consumers with media reports and programs such as the ABC's War on Waste. Agribusinesses that set targets and implement strategies to reduce food waste and loss will be positioned as driving sustainability and responsible enterprises.</p> <p>This project will seek matching funds from the FFW&amp;F CRC and partners to deliver the activities and measure outcomes. The CRC Bid is currently in the EOI stage with positive sentiments that it will progress to 'Invitation to Apply' in early – mid 2018. The project will be ready to commence immediately following announcement of successful CRC bids.</p> <p>The risk of the FFW&amp;F Bid being unsuccessful will require the project to re-evaluate funding sources but will remain a priority project for RDAMR.</p> <p>The project can be scaled up over several stages and years based on deliverable outcomes and attraction of new partners and industry stakeholders.</p>

<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions Sustained economic growth</p>	<p>The project will be transforming food waste and loss for economic benefit to the region to grow a vibrant sustainable industry that is more resilient to economic, seasonal and climatic pressures.</p> <p>The project will create opportunities to supply more markets from the same farm footprint and create revenue streams for all primary production outputs to increase GRP for primary production and the region.</p> <p>The FL&amp;IW bioprospecting evaluated nutritional profiles, bioactives and functional molecules of produce to assess the feasibility of the waste utilisation. The 'commercial in confidence' final report includes recommendations to for waste utilisation infrastructure to resource the refurbished Loxton Research Centre.</p> <p>Globally European countries are leading the way with reducing food waste using waste utilisation technologies such as freeze drying to create new products that align with consumer trends and demands. In Australia freeze dried technology is being led by Queensland enterprises and is not available commercially in the South Australia.</p> <p><a href="https://www.myfopo.com/">https://www.myfopo.com/</a></p> <p><a href="https://foodmag.com.au/freeze-dry-industries-opens-on-the-sunshine-coast/">https://foodmag.com.au/freeze-dry-industries-opens-on-the-sunshine-coast/</a></p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions</p>	<p>The World Research Institute (WRI) business case for reducing food waste reports that for every dollar a business spends on reducing food waste the return on investment (ROI) is fourteen dollars, in cities the ROI for every dollar is x93 and for countries the ROI on every dollar is x250. This cost benefit data indicates the project deliverables and ROI will have a higher impact on economic benefit if implemented as a cross regional project.</p> <p>This project will align with the National Food Waste Strategy, the FFW&amp;F CRC objectives, and South Australia's Circular Economy targets as determined by the project partners.</p> <p>Stage 1 of the project will be conducted in the Murraylands Riverland region and able to be extended into other South Australian RDA regions.</p>

<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts</p>	<p>This project has the capability to return significant economic benefit and position the region as a sustainable user of natural resources providing a range of positive social impacts including job creation that could support population growth, diversification of industry, resilience to environmental impacts, and development of new industries, growth in regional pride and identity.</p>
<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.</p>	<p>Food waste that becomes landfill creates greenhouse omissions almost equal to cars in Australia meaning any reduction in food waste to landfill will directly lower carbon omissions.</p> <p>Transforming food waste and loss will enable primary production to supply more markets from the same farm footprint positioning the region and industry as sustainable user of finite natural resources.</p> <p>Reducing food waste and loss on farm or aggregating post farm gate in region is the most viable and sustainable approach. Consideration to biosecurity requirements of the region for aggregation of waste is necessary.</p>
<p><b>Other supporting documents or information</b></p>	<p><b>LINKS TO:</b></p> <ul style="list-style-type: none"> <li>· Food Loss &amp; Industry Waste Executive Summary TBA</li> <li>· Champion 12.3 <a href="https://champions123.org/target-12-3/">https://champions123.org/target-12-3/</a></li> <li>· South Australia's Circular Economy <a href="http://www.greenindustries.sa.gov.au/circular-economy">http://www.greenindustries.sa.gov.au/circular-economy</a></li> <li>· FFW&amp;F CRC Prospectus <a href="http://pir.sa.gov.au/premium_food_and_wine/food_waste_and_fraud_prevention_crc">http://pir.sa.gov.au/premium_food_and_wine/food_waste_and_fraud_prevention_crc</a></li> </ul>

#### 4.03 NORTHLINK CROSS REGIONAL RAIL FREIGHT AND ASSOCIATED ROAD UPGRADES

RDA Region	Adelaide Hills, Fleurieu and Kangaroo Island
CEO	Damien Cooke
RDA Key Project Contact/ Expert	Damien Cooke <a href="mailto:damienc@rdahc.com.au">damienc@rdahc.com.au</a>
Class	Feasibility
Project Description	Feasibility Study and Business Case
Estimated Project Cost (if known)	Not Known
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Rail Public and Community Transport (using old rail corridor for public transport)

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	Commonwealth Regional Rail Fund State Government - Adelaide Hills population growth centre Local Government Transport Plans
<b>What Region/s does the identified demand impact</b>	National
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	<ul style="list-style-type: none"> <li>• Feasibility of a Northern Rail Freight Bypass to Two Wells, south of Truro.</li> <li>• Increase freight capacity and efficiency for East West rail freight movements.</li> <li>• Update of 2010 GHD report to assess current freight movements and costings of bypass.</li> <li>• Provide employment opportunities in Murray Bridge and North of Adelaide.</li> <li>• Reduced Road freight as rail becomes more efficient.</li> </ul>

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>2010 GHD report to be updated with an emphasis on East West Freight efficiency, single track from Murray Bridge to Two Wells, South of Truro and social economic benefits to be assessed.</p> <p>Subject to outcomes of this update, we would seek funding for a full feasibility and business case to be undertaken.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<ul style="list-style-type: none"> <li>• Opportunity for logistics centres in Monarto and Two Wells.</li> <li>• Free up inner Northern Adelaide land for urban infill.</li> <li>• Potential Public transport corridor on old rail corridor.</li> </ul>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>National benefit.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<ul style="list-style-type: none"> <li>• Potential for public transport corridor</li> <li>• Employment opportunities.</li> <li>• Reduced noise and related hazards in metropolitan Adelaide</li> <li>• Reduced traffic congestion on urban roads at level crossings.</li> </ul>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>Development of a rail bypass would affect the environment however it would also reduce the environmental impacts of the current heavy rail route through the Adelaide Hills. The proposed bypass would be designed to ensure that the land would be straighter and flatter than the current route, reducing emissions and fuel consumption.</p>
<p><b>Other supporting documents or information</b></p>	

#### 4.04 GREEN TRIANGLE REGION FREIGHT PLAN UPDATE

RDA Region	Limestone Coast
CEO	David Wheaton
RDA Key Project Contact/ Expert	David Wheaton
Class	Investment Ready
Estimated Project Cost (if known)	\$32.2 million
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Roads

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>The Green Triangle Region Freight Action Plan was originally developed in 2009, and subsequently updated in 2016 by the Victorian and South Australian Governments, in partnership with local government and industry stakeholders. The purpose of the plan was to develop a transport infrastructure investment and regulatory framework to manage the significant increases in freight traffic that would occur in the region once newly-established hardwood plantations came to harvest. It did this by quantifying the dimensions of the freight task and forecasting the likely patterns of timber flows from plantations to chipping mills in the region and to the Port of Portland in Victoria for export. However, structural changes in the timber industry have resulted in new freight patterns emerging – different in part to those forecast in 2009. This has resulted in greater concentration of freight task on certain corridors – placing the roads under extreme pressure, with forecasts suggesting these volumes will be sustained beyond 2025. Targeted investment is now needed to ensure key road corridors in the region are fit for purpose over the next decade with the capacity, safety and efficiency needed to perform this unique freight task, which includes underpinning a valuable export industry.</p> <p>The recently completed 2017-2020 Regional Roadmap for the Limestone Coast recognises the need to commit funding to maintain and upgrade the region's road network infrastructure as a key issue to the economic success of the Limestone Coast Region. It highlights the Green Triangle Freight Action Plan, which sets out a range of key investments in arterial road infrastructure needed to accommodate the current freight task and the significant increase in annual volumes which is expected. Equally it recognises the need to maintain an efficient and reliable 'local' road transport network across the region to feed the arterial transport corridors and freight hubs.</p> <p>Similarly, both the South Australian Strategic Plan and the Australian Government's "Regions 2030 – Unlocking Opportunity" plan highlights both the economic and social importance of critical regional infrastructure.</p>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>Limestone Coast</p>

Project Details	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)</p> <p>Address capacity constraints</p> <p>Create employment (directly and indirectly)</p> <p>Sustained economic growth</p> <p>Increased productivity</p> <p>Ability to attract competitive funding</p> <p>Direct and indirect economic benefit</p>	<p>As detailed in the Green Triangle Region Freight Action Plan Update, an analysis by the South Australian Department of Planning, Transport and Infrastructure has shown that upgrades to the existing arterial road network, especially road widening and overtaking lanes, will be justified on major roads (particularly the Riddoch Highway and Princes Highway) over a 20 year period. The potential interventions that appear to have the greatest justification for implementation in the shorter term (1 – 5 years) are:</p> <ul style="list-style-type: none"> <li>• Penola Bypass (northern section);</li> <li>• Overtaking Lanes on Riddoch Highway;</li> <li>• Rest Area upgrades on Riddoch Highway;</li> <li>• Road widening and shoulder sealing on the Riddoch Highway between Padthaway and Naracoorte.</li> </ul> <p>The Freight Action Plan Update identified the South Australian component of the required investment is approximately \$32m, with an overall investment for the entire Greater Green Triangle Region of approximately \$200m. There is a direct link between transport operating costs and gains to industry from directly investing in road strengthening, resurfacing and upgrades in the Green Triangle region. Based on current funding levels for road strengthening, resurfacing and upgrades, significant lengths of the road network may require speed reductions as a means of managing safety issues associated with road roughness levels. Modelling undertaken indicates that by the year 2035, 209.5km of roads out of a total 355km modelled would require speed reductions due to road roughness levels. This will have a broader financial impact of delays in getting a product from the paddock to the Port of Portland.</p> <p>Key freight routes are also deteriorating quicker, increasing costs to industry, impacting on safety and constraining economic growth. In order to maximise the economic potential of the region, investment commensurate with the predicted freight task and economic output of the region is required to stabilise the network. The model used to determine this has also been used to develop a program of road re-surfacing and rehabilitation which will significantly improve the average roughness as well as the structural strength of the road network leading to the port. Without direct investment in key freight routes in the region, the \$/tonne cost of transporting goods will adversely rise over time; reducing the competitiveness of the timber industry in export markets. It has been identified that if no additional investment occurs by 2025, the road roughness increases to around 5.56 IRI (international Roughness Index). The IRI is a measurement of road roughness with an upper acceptable limit of 5.8. This represents an operating cost increase from \$5.49/tonne to \$6.31, an increase of 14.9%</p> <p>Economic impact modelling has indicated that undertaking the proposed construction and civil works will directly create 257 employment opportunities in South Australia, and an increase in GDP of \$33.7m.</p>

	Furthermore, with the improved infrastructure and the subsequent increased productivity gains, the timber industry alone estimates a potential increase of truck movements in the Greater Green Triangle region of more than 30% over the next 10 years, resulting in increased (flow-on) demands for inputs (equipment etc) and skilled personnel.
<b>Deliverability/Achievability: 20%</b>  Addressing a need not provided by existing infrastructure Stage within a project lifecycle – shovel ready? Removes constraints on future infrastructure growth Funding arrangements – government, private, PPP Project scale and therefore attractiveness to investors Assessment of technical risk On-going stages and scaled based on volume Number of risks in the development Certainty around funding and business models including project strategy	Refer to the attached Green Triangle Region Freight Action Plan Update.
<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	The 2017-2020 Limestone Coast Regional Roadmap specifically points to the significant and growing risk to regional productivity associated with the decline of critical road transport infrastructure. <ul style="list-style-type: none"> <li>• The Limestone Coast contributes approximately \$3.6b of South Australia's Gross Product</li> <li>• Agriculture, forestry and fishing accounts for 24% of the region's total output</li> <li>• Limestone Coast accounts for 83% of South Australia's forestry and logging output</li> <li>• 41% of the State's dairy industry output comes from the Limestone Coast.</li> </ul>
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	This project directly affects the Councils of Grant, Naracoorte/Lucindale, Wattle Range and the City of Mount Gambier in South Australia, as well as Glenelg, West Wimmera, Moyne, Southern Grampians and Warrnambool in Victoria.  The economic footprint of the Greater Green Triangle Region includes: <ul style="list-style-type: none"> <li>• Largest plantation forestry area in Australia (355,000 hectares and 18% of the national plantation estate).</li> <li>• More than 150 separate businesses in the region rely on the forest industry</li> <li>• More than 4,000 direct forestry industry jobs</li> <li>• Over 18,000 jobs created by the region's forestry and transport sectors</li> <li>• Six globally significant plantation companies operating</li> <li>• More than 175,000 truck trips annually to the Port of Portland</li> </ul>

	<ul style="list-style-type: none"> <li>• Forestry and transport combined output exceeding \$790m per annum</li> <li>• Combined value added exceeding \$397m per annum</li> <li>• Exports in raw timber and timber products, mineral sands and grains expected to grow over the next 5 to 10 years</li> <li>• Port of Portland (Victoria) is currently the largest hardwood chip export in the world</li> </ul>
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	The proposed infrastructure updates will lead to: <ul style="list-style-type: none"> <li>• Transport industry efficiencies</li> <li>• Improved road safety for both industry operators and the general public</li> <li>• Employment opportunities during construction and through industry growth</li> <li>• Reduced infrastructure maintenance costs</li> </ul>
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	One of the key drivers for the proposed upgrade of the road infrastructure in the region is to facilitate transport efficiencies, both through reducing time spent on the road by freight operators due to improved quality of the road surfaces, as well as the upgrading of vehicles to high productivity freight vehicles, which will only be taken up by the industry if road infrastructure is suitable and adequately maintained. Ultimately this creates both operational cost gains and broader environmental impacts (benefits).  Refer to the Green Triangle Region Freight Action Plan for further details.
<b>Other supporting documents or information</b>	

#### 4.05 6 STAR INTERNATIONAL HOLIDAY RESORT

RDA Region	Whyalla and Eyre Peninsula
CEO	Dion Dorward
RDA Key Project Contact/ Expert	Dion Dorward
Class	Feasibility
Estimated Project Cost (if known)	\$500 million
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>Primarily classified under Community Infrastructure (tourism and sports) but due to its scope will include significant investment in transport and utilities, involving multiple partners, multiple land uses and international investment.</p>

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	Australian Government – Consistent with 'Regions 2030 Unlocking Opportunity', Minister for Regional Development  Consistent with the South Australian Government's Seven Priorities: <ul style="list-style-type: none"> <li>• Creating a vibrant city</li> <li>• Realising benefits of the mining boom for all</li> <li>• Premium food and wine from our clean environment</li> <li>• Meet target of \$511m visitor economy spend per annum by 2020</li> </ul> Draft Regional Visitor Strategy <ul style="list-style-type: none"> <li>• Access direct international flights</li> <li>• Develop the depth of product and build the trades interest in the region</li> <li>• Develop a 6 star resort hospitality and accommodation</li> <li>• Addresses the SATC tourism expenditure target of \$511m for the region and \$8bn for the state by 2020</li> </ul>
<b>What Region/s does the identified demand impact?</b>	Eyre and Western, Adelaide and South Australia
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	Employment <ul style="list-style-type: none"> <li>• Construction: 1,500</li> <li>• Operations: 900</li> <li>• Indirect: 900</li> </ul> Funding <ul style="list-style-type: none"> <li>• Resort – 100% private/corporate</li> <li>• Supporting transport and utilities – mixed public/ private investment</li> </ul> <p>If the tourism industry 'rule of thumb' of every \$100k invested in tourism creates 1 job then this project will create 5,000 jobs.</p> <p>Will create immediate investment and upgrade into all transport forms utilised by the visitor economy plus water, energy and communications.</p> <p>Second and third tier tourism accommodation and hospitality will receive new investment and renewal. Will retain families, grow education and training and attract new families/ workforce to the region. Will stimulate and significantly grow the cruise ship visitation to Port Lincoln which will in turn stimulate local business</p>

	support development and growth.
<b>Deliverability/Achievability: 20%</b>  Addressing a need not provided by existing infrastructure Stage within a project lifecycle – shovel ready? Removes constraints on future infrastructure growth Funding arrangements – government, private, PPP Project scale and therefore attractiveness to investors Assessment of technical risk On-going stages and scaled based on volume Number of risks in the development Certainty around funding and business models including project strategy	Land acquired, partnerships being negotiated, feasibility being undertaken, international investors in queue. Basic demand being identified by appropriate agencies.
<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	Estimated to nearly double current annual tourism spend in region (currently approximately \$260m pa). Significantly grow cruise market in terms of numbers of ships, providing and in-passenger expenditure on land per head. Will stimulate new business start up and investment in tourism experiences/ new products. Will grow the Port Lincoln Airport and services. Will stimulate new investment and upgrading of the Port Lincoln Marina precinct and main streets.
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	Contributions to all regions meeting share of \$8bn tourism target.  Will bring unparalleled marketing by an individual tourism business to South Australia. Will reinforce each region's food and wine contribution and create significant visitor demand to all regions. Will change the perception and magnitude for investment in the visitor economy in regional South Australia. Will be particularly significant for regions west of Adelaide and for regions with coastline accessible to cruise ship markets.
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels	Employment opportunities will provide positive social impact. Improved transport options and reduce social isolation, improves social interaction and increased access to health, education and services.  Will grow the region's population which will, in turn, together with visitors, be a catalyst for the provision of renewal and upgrade of hard and soft infrastructure (social, environment and industry/economic).  Will directly connect Coffin Bay with Port Lincoln with hiking, biking and horse riding trails.  Will grow the number of horse racing and sports events in the region.

Maximise positive and minimise negative social impacts	
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	The project will drive an economy of scale that will allow substantial new investment into valuing the environment agencies. The internal transport, energy, water and communication methods will be world leading for low carbon impact and will educate and grow adaptation of new low carbon technologies and environmental appreciation across the state.
<b>Other supporting documents or information</b>	

#### 4.06 STRZELECKI TRACK SEALING

RDA Region	Far North
CEO	Claire Wiseman
RDA Key Project Contact/ Expert	Claire Wiseman
Class	Advocacy
Project Description	The project involves sealing and upgrading 426 kilometres of the Strzelecki Track between Lyndhurst and Innamincka, and the upgrade and sealing of an additional 26 kilometres (the currently unsealed Nappa Merrie Access Road) between Innamincka and the Queensland border, connecting to Adventure Way. Once completed, it would form a sealed east-west land freight transport road link between Adelaide and Brisbane. The upgrade will provide an essential transport corridor to the expanding oil and gas industry in the Cooper Eromanga Basins and the pastoral industry in North East South Australia, increasing freight productivity and facilitating greater opportunities for trade and economic growth.
Estimated Project Cost (if known)	\$450 million (2015)
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Roads  Sub category Emergency Services Tourism Health Services Employment Public & Community Transport

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>Local Government</p> <ul style="list-style-type: none"> <li>• Outback Communities Authority Economic Growth and Investment Strategy</li> <li>• Outback Communities Authority OneOutback Prospectus</li> <li>• The Flinders Ranges Council Economic Growth and Investment Strategy</li> <li>• Roxby Downs Region Economic Growth and Investment Strategy.</li> </ul> <p>SA State Government</p> <ul style="list-style-type: none"> <li>• Key recommendation in the Roadmap for Unconventional Gas Projects in South Australia, released in 2012.</li> <li>• Priority project in South Australia's Integrated Transport and Land Use Plan, released in July 2015.</li> <li>• 30 Year Plan for Regional SA - How we travel around SA, Moving freight, Transport to support growing, competitive industries, connecting people and business – a high quality, well maintained road network, connecting people and towns – a passenger transport for regional communities</li> <li>• Project included in the RMIP Far North interim report</li> </ul> <p>Commonwealth Government</p> <ul style="list-style-type: none"> <li>• Infrastructure Australia Infrastructure Priority List - "early stage" rating September 2015</li> <li>• Australian 15 Year Infrastructure Plan and Infrastructure Priority List</li> <li>• IA Principles for Regional Infrastructure Planning – 1, 5, 6, 7 &amp; 8</li> </ul>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>National</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b>  Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>The upgrade will provide an essential transport corridor to the oil and gas industry in the Cooper Eromanga Basins, the pastoral industry in North East South Australia, tourism and the community, increasing freight productivity and facilitating greater opportunities for trade and economic growth.</p> <p>The project has a high potential for significant private sector involvement in both capital and operating expenditures. It is expected that the oil and gas industry and associated sectors in the Cooper-Eromanga Basin, and other users, will derive substantial benefits from a sealed road.</p> <p>Direct benefits of a sealed road include:</p> <ul style="list-style-type: none"> <li>• Improved access, amenity and safety for all road users.</li> <li>• A reduction in road user costs including both outlay when purchasing vehicles and maintenance costs.</li> <li>• A reduction in agency costs relating to maintenance and rehabilitation items.</li> <li>• Improved conditions for vehicles carrying livestock, with better outcomes for livestock (for example,</li> </ul>

	<p>reduced damage to livestock through bruising and/or suffocation from dust) resulting in stock losses and the associated productivity losses.</p> <ul style="list-style-type: none"> <li>• Reduced delays during wet weather conditions.</li> <li>• Increased tourism uptake (particularly for tourists without four wheel drive vehicles).</li> <li>• Enabling increased freight competition/ efficiency resulting from reduced risk of damage and wear for freight, vehicles and trailers.</li> <li>• Improved social connectivity as road users are more willing to travel for social functions when the route is sealed.</li> <li>• Reduced risk of damage to general freight.</li> <li>• Reduced travel times.</li> <li>• Reduced driver fatigue.</li> <li>• Improved network flood resilience and associated reduced flood damage.</li> <li>• Reduced freight costs.</li> </ul> <p>The current work undertaken on this project resulted in positive a cost benefit ratio, however, it only focused on the minerals and resources sector. There is an identified need to broaden the scope of work already undertaken to include aspects such as tourism, community, emergency services, economic opportunities, freight and any other areas worth considering, which would add further merit to the case for sealing and increase opportunities in seeking support for the project. RDA Far North and the Outback Communities Authority are in the early stages of planning to undertake this exercise.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>Outside of the Strzelecki Track, there is no alternative land route available between Adelaide and the Cooper Basin. Currently, the problems identified for the unsealed Strzelecki Track include:</p> <ul style="list-style-type: none"> <li>• The existing road condition and configuration has deficiencies that reduce travel speed (e.g. roughness, potholes and corrugations) and increase vehicle damage;</li> <li>• The lack of drainage and an all-weather surface make travel times unpredictable, with the road frequently inaccessible or closed due to flooding, wet conditions and incidents;</li> <li>• The road is not sufficiently wide/delineated for the safe operation of the most productive heavy vehicles, such as Performance Based Standard Level 4 (triple road trains and similar); and</li> <li>• The condition, alignment, configuration and remoteness of the road contributes to higher road crashes and trauma</li> </ul> <p>The further work to be undertaken by RDAFN and OCA is likely to identify and document further information about the project which will assist in understanding further the deliverability/achievability of this project.</p>
<b>Growth 15%</b>	<p>Whilst there is no current documented evidence of economic loss to regions as a result of the current</p>

<p>Resilience of reducing economic loss to Regions</p> <p>Sustained economic growth</p>	<p>condition or operation of Strzelecki Track, as outlined previously; the delays that occur when the road is closed put financial and emotional strains on the companies, employees, services and communities involved.</p> <p>The further work to be undertaken by RDAFN and OCA is likely to identify and document this information in detail.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives</p> <p>Consistency of infrastructure demands across multiple regions</p>	<p>Alignment to Federal and State Plans and objectives are previously outlined.</p> <p>As the project is of a national significance, the cross regional connections are in line with this included neighbouring QLD.</p> <p>With other major projects in SA, and in particular in the Adelaide Metro region, traffic efficiencies are being created and the flow of traffic is improving. However, when traffic, particular heavy vehicles, are halted there can be delays anywhere from hours to days if The Strzelecki Track is closed.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life</p> <p>Sustainable prosperity in communities</p> <p>Developing regions</p> <p>Social amenity and improved quality of life</p> <p>Sustainable prosperity in communities</p> <p>Alignment to regional infrastructure plans</p> <p>Impact on regional population levels</p> <p>Maximise positive and minimise negative social impacts</p>	<ul style="list-style-type: none"> <li>Reducing travel times and vehicle operating costs (including fuel, emissions and maintenance costs), particularly for heavy vehicles accessing the Santos oil and gas processing facility in Moomba from Port Augusta, as well as existing mining and onshore gas exploration in the Cooper Basin.</li> <li>Improving travel time reliability for freight (including gas, beef and cattle), tourists and people in remote communities by reducing the frequency/duration of road closures and providing safer opportunities for overtaking slower moving vehicles.</li> <li>Reducing the frequency and severity of crashes associated with overtaking, fatigue and the uneven road surface.</li> <li>Improving access for high productivity freight vehicles.</li> </ul>
<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise</p> <p>No harm to environment</p> <p>Sustainability of resources</p> <p>Water, flora, fauna, marine environment</p> <p>Minimise negative implications designated areas of national environmental significance.</p>	<p>As this project is sealing an existing road, ecological footprint could be minimised by optimising route alignment where possible and any impacts from new routing would be scoped and resolved as part of the planning process. Sealing of the route would also reduce regular ongoing maintenance requirements of an unsealed road.</p> <p>Sealing the route would see improved environmental outcomes from dust reduction and preservation of scarce unbound granular pavement materials and water, resulting in better environmental outcomes.</p>
<p><b>Other supporting documents or information</b></p>	<p><a href="#">SA Strzelecki Track assessment brief2015.pdf</a></p>

	<a href="#">Strzelecki Summary of benefit components.pdf</a> <a href="#">Strzelecki Track fact sheet.pdf</a>
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#### 4.07 COMPETITIVE EXPORT PATHWAYS FOR PRIMARY INDUSTRIES

RDA Region	Whyalla and Eyre Peninsula	
CEO	Dion Dorward	
RDA Key Project Contact/ Expert	Dion Dorward/ Peter Scott	
Class	Advocacy	
Estimated Project Cost (if known)	\$350 million	
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management	<b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Transport – Ports  A ‘grains first’ approach at Cape Hardy is essentially stage one of a two stage development process and will develop a panama size port with bulk handling, storage and loading infrastructure. It will help bring forward investment into the provision of a deep sea port catering for ships up to and including cape size vessels to transport multiple bulk commodities (mining, agriculture, seafood, processed foods) to international markets cheaply and efficiently. Includes an 1100 ha port side multi-industry park.  Efficiency upgrades are also required to Port Thevenard and Brennan’s Wharf (Boston Bay) including expansion of berth boxes, improved navigation assets, cruise ship facilities and separation of fishing fleets from bulk commodity areas. These works are being identified and priced through industry consultation and expert analysis.

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>Aligns with Infrastructure Australia <i>Reform Actions 7 and 23</i> to develop 30 year plans for port infrastructure and assist moving minerals from pit to port.</p> <p>Aligns with SA Strategic Infrastructure Plan strategy to develop infrastructure to support viable mining projects.</p> <p>Supports the State Government Strategic priority to realise the benefits of the mining boom for all South Australians.</p> <p>Aligns with the State Government draft Integrated Transport and Land Use Plan to develop freight and port solutions to support mining ventures.</p> <p>Supports the RMIP to develop a port solution on the eastern coast of Eyre Peninsula and is identified as the preferred location for that part of the region.</p> <p>Supports the SA Government Strategic Plan Target 42 to increase the value of minerals processing and production to \$10 billion by 2020</p> <ul style="list-style-type: none"> <li>• Investing in programs to increase export potential of businesses</li> <li>• Fostering entrepreneurship by supporting the efforts of individuals and businesses in taking up and commercialising new innovations and technologies</li> <li>• Investing in productive infrastructure that drives the expansion of existing industries and unlocks new opportunities in the industries of the future.</li> </ul>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>National – The Cape Hardy Port is the only project in regional South Australia with an Infrastructure Australia 'High Priority' status. In addition to potentially providing competitive tension to the market and mitigating risk from dependence on a single point of export, it is expected that this project will help trigger connection to the national rail grid through industry investment into standard gauge rail networks which will benefit regions beyond Whyalla and Eyre Peninsula. The project is of national significance. Port upgrades at Thevenard and Port Lincoln impact the state's GSP and export capability.</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b>  Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity</p>	<p>No Cape Size Port anywhere between Port Kembla and Esperance. Has full approvals and will help open up mining and other industries in South Australia. At least one new export Port is required to enable efficient access to markets for minerals and agricultural products from the region.</p> <p>This would open the door for multiple new mining projects in the region. But mines don't exist in isolation they need other infrastructure to get their product from the mine to the port. This infrastructure would enable</p>

<p>Ability to attract competitive funding Direct and indirect economic benefit</p>	<p>efficient access to markets for bulk commodities and would underpin new mining development in Lower and Central Eyre peninsula and the Far North. It would also improve Agriculture and Fishing Industry Efficiency and access to global markets.</p> <p>An international preliminary expression of interest (PEOI) received over fifty registrations from a very wide cross section of industries. The PEOI process provides strong evidence that this project will be a significant catalyst of economic diversity and for infrastructure investment including road, rail, energy and water for and well beyond the region. These projects would require around 7,000 construction jobs, provide 1,500 direct full time operational jobs and around 4,500 indirect jobs in the region to support them.</p> <p>Modelling of the impact of growth in the mining industry alone would add just under \$1.9 Billion in today's dollars to Gross regional Product in the first eight years, with an annual contribution of more than half a billion dollars per year after this.</p> <p>Companies exporting from Thevenard have identified works necessary to sustaining and growing existing production and employment. The cruise ship industry is growing exponentially and requires investment at the wharf in Port Lincoln and there is a need for substantial new investment into marine loading and unloading facilities for the fishing industry.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure Stage within a project lifecycle – shovel ready? Removes constraints on future infrastructure growth Funding arrangements – government, private, PPP Project scale and therefore attractiveness to investors Assessment of technical risk On-going stages and scaled based on volume Number of risks in the development Certainty around funding and business models including project strategy</p>	<p>MOUs between Iron Road and RDAWEP, EPLGA, EPNRM, EPICCA, Emerald Grain, EPCBH and an Indigenous Land Use Agreement (ILUA) with the Barngarla Aboriginal Corporation.</p> <p>Financial Partners are largely the Industry Proponents, however State and Federal Government can support through policy to de-risk projects for potential investors, coordinate development of supporting infrastructure and provide access to funding such as the Regional Growth Fund.</p> <p>The economic and community merit of the Cape Hardy Multi-Use Deep Sea Port Project is compelling as reflected by its High Priority Project status with Infrastructure Australia (including the process to receive this status), major project status with the State and Australian Governments and it is identified in South Australian Government documents as the preferred site for lower Spencer Gulf and is the preferred site for a deep sea port by the District Council of Tumby Bay. All major development approvals have been granted with a variation for the grain component being initiated.</p> <p>As part of the SA Magnetite Strategy, the Government has created the Central Eyre Iron Project Task Force to ensure third parties benefit from Iron Road's proposed \$4.5 billion investment in Australia's largest magnetite</p>

	mine linked by rail to a new deep-water port at Cape Hardy. Industry is well engaged at Port Lincoln and Thevenard.
<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	Will provide competition to the grain industry providing savings in the region conservatively estimated at \$40m per annum. Modelling of the impact of growth in the mining industry alone would add just under \$1.9 Billion in today's dollars to Gross regional Product in the first eight years, with an annual contribution of more than half a billion dollars per year after this.
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	<ul style="list-style-type: none"> <li>Aligns with Infrastructure Australia Reform Actions 17 and 19 to develop a national energy framework and make better use of existing infrastructure. Will underpin power supply in South Australia and the eastern states.</li> <li>Has High Priority Project Status with Infrastructure Australia.</li> <li>Aligns with SA Strategic Infrastructure Plan strategy to upgrade the Eyre Peninsula transmission network to meet the SA Transmission Code.</li> <li>Supports the State Government strategic priorities to grow advanced manufacturing and realise the benefits of the mining boom for all South Australians.</li> <li>Supports the draft RMIP business case to upgrade the Eyre Peninsula electricity transmission network.</li> <li>Supports the SA Government Strategic Plan Target 35 to exceed the national economic growth rate and Target 56 to provide economic and social infrastructure to accommodate population growth.</li> </ul>
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	<p>Five of the region's eleven councils have negative population growth and the region's population only increased by 0.3% per annum between 2001 and 2016. Jobs in agriculture and fishing declined by 20% in the same period. This project will create population growth and value adding opportunities to primary industries as identified in the PEOI. This in turn will increase demand for community services, township amenities and enhanced travel options.</p> <p>MOUs between Iron Road and RDAWEP, EPLGA, EPNRM, EPICCA, Emerald Grain, EPCBH and an Indigenous Land Use Agreement (ILUA) with the Barngarla Aboriginal Corporation are further evidence of the perceived social, environment and economic benefits that this project will deliver across the region.</p> <p>Many existing jobs are reliant upon the continued use of Port Thevenard and Port Lincoln. Job loss would spark further population loss across the region.</p>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>Cape Hardy has Local, State and Australian Government EIA approvals. Interesting to note - no dredging required.  Port Thevenard and Port Lincoln are existing use sites and it is unlikely that the upgrades envisaged will cause extra detriment to the environment.</p>
<p><b>Other supporting documents or information</b></p>	

#### 4.08 ONE RIVER MURRAY AUTHORITY (INCLUDING RIVER RELATED INFRASTRUCTURE)

RDA Region	Murraylands and Riverland
CEO	Jo Podoliak
RDA Key Project Contact/ Expert	Vanessa Liebelt – Regional Manager, Innovation and Growth
Class	Advocacy
Estimated Project Cost (if known)	To be confirmed
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p>	<p>Community Infrastructure</p> <ul style="list-style-type: none"> <li>• Tourism</li> <li>• Employment</li> <li>• Sport and Recreational facilities</li> <li>• Art/Culture</li> <li>• Housing</li> </ul> <p>Utilities</p> <ul style="list-style-type: none"> <li>• Water</li> <li>• Wastewater management</li> </ul>

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <ol style="list-style-type: none"> <li>1. South Australia's Seven Strategic Priorities</li> <li>2. South Australia's Strategic Plan</li> <li>3. Strategic Infrastructure Plan for South Australia</li> <li>4. Infrastructure Australia's Principles for Regional Infrastructure Planning</li> <li>5. Local Government Strategic Plans</li> <li>6. Department of Defence strategic plans and projects</li> <li>7. South Australia Tourism Plan</li> <li>8. Murray Darling Basin Plan</li> </ol>	<p>South Australia's Seven Strategic Priorities aligns with the concept:  <i>Premium Food and Wine from our clean environment</i>, including culinary tourism  An affordable place to live, including housing for families on low income</p> <p>One Murray River Authority proposal aligns with the SA Strategic Plan Priorities and Targets;</p> <ul style="list-style-type: none"> <li>• <b>Community</b>, Targets: 4, 7,</li> <li>• <b>Prosperity</b>, Targets: 35, 40, 56</li> <li>• <b>Environment</b>, Targets: 64, 75.</li> </ul> <p>South Australia Infrastructure Plan contains strategies for infrastructure sectors including Land – through enduring 'the timely release of a well-located supply of industrial and residential land to the market' and 'other processes affecting development will be streamlined and transparent and provide a high level of certainty for developers'. The introduction of the new Planning System with opportunities to establish a Planning Agreements for assigned areas and delegated functions to a board, although unknown at this stage as to the powers of the board, these changes acknowledge the need for updated policy and align in part with the One Murray River concept.</p> <p>DPTI also recognise the zones along the river are dated, and a review is underway of zones.</p> <p>Murraylands &amp; Riverland Local Government Association Strategic Plan aligns with the concept through their Key Initiatives, Goals and Actions:</p> <ul style="list-style-type: none"> <li>• <b>Key Initiative 1 Leadership and advocacy</b> – Achieving greater influence for local government in matters affecting councils and communities;</li> <li>• <b>Key Initiative 2 Capacity building and sustainability</b> – Assist the sector drive economic development</li> </ul> <p>The Rural City of Murray Bridge Riverfront Strategy, 2016 identifies and details opportunities for rejuvenation along the Murray River Corridor. Acknowledging the need to improve aesthetic appeal, access to the river, improve water quality and encourage more interaction and integration between social, economic and environmental outcomes identified along the river.</p> <p>South Australian Tourism Plan aligns with the concept through its identified <i>Priority Action Area</i>:</p> <ul style="list-style-type: none"> <li>• <b>Working better together</b>, Action 3, 4.</li> <li>• <b>Increasing the recognition of the value of tourism</b>, Action 4</li> <li>• <b>Provision of a supportive environment</b>, Investment in Public Infrastructure Action 3</li> </ul>
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	The Murray Darling Basin Plan provides a comprehensive view of the social make-up and economic activity across the Basin and has been drafted following analysis of impacts and water reform. The objectives of the Basin Plan include optimising social, economic and environmental outcomes arising from the use of Basin water resources in the national interest.
<b>What Region/s does the identified demand impact?</b>	The Murray River corridor of South Australia. The Murraylands, Riverland and Lakes to the Murray Mouth.
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	<p>The goal of the formation of a One Murray River Authority is to create a long-term public endorsed vision for the Murray River in South Australia, incorporating economic, environmental and social needs and making the policy landscape better for business to support a positive regional economy.</p> <p>The Murray River is the state's economic corridor stretching approx. 600 kms in South Australia from the border with Victoria to the Murray Mouth, encompassing the lower lakes and Coorong. This significant source of water underpins a significant contribution to the State's economy, \$1.2b in primarily through primary production and food processing, and a further \$262 million through tourism including recreational, leisure and eco tourism.</p> <p>There is further demand for the premium clean green produce and tourism experiences offered through this corridor from national and international markets. With access to affordable land, water availability and interstate transport routes, the region is well positioned to take advantage of this demand boosting the State's economic output and creation of jobs.</p> <p>The Murray River crosses borders with 8 local Council areas and has approx. 15 Government departments, industry stakeholders and regulatory bodies with jurisdiction causing a complete and fragmented system which contributes to minimal action in addressing barriers and constraints to economic growth. Other constraints include:</p> <ul style="list-style-type: none"> <li>○ <b>Regulatory Framework</b> <ul style="list-style-type: none"> <li>○ Interstate regulations at a higher standard than SA</li> <li>○ Highly regulated commercial industry with minimal recreational regulations</li> <li>○ Definition of Houseboats / vessels</li> <li>○ Implications of interstate regulations</li> </ul> </li> <li>○ <b>Barriers to development</b> <ul style="list-style-type: none"> <li>○ 1956 Flood Line</li> <li>○ Crown land</li> </ul> </li> </ul>

	<p>Momentum now exists to address the issues and constraints highlighted along the Murray River and embrace the opportunities for economic growth and sustainability through the creation of a single body that can represent the river and drive greater and more sustainable social, economic and environmental benefits for the State.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <ul style="list-style-type: none"> <li>• Addressing a need not provided by existing infrastructure</li> <li>• Stage within a project lifecycle – shovel ready?</li> <li>• Removes constraints on future infrastructure growth</li> <li>• Funding arrangements – government, private, PPP</li> <li>• Project scale and therefore attractiveness to investors</li> <li>• Assessment of technical risk</li> <li>• On-going stages and scaled based on volume</li> <li>• Number of risks in the development</li> <li>• Certainty around funding and business models including project strategy</li> </ul>	<p>Achieving full control will require significant changes to current governance arrangements and legislation. At this early planning stage boundaries and delegated authorities have not been confirmed, however general indication shows consistency is required in:</p> <ol style="list-style-type: none"> <li>1. <i>Regulatory Framework</i> - Houseboat and vessel regulation and Enforcement</li> <li>2. <i>Jurisdiction</i> - Existence of Multiple agencies and Interstate regulations</li> <li>3. <i>Barriers to Development</i> – Planning, land developments, Zoning, Crown Land</li> </ol> <p>A collective objective and vision for the River is for one entity that can, as far as practicable, holistically coordinate and manage the key planning, decision making and licencing for the River to ensure sustainable management in a manner that optimises its economic and social benefits to the region and state.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions Sustained economic growth</p>	<p>With the competitive advantages the region has, including access to freight and transport routes, the ability to produce clean green produce recognized and sought after in world markets, high standards of biosecurity, and fertile, flat affordable land the region is set for growth.</p> <p>The Murraylands and Riverland Jobs, Growth &amp; Investment Report 2016-2020 collated quantified data collected through consultation with business, industry and government capturing the planned and proposed growth and investment for the region. Significant investment in capital (\$124m), infrastructure developments (\$1.022b), tourism redevelopments and upgrades across the region (\$49m excluding The Bend Motorsport Park).</p> <p>An increase in workforce requirements is expected with planned investment in the region with approx. 1,500 new jobs to be created.</p> <p>In order to capitalise on the planned and proposed investments and potential for growth the region must support the businesses and industry to overcome constraints and barriers identified along the Murray River corridor. Barriers such as unlocking potential land for development within the historical flood lines, and other zoning restrictions, reforming the planning and building development assessment process for consistency along the river corridor and across the region, regulating and enforcing stringent vessel and houseboat Codes of Practices to align with the eastern states. Delegating authority to one regime of governance would improve prospects of leveraging external authorities, allowing for a more streamline process across many areas and</p>

	likely see greater outcomes for the river and economic prosperity of the region.
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	<p>The Murray River SA Alliance was formed with stakeholders from across the regional from Local, State and other Statutory authority entities to progress a proposal for a One Murray River Authority.</p> <p>The Murray River expands approx. 600kms in South Australia, across 8 Local Government Councils, this with the multitude of Govt departments and other agencies that hold jurisdiction to varying degrees, provides complex and divided legislation and regulatory controls along the corridor in areas including infrastructure, planning and assessment, management of Crown Land and zoning. The consistent message amongst the River Corridor is that in many instances this equates to no action.</p> <p>The South Australian Strategic Plan Priorities for the <i>Community, Prosperity and Environment</i> and the targets set out to achieve these priorities recognise the contribution to the State and Federal economy from regional SA, and the need for 'regional communities to build on their economic foundations, generate social vitality and preserve their environmental assets' and 'creating the conditions for regional businesses and communities to grow and prosper is fundamental'.</p> <p>Momentum now exists to address issues highlighted along the Murray River and implement opportunities for improvement such as regulation, infrastructure and planning, innovation and leadership with a single body,</p>
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	<p>It is acknowledged that although illegal, there are permanent Houseboats moored along the Murray River in South Australia. Absent of Council rates and dry land housing these have become 'cheap housing' and often without the compliance of black and grey water pose a significant threat to the environment, occupants and other river users.</p> <p>Alternative affordable housing would need to be established with assistance from relevant Government agencies to ensure adequate living standards</p> <p>Positive impact on regional populations can be achieved in a single authority with jurisdiction and authority to police regulation to improve aesthetics and liveability of the townships along the riverbank, reduce environment impact from non-complaint vessels, aid in development and investment, boost the visitor economy and support community clubs and sporting associations and other social services.</p>
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national	<p>The creation of a single authority would encompass a level of jurisdiction that would have authority to act for the non-compliant houseboats and other vessels that pose a risk to the environment and human health risks.</p> <p>The EPA has a Code of Practice for Vessel and Facility Management as well as Inland Waters that details wastewater requirements and powers to undertake water audits for vessel requirements with non-compliance noted and distributed to the registered owner.</p> <p>The limitations of the EPA include:</p>

environmental significance.	<ul style="list-style-type: none"> <li>• Remaining non-compliant vessels</li> <li>• Contacting owners, no registration on many boats</li> <li>• Ability to inspect recreational vessels on water</li> <li>• An increase in the use of “porta potties”</li> <li>• Obtaining pump out records and receipts</li> <li>• Dealing with abandoned and sinking vessels</li> <li>• Issues with treatment system reliability and maintenance</li> </ul> <p>In late 2016 the Murray River experienced a high flow event where multi regional stakeholder and regulatory bodies reacted to the ‘event’ in conflicting messaging created confusion and had the ability to devastate the summer tourism season for the region. RDAMR coordinated a one region approach in collaboration with Murray River Lakes &amp; Coorong and Destination Riverland releasing regular industry updates included flows across the border and predictions of impact of black water and other associated events.</p> <p>The creation of a single body to coordinate the key messaging and factual information during times of high flows in 2016 and droughts in 2009 has the ability to minimise the social, economic and environmental impacts to the State.</p>
<b>Other supporting documents or information</b>	<p>Available Documents</p> <ul style="list-style-type: none"> <li>• The Murraylands and Riverland Jobs, Growth &amp; Investment Report 2016-2020</li> <li>• MAP – The Murray River Corridor</li> </ul>

#### 4.09 LIMESTONE COAST ROAD-BRIDGE LIFE EXTENSION/REPLACEMENT

RDA Region	Limestone Coast
CEO	David Wheaton
RDA Key Project Contact/ Expert	David Wheaton
Class	Investment ready
Estimated Project Cost (if known)	\$17 million
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<ul style="list-style-type: none"> <li>• Water</li> <li>• Drainage</li> <li>• Bridges</li> <li>• Culverts</li> </ul>

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia’s Seven Strategic Priorities  South Australia’s Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia’s Principles for Regional Infrastructure Planning  South Australia’s Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>The Regional Development Australia Limestone Coast 'Regional Roadmap' 2017- 2018 recognises the need to commit funding to maintain and upgrade the region’s road network infrastructure as a key issue to the economic success of the Limestone Coast Region. It points to the up-dated Green Triangle Freight Action Plan, which sets out a range of key investments in arterial road infrastructure needed to accommodate the current freight task and the significant increase in annual volumes which is expected in part due to new plantation timber resources and export demand for wood products. Equally it recognises the need to maintain an efficient and reliable 'local' road transport network across the region to feed the arterial transport corridors and freight hubs. The Roadmap points to the significant and growing risk to regional productivity associated with the decline of critical road transport infrastructure.</p> <p>RDALC places the need to extend the service-life and/or upgrade these road-bridges across the secondary road network as a priority directly alongside the implementation of the key recommendations of the Green Triangle Freight Action Plan relating to major 'Principal Freight Network' developments.</p> <p>A report by the South Eastern Water Conservation &amp; Drainage Board, “Management of Bridge Infrastructure” indicates that the region has 307 span bridges, 1480 culvert crossings and 220 local government and private land crossings which support more than 2,600kms of critical drainage systems throughout the region. Furthermore, the vast majority of crossings in the region were constructed during the 1940s and 1950s, with many of the bridges having either reached or are approaching their normal service life of 50 years.</p> <p>The Green Triangle Region Freight Action Plan was originally developed in 2009, and subsequently up-dated in 2016 by the Victorian and South Australian Governments in partnership with local government and industry stakeholders. The purpose of the plan was to develop a transport infrastructure investment and regulatory framework to manage the significant increases in freight traffic that would occur in the region once newly-established hardwood plantations came to harvest. It did this by quantifying the dimensions of the freight task and forecasting the likely patterns of timber flows from plantations to chipping mills in the region and to the Port of Portland in Victoria for export. However, structural changes in the timber industry have resulted in new freight patterns emerging – different in part to those forecast in 2009. This has resulted in greater concentration of freight tasks, placing the roads under extreme pressure, with forecasts suggesting these volumes will be sustained beyond 2025. Targeted investment is now needed to ensure key road corridors in the region are fit for purpose over the next decade with the capacity, safety and efficiency needed to perform this unique freight task, which includes underpinning a</p>
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	<p>valuable export industry.</p> <p>Similarly, both the South Australian Strategic Plan and the Australian Government's "Regions 2030 – Unlocking Opportunity" plan highlights both the economic and social importance of critical regional (transport) infrastructure.</p>
<b>What Region/s does the identified demand impact?</b>	Limestone Coast
<b>Project Details</b>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)</p> <p>Address capacity constraints</p> <p>Create employment (directly and indirectly)</p> <p>Sustained economic growth</p> <p>Increased productivity</p> <p>Ability to attract competitive funding</p> <p>Direct and indirect economic benefit</p>	<p>The project is a critical road-bridge refurbishment project to maintain cross-regional road traffic to efficiently deliver agricultural and forest products to regional processing plants and export freight hubs.</p> <p>At this time, more than 40 steel girder construction span-bridges (all built prior to 1967) have been identified as exhibiting significant structural deterioration (generally relating to 'metal loss' due to corrosion). All of these bridges are approaching the point in their service life where they will have to be load-limited, unless the deterioration can be halted by means of service-life extension refurbishment (generally corrosion sand-blasting and metal-sealing, along with replacement of failed components, and in some instances concrete repairs). Without such refurbishment, these bridges will be progressively load-limited and essentially closed to heavy traffic.</p> <p>Significant new investments are set to occur across the Green Triangle Region over the next three to five years, which, coupled with the massive timber export opportunities over the next decade, presents enormous opportunities for the region. For these opportunities to be fully realised requires investment in critical transport infrastructure. The Limestone Coast relies heavily on its road network to move of freight into and out of the region, to its national markets and for its export products. This network includes secondary district roads between regional townships and transport hubs; and a number of substantial local roads which carry significant volumes of produce from the farm/forest gate to the arterial transport network and to local processing facilities (such as abattoirs, dairies, fish processing plants, wineries, sawmills and paper pulp mills. This project will contribute to this maintaining this vital cross-regional secondary road network.</p> <p>The Limestone Coast Region is recognised as a significant economic centre of the State. The primary industries sector is the region's largest revenue earner generating in excess of \$500M per annum (Econsearch, 2009) and is also the region's largest employer, supporting 18.8% of the region's workers. The significant new investments set to occur across the region over the next three to five years, coupled with the massive timber export opportunities over the next decade, are expected to generate a significant number of new jobs in the region; a large proportion of these in the primary industries sector. A capable regional transport network including its</p>

	<p>secondary road network will be critical to the development and success of the important primary industries sector of the region and therefore employment of much of the region's established and expanding workforce</p> <p>The direct addition of \$17.0 million annual output in the Heavy and Civil Engineering Construction sector of the Limestone Coast region economy would lead to an increase in indirect demand for intermediate goods and services across related industry sectors. These indirect industrial impacts (Type 1) are estimated to be an additional \$13.38m in Output, representing a Type 1 Output multiplier of 1.79. There would be an additional contribution to the Limestone Coast region economy through consumption effects as correspondingly more wages and salaries are spent in the local economy. It is estimated that this would result in a further increase in Output of \$2.63m. The combination of all direct, industrial and consumption effects would result in total estimated rise in Output of \$33.01m in the Limestone Coast region economy, representing a Type 2 Output multiplier of 1.94. These impacts would not be limited to the local economy. Industrial and consumption effects would flow outside the region to the wider Australian economy to the tune of \$12.75m in Output.</p> <p>The combined effect of economic multipliers in the Limestone Coast region and the wider Australian economy is estimated to be \$45.76m added to Australia's Output.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>Refer to attached economic impact assessment and the SE Water Conservation &amp; Drainage Board Report "Management of Bridge Infrastructure"</p>

<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions Sustained economic growth</p>	<p>The 2017-2020 Limestone Coast Regional Roadmap specifically points to the significant and growing risk to regional productivity, associated with the decline of critical road transport infrastructure. The Limestone Coast contributes approximately;</p> <ul style="list-style-type: none"> <li>• \$3.6b of SA's Gross Product</li> <li>• Agriculture, forestry &amp; fishing accounts for 24% of the region's total output</li> <li>• Limestone Coast accounts for 83% of South Australia's forestry &amp; logging output</li> <li>• 41% of the State's dairy industry output comes from the Limestone Coast</li> <li>• 83% of Australia's Lucerne seed production</li> <li>• 31% of SA's beef production output</li> <li>• Premium wine production and rock lobster industries exporting to the world</li> </ul> <p>Regional Development Australia Limestone Coast 'Regional Roadmap' 2017-2020 specifically points to the significant and growing risk to regional productivity associated with the decline of critical road transport infrastructure. It places the need to extend the service-life and/or upgrade (where necessary) these road-bridges across the secondary road network, directly alongside the implementation of the key recommendations of the Green Triangle Freight Action Plan relating to major arterial transport developments. This project aims to ensure the ongoing structural integrity and functionality of key road-bridges, to:</p> <ol style="list-style-type: none"> <li>1. Avoid widespread road-bridge closures and the resultant diversion of particularly heavy freight traffic</li> <li>2. Maintaining an efficient cross-regional road network to optimise transport of primary industries product to arterial transport corridors and freight hubs and/or regional processing plants</li> <li>3. Various agricultural enterprises anticipate moving to larger machinery for planting, harvesting and distribution.</li> <li>4. Load limited or bridge closures will mean that many landholders will have difficulty in utilising this technology ie movement from one part of the enterprise to another will require significant diversions which can be costly if using the primary road network.</li> </ol>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions</p>	<p>This project directly effects the local Government Areas of South Australia (including the Council of Grant, Naracoorte/Lucindale, Wattle Range and The City of Mount Gambier) as well as the Western Victoria Shires of Glenelg, West Wimmera, Moyne, Southern, Grampians and Warrnambool. Furthermore, as the vast majority of all product grown and/or processed in the limestone Coast is transported out of the region across all of SA, interstate, and of course exported to the world.</p>

<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts</p>	<p>The proposed infrastructure up-grades will lead to;</p> <ul style="list-style-type: none"> <li>• Transport industry efficiencies</li> <li>• Improved road safety, for both industry operators and the general public</li> <li>• Employment opportunities, during construction and through industry growth</li> <li>• Reduced infrastructure maintenance costs</li> </ul>
<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.</p>	<p>The up-grade and maintenance of the infrastructure will ultimately create transport efficiencies, and therefore reduce transport operating costs and consumption of transport consumables.</p>
<p><b>Other supporting documents or information</b></p>	

#### 4.10 KINGSFORD INDUSTRIAL ESTATE

RDA Region	Barossa
CEO	Anne Moroney
RDA Key Project Contact/ Expert	Anne Moroney (CEO)/ Brian Carr (RDAB Board)
Class	Feasibility
Estimated Project Cost (if known)	Not known
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>Kingsford Industrial Estate is located between Sturt Highway and Thiele Highway, Kingsford, approximately 44 kilometres north of the Adelaide CBD.</p> <p>The property has easy access to the Sturt Highway, which provides immediate and direct access to the new Northern Expressway, Main North and South Roads, providing access to Port Adelaide, Adelaide International Airport, Adelaide's northern industrial suburbs, Outer Harbour and the Adelaide CBD. Road train access is available.</p> <p>Major industrialists located in Kingsford include Amcor, Scott's Transport, Nuriootpa Traders, Premium Bottling, Hi Trans and Ahrens Group. The property's location also provides easy access to the Barossa Valley, Gawler and the Riverland.</p> <p>Infrastructure barriers at Kingsford Regional Industrial Estate (KRIE), lead to exploring localized power generation using renewables and battery storage technologies. There is no gas available within the estate however there is a main than runs along Thiele Highway past Wilhelm Road and to Amcor, which has sole rights to the gas. All allotments have a 40mm water feed and access to a 150mm fire water main so 50 ML p.a</p> <p>The site is zoned for industrial uses and suitable for general and light industries that are of State or regional significance. These industries add value to agricultural and associated logistic land uses as well as defence and manufacturing industries potentially operating 24 hours per day, 7 days a week. Minimal allotments 5 hectares.</p>

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	<ul style="list-style-type: none"> <li>• The site is suitable for general and light industries that are of State or regional significance.</li> <li>• Potential to advance all 7 South Australian strategic priorities</li> <li>• Priority for Light Regional Council</li> </ul>
<b>What Region/s does the identified demand impact?</b>	Barossa, Gawler, Light, Adelaide Plains Whole of South Australia including Adelaide
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	Per the targets set in the 30-Year Plan for Greater Adelaide, the Barossa region is planned to grow above State Average growth rates with substantial residential growth at adjacent Roseworthy. This planned population growth coupled with the proximity of this location to Northern Adelaide, means a significant ongoing workforce will be available to service this type of project well into the future.  Potential residents of Kingsford Industrial Estate – manufacturing businesses able to create significant employment for the region and State.

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>Public + Private investments required for Infrastructure improvements.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>This project may become a main driver for the economic development of the region. Public/private investments into precinct infrastructure will generate a stream of private investments into manufacturing. Industrial Precinct with “ready to go” greenfield infrastructure will be the first industrial site in SA offering amenities and infrastructure similar to the Industrial park.</p> <p>Manufacturing sites will require manufacturing services, and support an emerging industry sector (engineering and manufacturing services) in the region.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>Barossa, Light, Gawler, AP, Northern Adelaide, whole of South Australia.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>Employment opportunities will provide positive social impact. Need quality jobs to bring highly educated workforce to the region. Manufacturing sites will require manufacturing service support which is already an emerging industry sector in the region.</p>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>Renewable energy project to cover energy needs of existing residents and provide opportunities for the co-located businesses and community is under consideration. Feasibility study required.</p> <p>Study should focus also on associated infrastructure barriers (gas, electricity, storm water management) and how these could be addressed.</p>
<p><b>Other supporting documents or information</b></p>	<p>Light Regional Council Development Plan is available at <a href="http://www.sa.gov.au/developmentplans">www.sa.gov.au/developmentplans</a>  Aerial photos available</p>

#### 4.11 SECURITY OF NATIONAL TRANSPORT LINKS TO PERTH AND DARWIN – YORKEY’S CROSSING

RDA Region	Far North
CEO	Claire Wiseman
RDA Key Project Contact/ Expert	Claire Wiseman
Class	Feasibility
Estimated Project Cost (if known)	<p>Various options are available for this project as follows (Data from March 2012):</p> <p>Sealing Yorkey’s Crossing - \$34.1 mil (BCR 0.10)</p> <ul style="list-style-type: none"> <li>Sealing Yorkey’s Crossing and realign south east end \$45.6mil (BCR 0.08)</li> <li>Duplication of the Port Augusta Bridge - \$145mil (BCR 0.06)</li> <li>New Port Augusta Bypass + 2<sup>nd</sup> bridge - \$87.6mil (BCR 0.18)</li> <li>Pedestrian and Emergency Access - Great Western Bridge Restoration (\$7mil approx) **</li> </ul> <p>The option with the greatest BCR is the 3<sup>rd</sup> one which would see the bypass shortened and a second bridge built near the top of the gulf.</p> <p><i>** Great Western Bridge Restoration - Restore the longest timber bridge in South Australia which connects the two halves of the city and provides safe pedestrian and cycle interconnection and an alternative route for emergency vehicles. This bridge was recently closed due to it being deemed unsafe. The bridge provided back-up emergency access, cycle-pedestrian link between the two halves of the city. The main highway is now the only link and it unsuitable for elderly people on gophers or school children on bikes. The speed limit on the bridge has been reduced to 40km to make it safer for pedestrians, however this effects the national transport corridor. It is essential that this pedestrian/cycle facility be repaired</i></p>
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p>	<p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p>
	<p>Roads (including Bridges)</p> <p>Sub Categories</p> <p>Emergency Services</p> <p>Public and Community Transport</p>

Water	Social Support Services	
Telecommunications	Libraries	
Waste Management	Child Care	

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<ul style="list-style-type: none"> <li>• Commonwealth – strategic Objectives 2,3 &amp; 5</li> <li>• SA Seven Strategic Priorities – 1 &amp; 6</li> <li>• SASP – Prosperity</li> <li>• SIPSA – 1.3 &amp; 4.2 – this project is listed as medium to long term – need to advocate for it to be moved to a short to medium term priority</li> <li>• 30 Year Plan for Regional SA - How we travel around SA, Moving freight, Transport to support growing, competitive industries, connecting people and business – a high quality, well maintained road network, connecting people and towns – a passenger transport for regional communities</li> <li>• IA Principles for Regional Infrastructure Planning – 1, 5, 6, 7 &amp; 8</li> <li>• Project included in the RMIP Far North interim report</li> <li>• Local Government Strategic Plans – PACC strategic objective 3</li> </ul>
<p><b>What Region/s does the identified demand impact</b></p>	<p>This project has a national impact.</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>Such a large project in the region will create a wide variety of benefits for local contractors for the planning and construction phases. The estimate for this is unknown at this stage, however, a project of this size will involve many trades and professional services, which can all be supported within the Far North region.</p> <p>Average Annual Daily Traffic Estimates from DPTI show that 22 vehicles use Yorkey's Crossing per day. However, in the event of the Joy Baluch AM bridge being unable to be used due to an accident or incident, this number increases greatly as the only other method of getting from one side of the gulf to the other is via Yorkey's Crossing. This road is currently 22km of unsealed road, which is impassable after even 5mm of rain. If these two events were to occur at the same time, the 'nation stops' as there is no access for vehicles to get from east to west and vice versa. Yorkey's Crossing is also the only route for over width vehicles to use e.g. any vehicle exceeding 3m in width.</p> <p>The creation of an alternative all-weather route around the CBD of Port Augusta would increase productivity for all vehicles, in particular, the heavy vehicle industry. If an all-weather route were available this would significantly reduce extended when a rain event (even a small rain event) occurs. A significant rain event could potentially close Yorkey's Crossing for weeks; this has occurred in the past with sections of the road being washed away, leaving repair vehicles unable to reach the problem areas due to the condition of the rest of the road.</p>

	<p>The closure of both Yorkey's Crossing and the Joy Baluch AM bridge at the same time has major impacts on emergency services vehicles. The old Spencer Gulf bridge can be used in an emergency however; this involves the removal of barriers and guards for vehicle access to the bridge. The condition of the old Spencer Gulf Bridge is that of significant deterioration where it could cope with very infrequent vehicle traffic (a small emergency vehicle only), however extended use would not be safe.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The existing infrastructure is not suitable for its current and future use as outlined above.</p> <p>There are a variety of plans drawn up which make the project shovel ready, e.g. the sealing of the road can commence whilst final bridge design is completed.</p> <p>Of the 21 approved operating mines in SA, 12 are located in the Far North Region and of the 34 developing projects, 15 are located in the Far North Region. The development an expansion of these mines requires various heavy and over-size equipment and infrastructure such as housing to be transported to site. The closure of Yorkey's Crossing during a rain even can impact on this considerably.</p> <p>Funding for the project would be sought from State and Federal Governments with Local Government considering its options. As a method of cost recoupment a toll could be a considered option.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>Whilst there is no evidence of economic loss to regions as a result of the current condition or operation of Yorkey's Crossing bypass, as outlined previously, the delays that occur when the road is closed put financial and emotional strains on the companies and employees involved.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>Alignment to Federal and State Plans and objectives are previously outlined.</p> <p>As the project is of a national significance, the cross regional connections are in line with this.</p> <p>With other major projects in SA, and in particular in the Adelaide Metro region, traffic efficiencies are being created and the flow of traffic is improving. However, when traffic in particular heavy vehicles, reach Port Augusta there can be delays anywhere from hours to days if Yorkey's Crossing is closed which requires the use of a 1000km+ bypass route.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions</p>	<p>The main social impacts of this project are linked to being able to divert the heavy vehicle traffic around port Augusta on an ongoing basis, apart from the vehicles that are servicing the town and surrounds, or those that are travelling to the West.</p> <p>The heavy vehicle movements through town travel down the main highway, which is in the centre of town,</p>

<p>Social amenity and improved quality of life</p> <p>Sustainable prosperity in communities</p> <p>Alignment to regional infrastructure plans</p> <p>Impact on regional population levels</p> <p>Maximise positive and minimise negative social impacts</p>	<p>and go past schools and busy foot traffic areas. The highway also creates stop-on-go movements for the heavy vehicles as they negotiate their way through three sets of traffic lights and one set of pedestrian lights. This in turn leads to increased use of noisy exhaust brakes in the built up areas.</p>
<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise</p> <p>No harm to environment</p> <p>Sustainability of resources</p> <p>Water, flora, fauna, marine environment</p> <p>Minimise negative implications designated areas of national environmental significance.</p>	<p>As outlined above, diverting heavy vehicle traffic around Port Augusta on a safer, sealed and all-weather road would result in a considerable reduction in noise levels and carbon emissions within the main township.</p> <p>Most of the current route already exists, with the exception of shortening the length and constructing a bridge overpass for the top of the gulf. Therefore, the environmental impacts would be on the new route and bridge, which would be scoped and resolved as part of the planning process.</p>
<p><b>Other supporting documents or information</b></p>	<p><a href="#">Yorkeys Crossing Options PA Road Management Plan Draft 2012.pdf</a></p>

#### 4.12 MOUNT GAMBIER AIRPORT REDEVELOPMENT

RDA Region	Limestone Coast
CEO	David Wheaton
RDA Key Project Contact/ Expert	David Wheaton
Class	Investment Ready
Estimated Project Cost (if known)	\$9.002 million
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>Transport</p> <ul style="list-style-type: none"> <li>Airport</li> </ul>

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>The project aligns with the seven priorities of the South Australian Strategic Plan and provides transport to South Australia's second largest city.</p> <p>The RDALC Regional Roadmap 2017-2020 recognises the need to commit funding to upgrade the Mount Gambier airport to handle larger aircraft and offer more diversity in freight and passenger services.</p> <p>The Discussion Paper for the Strategic Infrastructure Plan for SA recognizes that "the Mount Gambier Airport, owned by local government, is the state's second largest in terms of annual passenger movement and will require significant capital expenditure to enable it to accommodate possible new services by larger aircraft with contingent new security requirements."</p> <p>The 2016-17 budget included an investment of \$1.086 million towards an upgrade of Mt Gambier Airport bringing the State Government's total contribution to more than \$4 million, including \$2.95 million announced in 2016.</p>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>Limestone Coast</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b>  Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>Economic benefits flowing to the state as a result of the project will be multifaceted and significant. The airport currently has operational limitations and there is a need to lengthen and strengthen the runway and aprons to accommodate larger aircraft that will improve efficiency and service delivery.</p> <p>The project will facilitate access to lucrative east coast domestic markets and international Asian markets and present significant opportunities for the region's high value, high margin, short shelf- life fresh perishable products such as abalone, lobster, dairy and beef products. Avenues to such markets for these products are currently constrained because of lack of air freight infrastructure.</p> <p>The region has much untapped potential to attract and satisfy the high end tourism market. Between September 2015 and September 2016, 46,000 international visitors stayed in the Limestone Coast, the most visited region in South Australia after Adelaide. This project will enable fast and efficient access by air to capitalize on the region's reputation for quality food and wine, natural landscapes, attractions and places of beauty like Mount Gambier's world renowned Blue Lake and world heritage listed Naracoorte Caves.</p> <p>Generations in Jazz", one of the largest youth jazz events in the world, is held annually in Mount Gambier</p>

	<p>attracting over 5000 students and visitors, with the event growing year by year. Due to its success, world renowned jazz musician James Morrison, a long term patron, has made Mount Gambier his home and established the James Morrison Academy of Music in Mount Gambier. Expansion of “Generations in Jazz” and the ability to attract other national and international events and festivals to the region will be one of the many economic benefits resulting from the project.</p> <p>Corporate conferences and conventions expected to be attracted as a result of this project are identified as another source of ongoing economic benefit to the region. Previously, the Limestone Coast has been selected as an ideal location, only to miss out when organisers wanting to land 100 plus delegates at a time have been deterred by restricted aircraft capability due to infrastructure limitations.</p> <p>The potential contribution to Gross Regional Product will be \$190.8 million, with 83 FTE jobs created during construction and up to 136 over the effective life of the upgrade.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The Airport is owned by the District Council of Grant (DCG) which has the proven capacity to deliver a project of this size. It is responsible for an area of over 1,898 square kilometres and maintains roads, and community infrastructure to the value of approximately \$926 million. Council currently employs 73 people to deliver local government services to the community, including management and operation of the Mount Gambier Airport.</p> <p>DCG is ready to commence this project as soon as funding is available. A Business Case and Cost Benefit Analysis has been prepared along with a range of plans, including: Project Management Plan, Asset Management Plan, Risk Management Plan, and a Procurement Plan.</p> <p>The State Government and Local Government believe this is a viable opportunity but it depends on Federal Government funding.</p>

<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions Sustained economic growth</p>	<p>Accommodating larger aircraft with the capacity to travel directly to Brisbane and Sydney will further open up the region to these major markets and provide the opportunity for enhanced connectivity to international markets through close proximity to direct links to South East Asia.</p> <p>The project will facilitate access to lucrative east coast domestic markets and international Asian markets and present significant opportunities for the region's high value, high margin, short shelf- life fresh perishable products such as abalone, lobster, dairy and beef products. Avenues to such markets for these products are currently constrained because of lack of air freight infrastructure.</p> <p>The region has much untapped potential to attract and satisfy the high end tourism market. Between September 2015 and September 2016, 46,000 international visitors stayed in the Limestone Coast, the most visited region in South Australia after Adelaide. This project will enable fast and efficient access by air to capitalize on the region's reputation for quality food and wine, natural landscapes, attractions and places of beauty like Mount Gambier's world renowned Blue Lake and world heritage listed Naracoorte Caves.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions</p>	<p>The project will benefit South Australia and in particular the council areas within the Limestone Coast Region:</p> <ul style="list-style-type: none"> <li>• City of Mount Gambier</li> <li>• Grant District Council</li> <li>• Kingston District Council</li> <li>• Robe District Council</li> <li>• Tatiara District Council</li> <li>• Naracoorte / Lucindale District Council</li> <li>• Wattle Range District Council</li> </ul>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels</p>	<p>Airports play an important role in connecting individuals, families and communities with the rest of the country and indeed the world. The Region's isolation presents a lack of opportunities for residents to engage, collaborate and exchange ideas with communities in Adelaide, Melbourne and beyond.</p> <p>The upgrade will provide greater access to medical and other services not available in the Limestone Coast and allow specialists to more readily fly in to the region.</p> <p>The Mount Gambier Airport also serves as a base for aerial fire bombers during the fire danger season which is essential to the South Australian Country Fire Service and Victorian Fire Agencies, providing critical fire and</p>

Maximise positive and minimise negative social impacts	emergency operations support for a cross border operations agreement. At present, a limited parking apron area results in restricted refilling capability and delayed aircraft movements during a major fire. A new parking apron area and increased capacity and availability of water for refilling as part of the project will boost the aerial fire-fighting capability in what is a very high bushfire risk area.
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	<p>The airport must ensure all reasonable and practicable measures are in place to prevent or minimise the generation of pollution from the undertaking of the airport. In addition, the airport is required to monitor and report the state of the environment at the airport to state and commonwealth authorities.</p> <p>The Impacts of aircraft noise is mitigated by the Airport being located approximately 12km from the City of Mount Gambier.</p>
<b>Other supporting documents or information</b>	<i>Executive Summary: Business Case for the Mount Gambier Airport Redevelopment</i>

#### 4.13 HIGHWAY ONE UPGRADE (PORT WAKEFIELD)

RDA Region	Yorke and Mid North
CEO	Dylan Strong
RDA Key Project Contact/ Expert	Lynn Wallace, Economic Development Mid North
Class	Advocacy
Project Description	A dual lane carriageway upgrade of Highway 1 through Port Wakefield to the intersection of Copper Coast / Augusta Highways junction.
Estimated Project Cost (if known)	
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p>	<p>Roads</p> <p>Associated categories:</p> <p>Tourism</p> <p>Emergency Services</p> <p>Public and Community Transport</p> <p>Dual-lane carriageway in each direction to address:</p> <ul style="list-style-type: none"> <li>freight access to and from the Bowmans intermodal,</li> <li>safe access and egress from the businesses alongside Highway 1, and;</li> <li>safe access for freight and tourism ingress and egress from Yorke Peninsula at the Copper Coast / Augusta Highways junction.</li> </ul>

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>Aligned with:</p> <ul style="list-style-type: none"> <li>• Commonwealth – strategic Objectives 2,3 &amp; 5</li> <li>• SA Seven Strategic Priorities – 1 &amp; 6</li> <li>• SASP – Prosperity</li> <li>• 30 Year Plan for Regional SA - How we travel around SA, Moving freight, Transport to support growing, competitive industries, connecting people and business – a high quality, well maintained road network, connecting people and towns – a passenger transport for regional communities</li> <li>• IA Principles for Regional Infrastructure Planning – 1, 5, 6, 7 &amp; 8</li> <li>• Local Government Strategic Plans – supported by 7 surrounding LGA's (Wakefield Regional, Copper Coast, Yorke Peninsula, Barunga West, Port Pirie, Mt Remarkable, Clare &amp; Gilbert Valleys).</li> <li>• A variety of reports have been produced that refer to and or focus on required upgrades for the Yorke and Mid North region by state government departments, private consultants and RDAYMN. RDAYMN's 2015 Freight Plan in particular references a number of key government plans where key regional priorities have been included from the State governments Integrated transport and land use plan through to PIRSA's 90 day transport plan, all of which reference require upgrades within and surrounding Port Wakefield.</li> </ul>
<p><b>Project Details</b></p> <p><b>Economic: 30%</b>  Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>Highway 1 is a designated Major Traffic Route, Primary Freight Route and Direct Tourist Route</p> <ul style="list-style-type: none"> <li>- &gt;4,000vpd, &gt;11,000vpd on public holidays</li> </ul> <p>Highway 1 is a key connector to:</p> <ul style="list-style-type: none"> <li>- Yorke Peninsula, Copper Coast, Eyre Peninsula, Upper Spencer Gulf, Flinders Ranges, Far North, Cooper Basin, Victoria through to WA and NT</li> <li>- Bowmans intermodal (the largest in Australia and the only intermodal in SA)</li> </ul> <p>Highway 1 services Freight, Tourism, Agriculture, Mining, Social/Sport, Commuting economies.</p> <p>Such a large project in the region will create a wide variety of benefits for local contractors for the planning and construction phases not to mention ongoing economic benefits following implementation. It will provide certainty for existing businesses in Port Wakefield, greater capacity for holiday traffic and substantially improves road safety.</p>

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The existing Highway One infrastructure is not suitable for its current and future use as outlined above. The safety issues experienced at the Copper Coast / Port Augusta Highway intersection are compounded by the ever increasing tourism traffic combined with increases in road freight.</p> <p>Funding for the project would be sought from State and Federal Governments. A full business case is required.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>The retention of through-traffic in a dual carriageway of Highway One through Port Wakefield (as opposed to a Bypass) is pivotal for the economic sustainability of Port Wakefield.</p> <p>The development stands to significantly benefit freight transport and safe tourist access to the Yorke Peninsula, will bring numerous opportunities to expand and grow industry sectors. The redevelopment of the highway will also deliver benefits to nearby Bowman’s Intermodal facility, just outside of Balaklava, which holds significant medium to long term prospects for expansion through linkage with the Northern Rail Freight Bypass proposal.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>Wakefield Regional, Copper Coast, Yorke Peninsula, Barunga West, Port Pirie, Mt Remarkable, Clare &amp; Gilbert Valleys. Whole of South Australia impacts.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>Substantial consultation has occurred within the Port Wakefield township, which provides an indication of strong community support for the proposal. Many residents consider the highway the ‘life blood’ of Port Wakefield.</p> <p>Employment opportunities will provide positive social impact.</p>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>The current route already exists. Some minor land acquisition may be required within the Port Wakefield township to ensure sufficient road shoulders and sidings (this would be scoped and resolved as part of the planning process). Therefore, the environmental impacts would be minimal, and significantly less than a Bypass option.</p>
<p><b>Other supporting documents or information</b></p>	<p>A Port Wakefield Road Traffic Management Study commissioned by DPTI to investigate options that address the Balaklava Road junction, improve safety and traffic flow, and access to service stations and adjacent businesses through Port Wakefield, was completed in March 2018. While the Study has not yet been released, it is understood to recommend a dual-lane carriageway through Port Wakefield and estimates costs this work plus the overpass at a little over \$65 million.</p> <p>The Study was for DPTI and the Yorke Peninsula Alliance of Councils to use as a starting point for further discussion with the community and other stakeholders to identify potential improvement initiatives for possible future funding.</p>

#### 4.14 UPPER EASTERN SPENCER GULF PORT

RDA Region	Yorke and Mid North
CEO	Dylan Strong
RDA Key Project Contact/ Expert	Jo-anne Buchanan, Economic Development YP
Class	Feasibility
Estimated Project Cost (if known)	Feasibility study - \$5 million (estimate) Single Consolidated Port – estimated at \$310 - \$790 million (Port only) Direct lading Port with rail link- \$1.6 billion
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Port Infrastructure Rail link (associated Roads and Electricity Infrastructure upgrades, etc.)

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>Aligned with:</p> <ul style="list-style-type: none"> <li>• Commonwealth Government Strategic objectives, including Infrastructure Australia's Priority List 'National Freight Network'</li> <li>• SA's Seven Strategic Priorities including 'Realising the benefits of the mining boom for all'</li> <li>• SA Strategic Plan Targets: <ul style="list-style-type: none"> <li>○ Target 56 - Strategic infrastructure: ensure that the provision of key economic and social infrastructure accommodates population growth</li> <li>○ Target 47 - Jobs: increase employment by 2% each year from 2010 to 2016</li> <li>○ Target 37 – Total exports: Increase the value of South Australia's export income to \$25 billion by 2020</li> <li>○ Works towards related goal of 'South Australia's transport network enables efficient movement by industry and the community'.</li> </ul> </li> <li>• SISPA – referred to in the draft Plan</li> <li>• SA's Integrated Transport and Land Use Plan – YMN Solutions and Actions</li> </ul>
<p><b>Project Details</b></p> <p><b>Economic: 30%</b>  Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>The Feasibility Study itself will not enable significant job creation, however, should the Port progress it would support substantial employment during the construction phase and through the ongoing operational aspects of the Port.</p> <p>The new Port would address capacity constraints by enabling Post-Panamax ships to fully load for export. The Port may be a multi-user Port for both the agricultural sector, however likely to be majorly focussed on iron ore exports for the Braemar region. This solution best balances the desire for consolidation and minimises the need for additional land transport.</p> <p>Post feasibility, through the Port's [potential] establishment, there would be significant employment created through the construction phase (3 – 5 years) and ongoing operations.</p> <p>Sustained economic growth would be achieved through an increase in exports and increased productivity.</p>

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The potential for a new deep sea port in Northern Yorke Peninsula has been mooted for a number of years. More recently the proposal has been identified in key strategic documents including the:</p> <ul style="list-style-type: none"> <li>• Draft SISPA</li> <li>• Draft YMN RMIP</li> <li>• Draft SA Integrated Transport and Land Use Plan</li> <li>• YMN Infrastructure Audit</li> </ul> <p>The Port is not a ‘shovel ready’ project at this stage. There is a strong need to undertake a detailed Feasibility Study to assess the various options and technical issues that will need to be addressed.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>Establishment of a new deep sea Port will mean significant employment opportunities to the region during the construction and ongoing operational phase/s of the port and rail.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>The Port will serve the Yorke and Mid North Region and the Far North relating to mines in the Braemar district.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>The port and rail option will ensure there is less reliance upon road transportation, and therefore less impact on the domestic and tourism users of existing roads.</p> <p>The potential for a Port on the north of Yorke Peninsula has been mooted for a number of years in a number of plans, more recently including:</p> <ul style="list-style-type: none"> <li>• Draft SISPA</li> <li>• Draft SA Integrated Transport and Land Use Plan</li> <li>• Draft YMN Regional Mining Infrastructure Plan</li> <li>• YMN Infrastructure Audit</li> </ul>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>The rail to port option will affect road transportation, ie less impact on roads (maintenance requirements) and lower emissions through the use of rail.</p>
<p><b>Other supporting documents or information</b></p>	<p>Northern Yorke Peninsula Ports Business Case – draft through RMIP process – this report is confidential at this stage.</p>

#### 4.15 LAKE ALBERT – COORONG CONNECTOR ENVIRONMENTAL IMPACT STUDY

RDA Region	Murraylands and Riverland
CEO	Jo Podoliak
RDA Key Project Contact/ Expert	Jarrold Bielby – Regional Manager, Infrastructure and Logistics
Class	Feasibility
Estimated Project Cost (if known)	Cost of the Environmental Impact Assessment not yet costed. Prefeasibility cost estimate \$19M +/- 30% (Federal Government)
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p>	<p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>The Murray Darling Basin plan led by the Murray-Darling Basin Authority has a vision of healthy working river all the way to the ocean. During the recent drought, the salinity levels in Lake Albert peaked at 22,400EC thirteen (13) times the long term average of the Lake Albert. Not only did this threaten the ecology of the area, it also had a major impact on the local economy in particular irrigated horticulture and intensive animal production.</p> <p>The Lake Albert region prior to the drought had a direct regional output of \$31.2m, post the peak of the drought this reduced to \$3.8m. If water security could be assured it is predicted that the economic output could be up to \$42.4m.</p> <p>The project has connections to the State Government's strategic priority "Premium Food and Wine from our clean environment", the Murray Darling Basin Plan, the 30 Year Plan for Greater Adelaide and the Coorong District Council's strategic plan.</p>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>Murraylands</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>The Lake Albert Scoping Study (2014) identified two potential options for Lake Albert. Of these two options the community is in support of further investigation of the opportunity for the Coorong Connector. The main issue in the region is water security, there is no assurance that when the next drought comes, the water in Lake Albert would be of a quality to be used for primary production.</p> <p>If the Coorong Connector was built it would provide water security to the region and could result in investment in the region resulting in a further 273 jobs and taking the gross regional production from \$2.7m to \$33.4 million.</p>

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The alternative solution for Lake Albert was Lakes Cycling. Lake Cycling only works if the River Levels are at an average flow and it takes several years of increasing and lowering flows to ‘flush’ the salt’. The Coorong connector could be used in a wider variety of conditions and provide water security to the region.</p> <p>The Federal Government has provided feedback to RDAMR that the funding for the Coorong Connector is available should the state government support the proposal. To progress to this stage the Coorong Connector Environmental Impact Assessment needs to be undertaken.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>If the Coorong Connector was built it would provide water security to the region and could result in investment in the region resulting in a further 273 jobs and taking the gross regional production from \$2.7m to \$33.4 million.</p> <p>Industries suited to the region that would benefit from this project include Dairy Production, Beef Production and horticulture production.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>The project meets the requirements of the Murray Darling Basin plan to ensure that all River users have equitable access to quality water from the River.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>The Lake Albert Communities suffered greatly during the last drought. Industry left the region due to water from Lake Albert not being suitable to livestock or horticultural production. This had flow on effects into the local township of Meningie. Direct output from the region reduced from \$31.2 million to \$3.8 million.</p> <p>The Coorong Connector could protect this community from future drought conditions that will inevitably hit the region. However first the Environmental Impact Assessment needs to be undertaken to ensure the rest of the Coorong is not at risk as a result of this infrastructure.</p> <p>With water security the number of jobs in the region could rise by 273 fte, which would result in net migration to the region. With assurance in industry comes jobs growth which in turn provides sustainable prosperity in communities and fosters innovation.</p>
<p><b>Environmental 10%</b></p>	<p>The high salinity level of Lake Albert is not only an issue for the local community but also to the local flora and</p>

<p>Lower carbon emissions, pollution and noise</p> <p>No harm to environment</p> <p>Sustainability of resources</p> <p>Water, flora, fauna, marine environment</p> <p>Minimise negative implications designated areas of national environmental significance.</p>	<p>fauna. Many of the plants and wildlife were not adaptable to the increased salinity levels which were up to 13 times the long term average of Lake Albert. The Environmental Impact Assessment will be vital to determine if there are any other environmental issues that need to be considered as part of this proposal.</p>
<p><b>Other supporting documents or information</b></p>	<ul style="list-style-type: none"> <li>- <a href="#">Lake Albert Scoping Study – Options Paper (August 2014)</a></li> <li>- <a href="#">Economic Impact Assessment – Lake Albert Irrigation Industries (January 2014)</a></li> </ul>

#### 4.16 COTEC

RDA Region	Murraylands and Riverland
CEO	Jo Podoliak
RDA Key Project Contact/ Expert	Bruce Mellett, Regional Development Manager, Capability
Class	Investment Ready
Estimated Project Cost (if known)	Unknown
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>Community Infrastructure</p> <p>-Schools/Education</p> <p>-Employment</p> <p>-Libraries</p>

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <ol style="list-style-type: none"> <li>1. Commonwealth Government Infrastructure Strategic Objectives</li> <li>2. South Australia's Seven Strategic Priorities</li> <li>3. South Australia's Strategic Plan</li> <li>4. Strategic Infrastructure Plan for South Australia</li> <li>5. 30 Year Plans for Regional South Australia</li> <li>6. Infrastructure Australia's Principles for Regional Infrastructure Planning</li> <li>7. South Australia's Integrated Transport Plan (currently in Draft)</li> <li>8. Regional Mining and Infrastructure Plan (currently in Draft)</li> <li>9. Planning Strategy for South Australia (Land Use)</li> <li>10. Green Triangle Freight Action Plan</li> <li>11. Local Government Strategic Plans</li> <li>12. Department of Defence strategic plans and projects</li> <li>13. South Australia's 10 economic Priorities</li> </ol>	<p>This project aligns with the Commonwealth Government's Strategic objective of delivery jobs and economic growth for regional Australia and improving standards of living through influencing policy investing in infrastructure and building community capability.</p> <p>One of the South Australian government's seven priorities is Growing Advanced Manufacturing. Parts of the vision include 'Universities, training and research organisations working closely with local industry to develop and commercialise innovative goods and services and developing a highly-skilled workforce' and 'Manufacturing underpins a high living standard across the community and provides rewarding career opportunities', both which would greatly assist and grow regional SA.</p> <p>Another of the priorities is 'Premium food and wine from our clean environment'. To achieve this the food industry needs to remain competitive which requires an educated work force to develop innovation.</p> <p>The project also aligns with South Australia's Strategic Plan 2011 Update Targets: 35, 36, 46, 47, 54, 56, 91, 92 and 93. The Strategic Infrastructure Plan for SA notes the need to improve utilisation of TAFE SA Regional Sites. This was investigated further as part of the DFEEST Murraylands Education Precinct – Education Review completed in 2012.</p> <p>The Murraylands Education Precinct is addressing the need to grow our region sustainably. Currently Murray Bridge is one of the lowest socioeconomic areas in the state. The 30 year plan for Greater Adelaide anticipates a growth in population for Murray Bridge of 13,400 people (current population is 19,700). This growth also includes a further 13,000 jobs and 6,000 dwellings. If our population is to grow we need to provide educational opportunities to support growth not only in blue collar trades but also to attract white collar industries.</p> <p>The Department of Infrastructure and Regional Development states:</p> <p>"The Australian Government will provide \$15.2 million from 2017-18 to 2020-21 to improve access to higher education for students from rural and remote Australia by supporting the establishment and operation of regional study hubs. Such hubs typically support regional students to study courses locally delivered by distance from any Australian university by providing greater access to study support and infrastructure. This is supported by the Federal Government's 'Higher Education Reform Package' outlining regional hubs and also the Federal Government's publication 'Education Choices' which recognises the gap for higher education for people in remote communities.</p> <p>The Education Precinct is incorporated in the Rural City of Murray Bridge Strategic Plan and Structure Plan. The Murray and Mallee Regional Plan also outlines Murray Bridge as a regional centre for the Murray and Mallee region and hence the ideal location for an Education Precinct.</p>
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	<p>Three of the South Australian government priorities are covered by this project.</p> <ul style="list-style-type: none"> <li>- The Knowledge State – The smartest thing we can do is to attract a diverse student body and commercialise our research.</li> <li>- Global Leader in Health and Ageing – The changing demographics of our population provide a major economic opportunity.</li> <li>- International connections – We need to be open to new people, new ideas, new investment and business partnerships.</li> </ul>
<b>What Region/s does the identified demand impact?</b>	<p>Murraylands and Riverland</p> <p>Indirect - State-wide</p>
<b>Project Details</b>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)</p> <p>Address capacity constraints</p> <p>Create employment (directly and indirectly)</p> <p>Sustained economic growth</p> <p>Increased productivity</p> <p>Ability to attract competitive funding</p> <p>Direct and indirect economic benefit</p>	<p>This project will involve the establishment of educational facilities in the Murraylands Education Precinct (MEP) in the Murraylands and Riverland Smart Hub (RSH) in the Riverland operating under a hub and spoke concept.</p> <p><u>Murraylands Education Precinct</u></p> <p>The MEP proposal aims to develop the further education and skills development opportunities in the region to up skill the local workforce and attract new and renewed investment to the region.</p> <p>The MEP will involve the redevelopment of the current TAFE Murray Bridge site to encompass a multipurpose campus for TAFE and online Universities, Multicultural Learning Centre, Business and Industry Innovation Centre, High Technology Centre and to showcase regional Innovation among other uses.</p> <p>The Murraylands regional workforce is dominated by the Primary Production and Value adding manufacturing sectors. The workforce is predominately blue collar and involves a large percentage of low to semi-skilled positions. There is also a large number of international workers that come to the region on work visas who need to have access to basic English training and multicultural learning services.</p> <p>The region is marked for substantial population growth in the 30 year plan for Greater Adelaide. The Murraylands Tertiary Education Group (MTEG) have developed the MEP proposal to address the need to up skill the local workforce to meet the increasing demands of local industry and also to attract a greater diversity of industries to the region to support the predicted population growth.</p> <p>The proposal also includes provision for the opportunity to host international students to study blue collar trades to bring international investment into the region.</p>

	<p><u>Riverland Smart Hub</u></p> <p>The RSH is based around programs aimed at international students as well as for up-skilling local students in niche areas like Agricultural Science. This will allow local students to remain in the local community and increase chances of retaining them in the local work force. International Students will allow for economic growth of the region and be largely targeted at Chinese students studying Agricultural diploma/degree courses, with further potential scope for another cohort of students studying in aviation, environment, land and water as well.</p> <p>1 Report by Deloitte Access Economics for the Federal Govt ‘Value of International Education to Australia’ highlights the benefit of having regional areas with higher education facilities for overseas students</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>Existing under-utilised infrastructure will form the basis of the physical needs, being the local TAFE campus’s in each location. The RDA’s and TAFE are to work collaboratively with cross regional support for owners, operators and service providers. This would provide a consistent and streamlined approach delivered on a low cost economic basis.</p> <p><u>MEP</u></p> <p>The DPA for the Education Precinct has already been progressed through the Rural City of Murray Bridge. Site plans have been developed and project partners including DFEEST are familiar with the proposal.</p> <p>Demand profile already completed to support project and a project strategy has been defined and operations model developed. The project could be scaled accordingly if required.</p> <p>The main risk is that the State Government through DSD is not currently supportive of the initiative. They see the current site as being underutilised, however the local community see that the site doesn’t offer enough relevant courses to the local community and the facilities have not been upgraded to improve the general user satisfaction of the facilities.</p> <p><u>RSH</u></p> <p>The intention is to utilise part of the surplus floor space in the Renmark TAFE site in conjunction with DECD (Renmark High School) who now operate the old TAFE campus site.</p> <p>RSH will also use the current underutilised Renmark Farm Management Centre on Ral Ral Avenue, operated by the local High School with a view to also making better use of the McCormick Centre adjacent to the Farm Management Centre as a potential learning centre.</p>
<b>Growth 15%</b>	<p>Employers in all regions often commented that the main barrier they have to further expansion is lack of an available and skilled workforce. This project will enable specification of training to suit local businesses and an</p>

Resilience of reducing economic loss to Regions Sustained economic growth	<p>opportunity to promote our local industries.</p> <p>Good education opportunities are vital to supporting economic growth and innovation. This proposal will provide this for all of the regions involved.</p>
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	<p>If courses such as agricultural, meat processing, tourism and engineering were offered locally it would attract students from other areas of Australia and overseas. Utilisation of existing infrastructure would be improved.</p>
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	<p>The regions involved in this project have one of the lowest socioeconomic rankings in the state. The liveability of the community is directly related to issues like unemployment, crime and education.</p> <p>Regional employers tell us that the need an available and skilled workforce. While these regions have high unemployment rates, many of these residents are long term unemployed and require significant up-skilling to be job-ready.</p> <p>Through increasing educational opportunities and associated job opportunities this project will assist to decrease unemployment in the region and increase the general pride in the community.</p> <p>Additional to this secondary education facilities in Murray Bridge will be at capacity within three years. The MEP proposal also includes the opportunity to take senior secondary schooling to the new site.</p>
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	<p>There are no major environmental issues with this project. Landscaping plans have included large amounts of open space and native vegetation and there are no areas of national environmental significance in the vicinity.</p>
<b>Other supporting documents or information</b>	<ul style="list-style-type: none"> <li>• <a href="#">The Murraylands Powerhouse – Business Case, March 2009</a></li> <li>• Murraylands Education precinct – Revised Business Case, October 2010</li> <li>• <a href="#">Murraylands Education Precinct – Education Review, DFEEST December 2012</a></li> <li>• Strategic Review of Educational Assets and Opportunities for the Rural City of Murray Bridge, May 2015</li> </ul>

#### 4.17 ENERGY TRANSMISSION AND GENERATION ON EYRE PENINSULA

RDA Region	Whyalla and Eyre Peninsula
CEO	Dion Dorward
RDA Key Project Contact/ Expert	Dion Dorward/Peter Scott
Class	Advocacy
Estimated Project Cost (if known)	\$900 million
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>Utilities – Electricity (including renewables, Telecommunications.</p> <p>A reliable, cost effective electricity supply is vital for dependable communication systems and for the economic development and future prosperity of the EP. The current 132kv transmission infrastructure is obsolete and at full capacity.</p> <p>ElectraNet is an electricity transmission specialist, and has been actively exploring options to improve the reliability of supply to Port Lincoln, including options to replace or upgrade the transmission lines serving the lower Eyre Peninsula. ElectraNet's most recent assessment of the line condition indicates that components of the line are nearing the end of their functional life and will require replacement in the next few years. Its preferred option is to construct a new double circuit 275 kV transmission line from Cultana to Yadnarie and a new double circuit 132kV line from Yadnarie to Port Lincoln at an estimated cost to \$300m. This will service current demand well but will be inadequate for major new demand such as for the proposed Central Eyre Iron Project, meaning that either ElectraNet or other Companies will need to supplement transmission capacity within and beyond the region, on land and or cross gulf, if major generation, mining and other industrial and residential projects are to proceed. Energy generation projects customized to meet local needs, state and national conditions and located behind the meter or on the grid must also be progressed to ensure security and abundant supply well below current costs.</p>

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<ul style="list-style-type: none"> <li>• Aligns with Infrastructure Australia Reform Actions 17 and 19 to develop a national energy framework and make better use of existing infrastructure.</li> <li>• Aligns with SA Strategic Infrastructure Plan strategy to upgrade the Eyre Peninsula transmission network to meet the SA Transmission Code.</li> <li>• Supports the State Government strategic priorities to grow advanced manufacturing and realise the benefits of the mining boom for all South Australians.</li> <li>• Supports the draft RMIP business case to upgrade the Eyre Peninsula electricity transmission network.</li> <li>• Supports the SA Government Strategic Plan Target 35 to exceed the national economic growth rate and Target 56 to provide economic and social infrastructure to accommodate population growth.</li> <li>• Investing in productive infrastructure that drives the expansion of existing industries and unlocks new opportunities in the industries of the future</li> </ul>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>Whyalla and Eyre Peninsula. Far North and West. Considered to be a catalyst nation building project.</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b>  Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>New investment is constrained by a lack of transmission infrastructure.</p> <p>Modelling of the impact of growth in the mining industry alone would add just under \$1.9 Billion to Gross Regional Product in the first eight years, with an annual contribution of more than half a billion dollars per year after this. These projects would require around 7,000 construction jobs, provide 1,500 direct full time operational jobs and around 4,500 indirect jobs in the region to support them. The GFG with Simec &amp; One Steel are proposing to generate a GW of new energy in the Whyalla &amp; Middleback areas.</p> <p>Infrastructure is the key for unlocking this economic potential which will provide long term economic benefits. These will be felt within the region but also at both a state and national level.</p>

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>ElectraNet is in the process of selecting a transmission option relevant to eastern and middle EP. SAPN is considering upgrades for western EP. Following statewide catastrophic failure in September 2016 the Essential Services Commission of South Australia identified reliability and quality issues for Eyre Peninsula's electricity system in their 2017 Inquiry.</p> <p>The most cost effective options for improving reliability of supply on the Eyre Peninsula in the short term (within the next 2 years) included installing diesel generators near Yadnarie, Ceduna and Streaky Bay. Generation near those towns would improve reliability on the west coast of the Eyre Peninsula, where outages are generally more common. Supplementing those generators with distributed solar PV and batteries is likely to produce greater reliability benefits.</p> <p>Over 20 generation projects are in application stage, including a smart mini-grid for fish processors at Pt Lincoln and solar, hydrogen, wind, pumped hydro and hybrid systems at Ceduna, Wudinna, Cleve, Port Lincoln, Whyalla and Kimba that are either totally privately funded or are a mix of private and public funding.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>A consortium led by Macquarie Capital has identified Eyre Peninsula as one of Australia's best locations for wind energy generation with consistent wind resources capable of generating 10,000 Mega Watts of Renewable Energy. New investment is constrained by a lack of transmission infrastructure. This is equally true for Hydrogen and associated products. GFG with Zen Energy plan to establish 1 Gigawatt of additional dispatch-able renewable energy generation</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<ul style="list-style-type: none"> <li>• Aligns with Infrastructure Australia Reform Actions 17 and 19 to develop a national energy framework and make better use of existing infrastructure. Will underpin power supply in South Australia and the eastern states.</li> <li>• Aligns with SA Strategic Infrastructure Plan strategy to upgrade the Eyre Peninsula transmission network to meet the SA Transmission Code.</li> <li>• Supports the State Government strategic priorities to grow advanced manufacturing and realise the benefits of the mining boom for all South Australians.</li> <li>• Supports the draft RMIP business case to upgrade the Eyre Peninsula electricity transmission network.</li> <li>• Supports the SA Government Strategic Plan Target 35 to exceed the national economic growth rate and Target 56 to provide economic and social infrastructure to accommodate population growth.</li> </ul>

<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts</p>	<p>Reliable and affordable energy supply is a socio-economic expectation in all first world economies for all of the points marked opposite. Additionally, so is a reliable communication system. Unreliable energy in the region equates to unreliable communications as evidenced during the September blackout. Large parts of the region have experienced in excess of 10 blackouts greater than a 3 hour duration in 2017. Food, fuel, health, education supplies and services all rely on constant energy.</p>
<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.</p>	<p>Hundreds of petrol and diesel generators have been purchased across the region contributing to high carbon emissions. Food and other losses create additional production and supply demands which impact negatively on the environment.</p>
<p><b>Other supporting documents or information</b></p>	

#### 4.18 SUPER SCHOOL IN WHYALLA

RDA Region	Whyalla and Eyre Peninsula
CEO	Dion Dorward
RDA Key Project Contact/ Expert	Dion Dorward
Class	Advocacy
Estimated Project Cost (if known)	\$120 million
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>Community Infrastructure – education</p> <p>This project will free up other school sites and a domino effect for new investment to re-orientate land use planning and investment at Whyalla around a strategic precinct based plan for Whyalla. The precinct plan is based on the reality of consolidating land use within the circumstance of a shrinking city.</p> <p>A new Secondary High School (as a STEM school) next to the University of SA and TAFESA. The important implication of this development is threefold:</p> <ul style="list-style-type: none"> <li>• Expresses a commitment to the future of Whyalla, the community and young people;</li> <li>• This results in freeing up three existing sites for a ‘domino effect’ of opportunities; and</li> <li>• Creates a twenty first century education hub in the centre of the city which could potentially support a surrounding hub of community services, including recreation, health and wellbeing</li> </ul>

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	Australian Government – Minister for Regional Development - Consistent with Regions 2030 Unlocking Opportunity  South Australian Government 7 Strategic Priorities <ul style="list-style-type: none"> <li>• Every chance for every child</li> <li>• Safe communities, healthy neighbourhoods</li> <li>• Creating a vibrant city</li> <li>• Realising the benefits of the mining boom for all</li> </ul> RDAWEP and Whyalla City Council Economic Development Plans  SACES recommendations for the economic diversification and growth of Whyalla.
<b>What Region/s does the identified demand impact?</b>	Whyalla Eyre Peninsula and the Upper Spencer Gulf
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	Employment <ul style="list-style-type: none"> <li>• Construction 300</li> <li>• Operational 100</li> <li>• </li> </ul> Will make 3 to 4 other sites at Whyalla available for investment into alternative uses that will assist Whyalla to transition it's economy and culture.  Will consolidate an education and training precinct in the middle of Whyalla including Uni SA, TAFE, Schooling from pre-school to Year 12.

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The project has the support of the local member, WCC and the community. It has been workshopped over several months by a steering group comprised of relevant local and state agencies, including informal feasibility analysis. It was announced in the lead up to the 2018 State election by the former government as a funding priority.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>The recent sale of Arrium will lead to new industrial growth at Whyalla and it's hinterland that should be matched by appropriate levels of investment into supporting community infrastructure. This will in turn be a catalyst for long overdue restructure and rejuvenation of the City of Whyalla, including at its TAFE and University Campuses.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>Relevant to the three upper Spencer Gulf regions (Eyre &amp; Western, Port Augusta &amp; Far North, Port Pirie Yorke and Mid North).</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>Employment opportunities will provide positive social impact, as will the consolidation of the three existing public high schools and improved links to TAFE, UniSa and industry.</p> <p>Consolidating an education and training precinct from essentially cradle to grave will provide positive social impact, security and stability.</p> <p>Bike and walking paths will be upgraded and enhanced by this project as will other social and recreational infrastructure and activities.</p>
<p><b>Environmental 10%</b></p>	<p>Consolidation of three schools into one and the development of a more environmentally efficient school and transport will lead to lower carbon Emissions over the life of the new school. Bike and walking paths will be</p>

Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	upgraded and enhanced by this project.
<b>Other supporting documents or information</b>	

#### 4.19 DUPLICATION OF VICTOR HARBOR ROAD

RDA Region	Adelaide Hills, Fleurieu and Kangaroo Island	
CEO	Damien Cook	
RDA Key Project Contact/ Expert	Damien Cook <a href="mailto:damienc@rdahc.com.au">damienc@rdahc.com.au</a>	
Class	Advocacy	
Estimated Project Cost (if known)	Not known	
Infrastructure Type	Roads	
<b>Transport</b>	<b>Community Infrastructure</b>	
Ports	Health Services	Subcategories
Roads	Sport and Recreational Facilities	Tourism
Rail	Tourism	Health Services
Airports	Schools/ Education	Employment
	Art and Cultural	Public and Community Transport
<b>Utilities</b>	Emergency Services	
Electricity	Housing	
Gas	Employment	
Wind (including renewable)	Public and Community Transport	
Water	Social Support Services	
Telecommunications	Libraries	
Waste Management	Child Care	

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	The 30 year plan for Greater Adelaide has identified the Victor Harbor region as a major growth area for South Australia. The department of planning and local government predicted that growth on the south coast of the Fleurieu would increase by more than 50% over a twenty year period. The draft Integrated Transport and Land Use Plan has identified upgrades to the Noarlunga to Victor Harbor road.
<b>What Region/s does the identified demand impact?</b>	Outer metropolitan/ Alexandrina, Victor Harbor, Onkaparinga
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	The region has an unemployment rate of 5.5%; the participation rate in Victor Harbor is only two thirds of that of the state. There are considerable changes to the demographics and employment opportunities for the region. Retirees are flocking to the region and traditional manufacturing and construction industries have left. Tourism and services for older Australians are key to the future economic development of the region. A dual carriage connecting the region to the southern suburbs will help meet the community's transport needs.. It will provide easier access for tourists and lead to more development along the route.

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>Improvement of the route is part of the State’s transport plan. The issue is one of priority. The new route will provide easier access for elderly to access health services and for the unemployed to travel further afield in their search for work.</p> <p>Infrastructure should be planned to meet the needs of a growing community. This new road will help the sustainability of the region. Victor Harbor is in the bottom third of LGAs in South Australia in regard to its Adaptive Capacity. An integrated transport plan will improve the situation.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>With growth rates of 3.5% per year, an ageing population and high unemployment, the region is vulnerable to a reduction in standards if new services are below par. Roads and public transport are important elements.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>This will improve greatly the links between Adelaide and the region.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>A recent study indicated that Victor Harbor is vulnerable to:</p> <ul style="list-style-type: none"> <li>• Population size</li> <li>• Internet access</li> <li>• Median household income</li> <li>• Income/housing cost</li> <li>• Unemployment</li> <li>• Graduates</li> <li>• Ageing population</li> <li>• Lone person households</li> <li>• Females in non-routine jobs</li> </ul>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>This project has an effect on the environment.</p> <p>Better transport will create a more homogeneous community leading to the development of a more sustainable community.</p>
<p><b>Other supporting documents or information</b></p>	

#### 4.20 SOUTHERN OFF AND ON RAMPS AT VERDUN, SOUTH EASTERN FREEWAY

RDA Region	Adelaide Hills, Fleurieu and Kangaroo Island
CEO	Damien Cooke
RDA Key Project Contact/ Expert	Damien Cooke <a href="mailto:damienc@rdahc.com.au">damienc@rdahc.com.au</a>
Class	Advocacy
Estimated Project Cost (if known)	Not known
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Roads  Tourism Emergency Services Public and Community Transport

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>30 Year Plan for Greater Adelaide identified Mount Barker region as a major growth zone.  Touth Australian Government Tourism focus  Local Government Infrastructure and transport plans</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>Hahndorf is the most highly patronised tourism destinations in South Australia. The main street is still the only route for heavy transport to access the South Eastern Freeway to head south from the Adelaide Hills. This restricts further growth I the tourism sector and detracts from the tourism experience.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>A feasibility needs to be prepared.</p>

<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	<ul style="list-style-type: none"> <li>• The population of the region is growing.</li> <li>• Tourism growth is being restricted.</li> <li>• Freight is being hindered.</li> </ul>
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	Adelaide Hills, Mount Barker and Murray Bridge
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	<ul style="list-style-type: none"> <li>• Better access for Emergency Services</li> <li>• Less congestion for commuters</li> </ul>
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	<ul style="list-style-type: none"> <li>• Land Acquisition required.</li> <li>• More orderly flows of traffic and freight.</li> </ul>
<b>Other supporting documents or information</b>	

#### 4.21 NORTH EAST BYPASS OF GAWLER

RDA Region	Barossa
CEO	Anne Moroney
RDA Key Project Contact/ Expert	Anne Moroney (CEO)/ M McCarthy (RDAB Board)
Class	Advocacy
Estimated Project Cost (if known)	Not known
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>Present freight restrictions and limitations create barriers to industry with a volume of freight connecting to the Sturt Highway and beyond via Williamstown, Lyndoch and Gawler. In particular, Freight from the Southern Barossa moving through the main street of Gawler is creating congestion and safety issues as well as increasing costs for business.</p> <p>The 30 year plan for Greater Adelaide identified an opportunity in a connector road from the Barossa Valley Way, Kalbeeba area east of Gawler to the Sturt Highway north of Gawler. This freight bypass connects then with the Northern Expressway to Port Adelaide and Adelaide International Airport, to the south and north to the Northern Bypass connecting back to Murray Bridge, Monarto and Melbourne on the one side, and the mines and routes to Darwin and Perth on the other.</p>

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	<p>This feeds Adelaide Hills and Southern Barossa into the North South Corridor, a priority for the Government of South Australia and the Australian Government and decongests Gawler, a priority for Town of Gawler and alleviates road freight challenges in the Barossa.</p> <p>This road is previewed in the 30 year plan for Greater Adelaide, and though it was originally envisaged to facilitate urban development to the west of Gawler, the stand alone business case for freight movements has emerged and worth investigating further.</p>
<b>What Region/s does the identified demand impact?</b>	Barossa, Gawler, Light, Adelaide Plains; whole of South Australia including Adelaide
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	Per the targets set in the 30-Year Plan for Greater Adelaide, the wider Barossa region is planned to grow above State Average growth rates with substantial industrial development to support the new housing. This strategic transport infrastructure link will facilitate that development with future capacity and current productivity gains.
<b>Deliverability/Achievability: 20%</b>  Addressing a need not provided by existing infrastructure Stage within a project lifecycle – shovel ready? Removes constraints on future infrastructure growth Funding arrangements – government, private, PPP Project scale and therefore attractiveness to investors Assessment of technical risk On-going stages and scaled based on volume Number of risks in the development Certainty around funding and business models including project strategy	This is likely to be a partnership project between federal and state government as it opens up strategic freight movements. No detailed costings yet, full business case required.

<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	<p>This project may become a main driver for the economic development of the region. Investments into precinct infrastructure will generate a stream of private investments into manufacturing.</p> <p>Manufacturing and Logistics sites such as Kingsford require manufacturing services, and infrastructure like the North Eastern Bypass of Gawler creates significant opportunity in warehousing and logistics.</p>
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	<p>Barossa, Light, Gawler, AP, Northern Adelaide, whole of South Australia.</p>
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	<p>Employment opportunities will provide positive social impact. Need quality jobs to bring highly educated workforce to the region. Manufacturing sites will require warehousing and logistics service support which is already an emerging industry sector in the region.</p>
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	<p>Less heavy congestion in Gawler, more efficient freight movements, keeping freight to major arterials rather than local roads all contribute positively to environment outcomes..</p>
<b>Other supporting documents or information</b>	<p>30 year plan for Greater Adelaide, as updated.  . <a href="https://www.dpti.sa.gov.au/_data/assets/pdf_file/0009/167535/ITLUP_Outer_Adelaide.pdf">https://www.dpti.sa.gov.au/_data/assets/pdf_file/0009/167535/ITLUP_Outer_Adelaide.pdf</a></p>

#### 4.22 GAS PIPELINE TO PORT PIRIE – DUPLICATION

RDA Region	Yorke & Mid North
CEO	Dylan Strong
RDA Key Project Contact/ Expert	Corey Loizeau, Economic Development Southern Flinders
Class	Feasibility
Project Description	Duplication of gas lateral from Whyte Yarcowie to Port Pirie (and possibly to Whyalla)
Estimated Project Cost (if known)	\$50 million to Port Pirie
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management	<b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care
Increased gas supply with subsequent potential for electricity generation	

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<ul style="list-style-type: none"> <li>SA's Seven Strategic Priorities including 'Realising the benefits of the mining boom for all'</li> <li>SA Strategic Plan Targets <ul style="list-style-type: none"> <li>Target 56 – Strategic Infrastructure: Ensure that the provision of key economic and social infrastructure accommodates population growth</li> <li>Target 47 – Jobs: Increase employment by 2% each year from 2010 to 2016</li> <li>Target 37 – Total exports: Increase the value of South Australia's export income to \$25 billion by 2020</li> <li>Works towards addressing the related goal of 'South Australia's transport network enables efficient movement by industry and the community'</li> </ul> </li> <li>SISPA – referred to in the draft Plan</li> </ul>
<p><b>What Region/s does the identified demand impact</b></p>	<p>Upper Spencer Gulf plus potentially Eyre Peninsula and Braemar Region</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>The existing lateral is 150mm diameter and runs from Whyte Yarcowie to Bungama (just outside Port Pirie), a distance of 77.8km. At this point the diameter increases to 200mm and travels north past Port Germein, turns west to cross under Spencer Gulf and then turns south to supply Port Bonython and Whyalla. Supply to Whyalla is therefore restricted by the initial 150mm diameter section from Whyte Yarcowie to Port Pirie. The length of the pipeline from Port Pirie to Whyalla is 87.8km.</p> <p>The lateral is nearly at capacity and transports 7PJ of gas per annum. Prime users are Nyrstar at Port Pirie 1PJ and Arrium at Whyalla 5PJ. To achieve any significant increase in gas supply would require duplication of the pipeline from Whyte Yarcowie to Port Pirie.</p> <p>Over the past few years there have been a significant number of proposals that would have required additional gas supply to the Upper Spencer Gulf, including:</p> <ul style="list-style-type: none"> <li>SAMAG magnesium Plant north of Port Pirie (did actually receive Development Approval for a 400 MW Power Station)</li> <li>Two subsequent proponents showed interest in power generation at the above site</li> <li>Australian Explosive Technologies considered an Ammonium Nitrate plant in the hills between Gladstone and Port Pirie (former Army site)</li> <li>Arafura (Rare Earth processing plant) looked at Port Pirie before Whyalla prior to making the decision</li> </ul>

	<p>not to set up in the Upper Spencer Gulf at all</p> <ul style="list-style-type: none"> <li>• Deepak also looked at Port Pirie prior to looking at Point Lowly before also making the decision to go ahead.</li> </ul> <p>However we can foresee in the future there will be a significant amount of demand for electric power. Potential demand includes:</p> <ul style="list-style-type: none"> <li>• Mines (particularly iron ore) on Eyre Peninsula</li> <li>• Mines in the Braemar Region (ie between Peterborough and Broken Hill)</li> <li>• Potential desalination for BHP at Point Lowly and also on both Eyre Peninsula and Yorke Peninsula to supply water to the mines.</li> </ul> <p>These new mines will require a significant amount of electricity (150 to 200MW each) hence the need for new power generation and new transmission lines.</p> <p>For example power could be generated at the former SAMAG site and transmitted via undersea cable to Eyre Peninsula. Power could also be supplied to the Braemar region.</p> <p>Energy will be a requirement for the mines to go ahead. These mines in total will require several thousand employees for construction and ongoing operations.</p> <p>The diameter of the existing lateral constrains gas supply for both the generation of power and for industrial purposes, eg ammonium nitrate production.</p> <p>Many of these mines will be large operations with a long economic life.</p> <p>The follow-on multiplier in terms of services and other opportunities brought about by these projects is likely to be huge but as mentioned earlier the provision of energy is currently a significant impediment.</p>
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<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The construction of a gas lateral with sufficient spare capacity for future growth will be a catalyst for future investment and growth.</p> <p>As mentioned earlier the mining projects will not be able to go ahead without the provision of secure energy supply.</p> <p>There is little in technical risk but raising the capital for construction may be difficult because the pipeline project cannot be staged, ie requires significant capital up front.</p> <p>Demand for power will be stepped as mines come on-line. However power generation can be staged, probably in modules of around 250 MW.</p> <p>Risks of the potential duplication will be assessed through the study currently looking at duplication of the lateral.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>The new mines will require several thousand employees for construction and ongoing operations.</p> <p>The follow-on multiplier in terms of services and other opportunities brought about by these projects is likely to be huge.</p> <p>Combine these two factors and it means many new families will be attracted to the region along with all the support services that families and a growing community requires.</p> <p>As exploration continues mine life will be extended and operations become larger.</p> <p>Iron ore, copper, silver etc mines represent the most significant opportunity for growth in the northern part of South Australia.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>Gas supply and power generation will be essential to meet the energy demands of the mines and any subsequent ore beneficiation.</p> <p>Duplication of the lateral will benefit mines in the Upper Spencer Gulf, Eyre Peninsula, Yorke Peninsula and Braemar regions.</p>

<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts</p>	<p>Gas and subsequent energy supply are essential infrastructure for mining. The mines will create thousands of new jobs both direct and indirect hence many new families will move to the region.</p> <p>This new found wealth with high income jobs will bring new modern housing and community amenities, ie health, education, etc to the regions, boost retail and so on.</p> <p>Youth unemployment and social welfare should reduce significantly.</p>
<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.</p>	<p>Gas fired power generation is the most economical for base load power. Wind and solar may represent some 'icing on the cake' but reliability issues for projects requiring constant base load cannot be achieved with wind and solar, particularly at high demand levels.</p> <p>If the power was produced in Adelaide and transmitted huge distances to Braemar and Eyre Peninsula there would be significant line loss.</p> <p>On site diesel powered generation is expensive, environmentally harmful and inefficient.</p>
<p><b>Other supporting documents or information</b></p>	<p>USG Gas Supply Study – April 2011</p>

#### 4.23 PUBLIC TRANSPORT – GOOLWA/ VICTOR HARBOR – SEAFORD RAIL

RDA Region	Adelaide Hills, Fleurieu and Kangaroo Island
CEO	Damien Cooke
RDA Key Project Contact/ Expert	Damien Cooke <a href="mailto:damienc@rdahc.com.au">damienc@rdahc.com.au</a>
Class	Feasibility/Advocacy
Estimated Project Cost (if known)	Not known
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Rail Public and Community Transport (Park and Ride)

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	SA Strategic Plan Local Government Transport Plan
<b>What Region/s does the identified demand impact?</b>	South Coast
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	Increased employment opportunities through better connectivity Reduced traffic
<b>Deliverability/Achievability: 20%</b>  Addressing a need not provided by existing infrastructure Stage within a project lifecycle – shovel ready? Removes constraints on future infrastructure growth Funding arrangements – government, private, PPP Project scale and therefore attractiveness to investors Assessment of technical risk On-going stages and scaled based on volume Number of risks in the development Certainty around funding and business models including project strategy	Relatively low cost solution with strategically placed Park & Ride facilities at Goolwa and Victor Harbor

<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	Both Goolwa and Victor Harbor are growth centres and have little to no public transport connection with the Adelaide CBD
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	Entire South Coast
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	Better Connectivity for employment and education
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	Reduced traffic flows as private vehicles are replaced by public transport.
<b>Other supporting documents or information</b>	

#### 4.24 UPGRADE MOUNT BARKER – STRATHALBYN ROAD

RDA Region	Adelaide Hills, Fleurieu and Kangaroo Island
CEO	Damien Cooke
RDA Key Project Contact/ Expert	Damien Cooke <a href="mailto:damienc@rdahc.com.au">damienc@rdahc.com.au</a>
Class	Feasibility
Estimated Project Cost (if known)	Not known
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Roads

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	Federal Government Black Spot State Government growth Centre Local Government transport plan
<b>What Region/s does the identified demand impact?</b>	Mount Barker and Alexandrina
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	Economic cost of high accident area More efficient movement of freight Attract industry and employment
<b>Deliverability/Achievability: 20%</b>  Addressing a need not provided by existing infrastructure Stage within a project lifecycle – shovel ready? Removes constraints on future infrastructure growth Funding arrangements – government, private, PPP Project scale and therefore attractiveness to investors Assessment of technical risk On-going stages and scaled based on volume Number of risks in the development Certainty around funding and business models including project strategy	Identified as a high need project by local government. Potential Black Spot funding candidate

<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	Reduce accidents costs Emergency service access
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	South Coast and Hills impact
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	Reduced costs of accidents and injury Improved and more orderly flow of traffic and freight
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	Existing road to be widened and upgraded Some land acquisition required Reduced emissions due to smoother and less restrictive traffic movements
<b>Other supporting documents or information</b>	

#### 4.25 ELECTRIFICATION OF RAIL TO GAWLER

RDA Region	Barossa
CEO	Anne Moroney
RDA Key Project Contact/ Expert	Anne Moroney (CEO)/ H Inat
Class	Investment Ready
Estimated Project Cost (if known)	Not known
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	The electrification of the Gawler line, commenced but not taken beyond Salisbury, to be completed to Gawler main street precinct.

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	In South Australian Government Priority List as a major transit corridor upgrade
<b>What Region/s does the identified demand impact?</b>	Barossa, Gawler, Light, Adelaide Plains, Northern Adelaide, Adelaide
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	In addition to the added benefit of better connectivity of regions to Adelaide, there is substantial commercial investment on hold pending completion of the electrification and associated work. One project, a \$25million day surgery facility has stalled because of the delay in the project. Just this one project and associated accommodation and service infrastructure will generate up to 50 jobs. The completion of this work will unlock not only investment dollars in Gawler but access to nearby Roseworthy Campus of Adelaide University and improved access from northern and north eastern South Australia to the metro rail network.
<b>Deliverability/Achievability: 20%</b>  Addressing a need not provided by existing infrastructure Stage within a project lifecycle – shovel ready? Removes constraints on future infrastructure growth Funding arrangements – government, private, PPP Project scale and therefore attractiveness to investors Assessment of technical risk On-going stages and scaled based on volume Number of risks in the development Certainty around funding and business models including project strategy	The work is budgeted and preparation work has been undertaken, the project is shovel ready.

<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	Housing growth along the track and in adjacent areas will benefit from improved access to jobs and schools and services.
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	Barossa, Light, Gawler, AP, Northern Adelaide, near northern areas of SA
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	Employment opportunities will provide positive social impact. Improved transport options reduce social isolation, improves social interaction and increases access to health, education and services.
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	Mass transit supports reduced single use vehicles on the road, reduced emissions and pollution and more efficient use of resources.
<b>Other supporting documents or information</b>	Information flyer

#### 4.26 BAROSSA HOSPITAL WITH AIRSTRIP

RDA Region	Barossa, Gawler, Light, Adelaide Plains
CEO	Anne Moroney
RDA Key Project Contact/ Expert	Anne Moroney (CEO)/ M McCarthy (RDAB Board)
Class	Feasibility
Estimated Project Cost (if known)	Not known
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p>	<p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p> <p>Regional Hospitals and health facilities were community funded and built and are now aged and inefficient. The Regional Hospital has been top of the Barossa's priorities for more than 10 years. The exponential growth in the north and shortcomings in facilities to the north and east contribute to an acute need for hospital facilities to service the wider region. The Gawler Health Service and Lyell McEwin Hospital in Elizabeth are at capacity in a region that is also growing in family population.</p> <p>The Barossa tourism market is generally serviced by Adelaide International Airport. However, as the demand for upscale tourism increases, also increasingly is the demand for private aircraft facilities. The region is home to a helicopter service but no serviced airstrips for fixed wing aircraft. The potential to establish a serviced landing strip which could be used by the hospital and emergency services provides emergency rescue facilities as well as tourism oriented facilities for maximum value and return on infrastructure investment.</p>

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	A Barossa Hospital upgrade was high on State Government infrastructure priorities 10 years ago and to date no announcement of the investment has been made. With a growing health sector and fast growing population (the region has some of the fastest growing population centers in the state) the demand will not only hold but increase in coming years. Additionally the project will support federal government priority of decentralization with medical students regional clinically schools able to expand in the region with new hospital facilities.
<b>What Region/s does the identified demand impact?</b>	Barossa, Gawler, Light, Adelaide Plains, Riverland, Clare, Adelaide
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefits	Per the targets set in the 30-Year Plan for Greater Adelaide, the wider Barossa region is planned to grow above State Average growth rates with substantial new housing and economic growth. A new health facility is required to meet growth demands and to take pressure from the oversubscribed Gawler Health Service and Lyell McEwin hospitals. A hospital provides excellent economic growth potential with a diversity of jobs from cleaners to physicians and administrators required. The consequential development is significant with flow on effects modelled at a significant multiplier factor.  The economic bonus of included tourism infrastructure with a collocated airstrip will increase the multiplier effect.

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The cost of not catering for this demand is high and there is already substantial infrastructure in the region to build upon: the Angaston, Nuriootpa and Kapunda Hospitals to be part of the plan for either re-purposing or refurbishing as part of the hospital development in a multiple campus model. Proposals for alternative sites have been developed over the years and substantial investment has already been made in modelling and site evaluation. We understand detailed planning has been undertaken at a state government level but these plans have not been publicly available.</p> <p>The importance of retaining some of the existing facilities for delivery of some services associated with the hospital is high – particularly for Kapunda, for which the hospital is very important to the local community and retention of some health related services there for servicing a community without public transport is a priority of the project.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>This project may become a main driver for economic development of the region. Investments into precinct infrastructure will generate a stream of private investments into health and allied services and accommodation.</p> <p>Better health services facilitate population growth and population growth in adjacent regions to benefit from a new accessible hospital.</p> <p>Three support economies stand to benefit directly also: tourism, particularly health and wellness tourism; NDIS economy and the aged care and retirement economy.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>Barossa, Light, Gawler, Adelaide Plains, Northern Adelaide, Riverland and Clare.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>Employment opportunities will provide positive social impact. The region needs quality jobs to bring highly educated workforce to the region. Health services have a direct positive increase on outcomes for society and people. Services to the hospital provide a secondary economy benefit.</p>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>Reduce congestion at Lyall McEwan and Gawler Health services. Decentralised but adjacent, accessible; lower footprint of new energy efficient infrastructure. Lighter footprint, less congestion, decentralization.</p>
<p><b>Other supporting documents or information</b></p>	<p>30 year plan for Greater Adelaide, as updated.  . <a href="https://www.dpti.sa.gov.au/_data/assets/pdf_file/0009/167535/ITLUP_Outer_Adelaide.pdf">https://www.dpti.sa.gov.au/_data/assets/pdf_file/0009/167535/ITLUP_Outer_Adelaide.pdf</a></p>

#### 4.27 INTERNATIONAL EQUINE CENTRE

RDA Region	Barossa
CEO	Anne Moroney
RDA Key Project Contact/ Expert	Anne Moroney (CEO)/ B Carr (RDAB Board)
Class	Advocacy
Estimated Project Cost (if known)	\$22 - \$28 million
<p>Infrastructure Type</p> <p><b>Transport</b></p> <p>Ports</p> <p>Roads</p> <p>Rail</p> <p>Airports</p> <p><b>Utilities</b></p> <p>Electricity</p> <p>Gas</p> <p>Wind (including renewable)</p> <p>Water</p> <p>Telecommunications</p> <p>Waste Management</p> <p><b>Community Infrastructure</b></p> <p>Health Services</p> <p>Sport and Recreational Facilities</p> <p>Tourism</p> <p>Schools/ Education</p> <p>Art and Cultural</p> <p>Emergency Services</p> <p>Housing</p> <p>Employment</p> <p>Public and Community Transport</p> <p>Social Support Services</p> <p>Libraries</p> <p>Child Care</p>	<p>A covered arena suitable for equine studies education and international equine events, farm fairs, expos and large format concerts, with associated infrastructure of outdoor arenas, stables, amenities and temporary camping.</p> <p>The centre will be co-located with Roseworthy Campus of Adelaide University to leverage the Equine performance centre, Equine hospital and Veterinarian Sciences School, laboratories and surgery.</p> <p>Uses include University, TAFE and School Education programs as well as major industry and tourism events.</p>

<b>Relevance to Government Plans and Strategic Documents</b>  Commonwealth Government Strategic Objectives South Australia's Seven Strategic Priorities South Australia's Strategic Plan Strategic Infrastructure Plan for South Australia 30 Year Plans for Regional South Australia Infrastructure Australia's Principles for Regional Infrastructure Planning South Australia's Integrated Transport Plan (currently in Draft) Regional Mining and Infrastructure Plan (currently in Draft) Planning Strategy for South Australia (Land Use) Green Triangle Freight Action Plan Local Government Strategic Plans Department of Defence strategic plans and projects	The South Australian Government has a priority to grow Tourism dollars with Iconic Events. International Education is also a growth priority for the state.
<b>What Region/s does the identified demand impact?</b>	Barossa, Gawler, Light, Adelaide Plains, Adelaide, all of South Australia
<b>Project Details</b>	
<b>Economic: 30%</b> Promote development of job creation (construction and operations) Address capacity constraints Create employment (directly and indirectly) Sustained economic growth Increased productivity Ability to attract competitive funding Direct and indirect economic benefit	The opportunity for leveraging the international education potential of Roseworthy Campus of Adelaide University with a secondary, lucrative tourism and events potential, adjacent to the Barossa Wine region with its strong tourism appeal and supporting tourism infrastructure. Equine industries contribute to the State Economy and the facility will boost education and associated residential and tourism revenues along with tourism and events revenues. A large under cover facility will provide a weather certain event space for large fairs and trade shows. Easy access to Adelaide International Airport and the Port of Adelaide along with all major interstate roads is a situational advantage.  The Australian Equine Industry is valued at \$6 billion per annum with SAs share currently \$600 million. The facility will grow the national market for education and SAs share of events is estimated to add between \$50 - \$100 million per annum to the state economy.

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The University of Adelaide has given in principle support for contributing land for the project and a private investor would be sought to construct and lease back for operations. At this stage a detailed business case is required to attract that private investor.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>The benefits are not just to education and tourism but suppliers of feed and fodder, saddlery and smithing services, veterinarian services, employment from lab work to horse handling and riding, training and education jobs and associated tourism and hospitality promises substantial expansion of the equine and associated economies.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>Barossa, Light, Gawler, AP, Northern Adelaide, whole of SA.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>Employment opportunities will provide positive social impact. Need quality jobs to bring highly educated workforce to the region. Access to Northern Adelaide provides further opportunity regarding employment. Jobs training would include trackwork, horse management, horse handling, equine health.</p>

<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise  No harm to environment  Sustainability of resources  Water, flora, fauna, marine environment  Minimise negative implications designated areas of national environmental significance.</p>	<p>Horses are already at Roseworthy and Two Wells and the easy access by road and air make for limited congestion or companion industry issues.</p>
<p><b>Other supporting documents or information</b></p>	<p>Information flyer</p>

#### 4.28 FLINDERS RANGES RETIREMENT FACILITY/LIFESTYLE VILLAGE

RDA Region	Far North
CEO	Claire Wiseman
RDA Key Project Contact/ Expert	Claire Wiseman
Class	Advocacy – Shared infrastructure needs/ pilot project
Estimated Project Cost (if known)	\$20 - \$25 million
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management	<b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care

## Relevance to Government Plans and Strategic Documents

Commonwealth Government Strategic Objectives  
South Australia's Seven Strategic Priorities  
South Australia's Strategic Plan  
Strategic Infrastructure Plan for South Australia  
30 Year Plans for Regional South Australia  
Infrastructure Australia's Principles for Regional Infrastructure Planning  
South Australia's Integrated Transport Plan (currently in Draft)  
Regional Mining and Infrastructure Plan (currently in Draft)  
Planning Strategy for South Australia (Land Use)  
Green Triangle Freight Action Plan  
Local Government Strategic Plans  
Department of Defence strategic plans and projects

The Flinders Ranges Council, in their Strategic Management Plan 2006-2011 (under Key Result Area 4: Quality Lifestyle, page 19) lists their role to *'Facilitate the provision of housing and care services for aged persons in Hawker and Quorn'*, to achieve their Goal, *'Maintain and support the health and well-being of our community'*.

This project is identified as an infrastructure project for Quorn and The Flinders Ranges Council on page 130 of the Regional Development Australia Far North Road Map and Strategic Plan 2010-2013, i.e. a *'retirement facility/lifestyle village'*.

The project aligns with the South Australia's Strategic Plan objectives of **'Growing Prosperity'** (Economic and Infrastructure development) and **'Building Communities'** (Regional population growth). This is evidenced in the Strategic Infrastructure Plan for SA 2004/5-2014/15 - Community Services and Housing Strategic Priorities;

- *'Develop innovative and integrated accommodation and support services for those people requiring assistance to maintain successful independent living in the community.'*
- *'Develop the capacity for new joint ventures between the government, not-for-profit organisations, the private sector and local government to develop new, affordable and high-needs housing and support community aspirations for home ownership.'*
- *'Support ageing at home and community-based accommodation options as an alternative to institutional care.'*
- *'Promote the development of accessible and adaptable housing that is suitable for seniors and people with disabilities.'*
- *'Stimulate market responses to housing supply linked to regional industry expansion and seasonal worker accommodation needs.'*

The Strategic Infrastructure Plan for SA 2004/5-2014/15 - Regional Overview - Upper Spencer Gulf and Outback, Housing section, identifies,

*'Increased housing is required to support expansion of industrial development in Whyalla, Port Pirie and Port Augusta.*

*Housing for health professionals in rural and remote areas impacts on recruitment and retention and is an emerging issue in country areas.*

*Strategies to determine the future type and level of housing required are being developed for Whyalla, Port Augusta and Port Pirie, in conjunction with the respective local government authorities.'*

	<p>Given the proximity of Quorn to Port Augusta this is seen as a valuable project for the Upper Spencer Gulf Region.</p> <p>The project also aligns with the <u>SA Department for Families and Communities - Housing Plan for South Australia</u> (March 2005);</p> <p><i>Objective 2.2 Accessible and flexible housing</i></p> <ul style="list-style-type: none"> <li>▪ <i>Respond to the changing community demographic profile by promoting accessible and adaptable housing design in residential development that accords with disability access principles.</i></li> <li>▪ <i>Increase social rental housing stock which is suitable for seniors and people with disabilities.</i></li> </ul> <p><i>Objective 2.4 Accommodation and support services</i></p> <ul style="list-style-type: none"> <li>▪ <i>Promote independence by ensuring a coordinated and comprehensive range of high quality client focused, integrated accommodation and support services.</i></li> <li>▪ <i>Develop innovative accommodation and support for people requiring assistance to maintain successful independent living in the community.</i></li> </ul>
<b>What Region/s does the identified demand impact?</b>	Far North, Yorke and Mid North, Whyalla and Eyre Peninsula

Project Details	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)</p> <p>Address capacity constraints</p> <p>Create employment (directly and indirectly)</p> <p>Sustained economic growth</p> <p>Increased productivity</p> <p>Ability to attract competitive funding</p> <p>Direct and indirect economic benefit</p>	<p>The project is for the development of an ‘over 50’s’ lifestyle-retirement village, on a vacant block of land adjacent to the Quorn Hospital and existing nursing home, at Quorn. The village will comprise of approximately 100 Dwellings, Community Centre, Bowling Green, Theatre Room, Hairdressing Salon, Gymnasium, Swimming Pool, Dining Hall, 8-Ball Room, Library, etc.</p> <p>The complete project is divided into 3 stages:</p> <ul style="list-style-type: none"> <li>• <b>Stage One (6 months)</b> – is the development of site, engineering and concept plans</li> <li>• <b>State Two (12 months)</b> – is the development and installation of services infrastructure, to a stage of having the site ‘investment ready’ for marketing to and attracting of ‘lifestyle village’ development and management partners/investors. This will include property acquisition, development/ installation of electricity; water; sewerage; sealed road, curb and guttering; and footpaths to the property boundary.</li> <li>• <b>Stage Three (12 months)</b> – is the staged building (and management) of the ‘Lifestyle Village’. This will include attraction of investors/partners; planning and building approval processes; building, marketing, and sales of village units.</li> </ul> <p>The benefits that would flow to Quorn and to the region through the development, construction and occupancy of a 100 unit ‘lifestyle village’ include:</p> <ul style="list-style-type: none"> <li>• Population growth of approx. 200 people, which would generate increased spending in the local and regional economy, adding to the viability of local businesses, and creating jobs in areas such as health care; supermarket; hairdressing; personal training (fitness)</li> <li>• Freeing up of residential housing stock in Quorn and Port Augusta, as people move into the new village. This housing stock could be taken up by families and workers from the expanding mining sector (who are looking for housing in the region)</li> <li>• A massive boost to the local/regional building industry (builders, plumbers, carpenters, cabinet-makers, new apprenticeship opportunities, etc.) over a 5 year period as the village is constructed (providing they competitively tender for and win contracts)</li> <li>• The investment of \$15 – \$20 million (construction costs) into the local and regional economy along with the flow-on benefits</li> <li>• This project will place Quorn in a strong position to maximise population growth opportunities</li> <li>• The lifestyle village, with an eco-focus, will be a demonstration of how communities can adapt to climate change and carbon reduction initiatives</li> </ul>

	<p>This project is forecast to have mainly positive impacts on the local and regional community and economy. The only potential negative impacts will be that The Flinders Ranges Council (a small rural local government authority) will have to find/budget for increased investment to facilitate this project. This will be managed by attracting partnership funding from other levels of government and/or entrepreneurial investors to fund the project, and/or additional ratepayer funding. Another potential impact would be (over time) increased pressure (due to an increased population of seniors) being placed on Quorn's health sector (doctors and hospital). This however is an opportunity to grow the local health services, grow employment and grow the local economy in line with increased demand for health and allied services. This will be managed by ongoing liaison with and planning with the local health sector. In 2010-2011 the Quorn 'Kanyaka Surgery' has been expanded and refurbished to accommodate growing roles in training/residencies in the medical profession.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>The Flinders Ranges and Outback region, and surrounding regional townships, are not well serviced by a suitable Lifestyle / Retirement Village. This facility will allow residents to stay in their area/region for retirement and not have to move further away from families and friends.</p> <p>The first stage of the project, as outlined above, allows for detailed concept plans to be drawn up and development of the site and engineering. Funding of this stage will allow the project to advance to the other stages of installation of services and then construction. It is anticipated that funding will come from Local, State and Federal Governments and potential private investment in the pre-sale of accommodation units.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>As mentioned, this project is predicting a population growth of approx. 200 people, which would generate increased spending in the local and regional economy, adding to the viability of local businesses, and creating jobs in areas such as health care; supermarket; hairdressing; personal training (fitness). It is anticipate that freeing up of residential housing stock in Quorn and Port Augusta, as people move into the new village will result in this housing stock being taken up by families and workers from the expanding mining and resource industry sector (who are looking for housing in the region).</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	

<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts</p>	<p>As outlined previously.</p>
<p><b>Environmental 10%</b></p> <p>Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.</p>	<p>The facility will have an ecological sustainability focus which will give it marketing, lifestyle and sustainability advantages over other retirement villages. Initiatives are expected to include extensive solar power generation (each unit to have a solar power system, minimising the use of grid power), rainwater capture and use from all roof areas, stormwater and grey-water reuse on-site or diversion to Councils sewerage works which will incorporate reuse, extensive plantings of drought tolerant native shrubs and vegetation (to reduce water use, attract native fauna/birdlife, to create pleasant recreation areas).</p>
<p><b>Other supporting documents or information</b></p>	

#### 4.29 COMMUNICATIONS AND DIGITAL CONNECTIVITY

RDA Region	Far North
CEO	Claire Wiseman
RDA Key Project Contact/ Expert	Claire Wiseman
Class	Advocacy
Project Description	<p>Communications infrastructure, quality connections to information and communications technology (ICT) networks are a critical enabler of economic development, for business reasons and the safety of visitors moving through the region.</p> <p>Current information and communications technologies vary across the region with a heavy reliance on satellite communications. Mobile phone and ADSL broadband are limited to the major towns and spot mobile phone coverage along the major highways. Most towns have dial-up internet access while major mines have comprehensive ICT networks to meet operational needs.</p> <p>Throughout the broader Far North Region, the NBN includes Port Augusta, Quorn, Hawker, Roxby Downs and Coober Pedy. The remainder of the region currently lacks high-speed broadband infrastructure, limiting the capacity of local businesses and individuals to interact with the global economy. For businesses in the Outback to remain competitive and for the communities of the region to remain connected, the rollout of high-speed broadband must be extended to all communities as a priority.</p>
Estimated Project Cost (if known)	Unknown
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Telecommunications

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<ul style="list-style-type: none"> <li>• Commonwealth Government Strategic Objectives</li> <li>• South Australia's Seven Strategic Priorities</li> <li>• South Australia's Strategic Plan</li> <li>• Strategic Infrastructure Plan for South Australia</li> <li>• 30 Year Plans for Regional South Australia</li> <li>• Infrastructure Australia's Principles for Regional Infrastructure Planning</li> <li>• Local Government Strategic Plans</li> <li>• The Flinders Ranges Council Economic Growth and Investment Strategy</li> <li>• The Port Augusta City Council Economic Growth and Investment Strategy</li> <li>• The Roxby Downs and Surrounding Regions Economic Growth and Investment Strategy</li> <li>• The Outback Communities Economic Growth and Investment Strategy</li> </ul>
<p><b>What Region/s does the identified demand impact?</b></p>	<p>Far North</p>
<p><b>Project Details</b></p>	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)  Address capacity constraints  Create employment (directly and indirectly)  Sustained economic growth  Increased productivity  Ability to attract competitive funding  Direct and indirect economic benefit</p>	<p>Improved ICT networks, particularly broadband, will be critical to sustaining the pastoral industry and supporting the expansion of mining and tourism and delivering services to remote communities in the Outback. As well as facilitating access to new technologies and global markets, ICT can reduce the time and cost of travel as well as the cost of accessing finance, health, education and other government services.</p>
<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>While it is generally anticipated that the rollout of the NBN across the Far North Region will go a long way to addressing current service inequalities and will help open up new opportunities for economic growth and investment, there are numerous stakeholders who reportedly hold reservations about the effectiveness of its impact, with uptake reportedly slow in areas where the NBN is already available. For businesses in the Outback to remain competitive and for the communities of the region to remain connected, the rollout of high-speed broadband must be extended to all communities as a priority.</p>

<b>Growth 15%</b>  Resilience of reducing economic loss to Regions Sustained economic growth	<p>Current telecommunications shortfalls include poor mobile phone coverage and limited and unreliable internet service outside the main townships. The issue is compounded by a general expectation of visitors to have continuous connectivity, coverage by all providers (only Optus and Telstra service the region) and free Wi-Fi on town stopovers.</p> <p>The emergence of the digital economy has increased the propensity for individuals and businesses to use information and communications technologies to interact and trade with suppliers, partners and customers anywhere in the world. Broadband has become a fundamental enabler of regional economic development.</p>
<b>Cross Regional 15%</b>  Alignment to federal and state objectives Consistency of infrastructure demands across multiple regions	
<b>Social 10%</b>  Greater social amenity and improved quality of life Sustainable prosperity in communities Developing regions Social amenity and improved quality of life Sustainable prosperity in communities Alignment to regional infrastructure plans Impact on regional population levels Maximise positive and minimise negative social impacts	<p>Rollout of the NBN across the Outback will go a long way to addressing current service inequalities and will help open up new opportunities for economic growth and investment – in effect potentially reducing some elements of remoteness for Outback communities.</p>
<b>Environmental 10%</b>  Lower carbon emissions, pollution and noise No harm to environment Sustainability of resources Water, flora, fauna, marine environment Minimise negative implications designated areas of national environmental significance.	
<b>Other supporting documents or information</b>	

# SUPPLEMENTARY PROJECT - BOWMANS INTERMODAL EXPANSION

RDA Region	Yorke and Mid North
CEO	Dylan Strong
RDA Key Project Contact/ Expert	Dylan Strong (CE), Malcolm May (RDA Board Member)
Class	Advocacy
Project Description	Expansion of the Bowmans Intermodal through linkage with the Globelink proposal
Estimated Project Cost (if known)	Not known
Infrastructure Type <b>Transport</b> Ports Roads Rail Airports  <b>Utilities</b> Electricity Gas Wind (including renewable) Water Telecommunications Waste Management  <b>Community Infrastructure</b> Health Services Sport and Recreational Facilities Tourism Schools/ Education Art and Cultural Emergency Services Housing Employment Public and Community Transport Social Support Services Libraries Child Care	Rail Road Airport

<p><b>Relevance to Government Plans and Strategic Documents</b></p> <p>Commonwealth Government Strategic Objectives  South Australia's Seven Strategic Priorities  South Australia's Strategic Plan  Strategic Infrastructure Plan for South Australia  30 Year Plans for Regional South Australia  Infrastructure Australia's Principles for Regional Infrastructure Planning  South Australia's Integrated Transport Plan (currently in Draft)  Regional Mining and Infrastructure Plan (currently in Draft)  Planning Strategy for South Australia (Land Use)  Green Triangle Freight Action Plan  Local Government Strategic Plans  Department of Defence strategic plans and projects</p>	<p>Aligned with:</p> <ul style="list-style-type: none"> <li>• Commonwealth – strategic Objectives 2,3 &amp; 5</li> <li>• SA Seven Strategic Priorities – 1 &amp; 6</li> <li>• SA Strategic Plan Targets <ul style="list-style-type: none"> <li>○ Target 56 – Strategic Infrastructure: Ensure that the provision of key economic and social infrastructure accommodates population growth</li> <li>○ Target 35 - Economic growth: Exceed the national economic growth rate over the period to 2020</li> <li>○ Target 47 – Jobs: Increase employment by 2% each year</li> <li>○ Target 37 – Total exports: Increase the value of South Australia's export income to \$25 billion by 2020</li> </ul> </li> <li>• Works towards addressing the related goal of 'South Australia's transport network enables efficient movement by industry and the community'</li> <li>• 30 Year Plan for Regional SA - How we travel around SA, Moving freight, Transport to support growing, competitive industries, connecting people and business – a high quality, well maintained road network, connecting people and towns – a passenger transport for regional communities</li> <li>• IA Principles for Regional Infrastructure Planning – 1, 5, 6, 7 &amp; 8</li> <li>• Local Government Strategic Plans – supported Wakefield Regional Council</li> <li>• Growing Advanced Manufacturing – through collaborative on zoning and working to help develop mining and agriculture.</li> <li>• Employment and Investment – Creating more than 100 jobs on site and the investment of \$70 million since 2000 supported by a State Government Regional Development Fund Grant.</li> <li>• The Bowmans Intermodal terminal is recognised by all levels of government as a significant strategic asset for South Australia and for the national rail grid.</li> </ul>
<p><b>What Region/s does the identified demand impact</b></p>	<p>Mid North SA. State, National and International (export) impacts.</p>

Project Details	
<p><b>Economic: 30%</b></p> <p>Promote development of job creation (construction and operations)</p> <p>Address capacity constraints</p> <p>Create employment (directly and indirectly)</p> <p>Sustained economic growth</p> <p>Increased productivity</p> <p>Ability to attract competitive funding</p> <p>Direct and indirect economic benefit</p>	<p>Bowmans Rail operates short-haul rail services and connects to the inner and outer terminals at the port of Adelaide and provides interconnections to the port of Melbourne.</p> <p>The Bowmans Intermodal is located at the Northern end of the proposed GlobeLink freight route and provides regional agriculture, mining and other enterprises with an integrated transport service from place-of-production to world markets via Australia's largest inland regional port (and the only intermodal operation in South Australia), just 100km north of Adelaide.</p> <p>The industrially zoned area covers 600Ha and is segregated from residential developments allowing 24 hour, 7 day per week operation.</p> <p>The Intermodal is serviced by onsite railway infrastructure which connects directly to the Ports of Adelaide, Darwin and further linkage to the Port of Melbourne. The site also has the potential for operational flexibility to satisfy the storage and redistribution requirements for all industries. A number of train access slots are contracted for users of the Bowmans intermodal facility. All rail operations are fully certified.</p> <p>The site is serviced by over 30,000m2 of hardstand areas which provide container storage, cleaning and movement facilities with a number of refrigerated reefer points available to operators situated in the industrial precinct.</p> <p>Principal access to the industrial zone is from a major sealed road which connects Highway One (Port Wakefield) with Balaklava. A fully developed bitumen road provides entry to various sections of the industrial area.</p> <p>Linkage with the proposed State Government's Globelink development, which includes the opportunity to establish an airport in conjunction with the existing intermodal will be a catalyst for future investment and growth.</p>

<p><b>Deliverability/Achievability: 20%</b></p> <p>Addressing a need not provided by existing infrastructure  Stage within a project lifecycle – shovel ready?  Removes constraints on future infrastructure growth  Funding arrangements – government, private, PPP  Project scale and therefore attractiveness to investors  Assessment of technical risk  On-going stages and scaled based on volume  Number of risks in the development  Certainty around funding and business models including project strategy</p>	<p>Among a number of advantages associated with this location is the obvious one that an intermodal is already well established and indeed has a high-growth business plan based on site expansion, to provide services to customers beyond agriculture and mining to encompass other sectors.</p> <p>The existing site comprises 600Ha of Industrial zoned land, which is Road Train access gazetted. Ease of access to Port of Adelaide.</p> <p>Funding will be sought for a full feasibility and business case to be undertaken.</p>
<p><b>Growth 15%</b></p> <p>Resilience of reducing economic loss to Regions  Sustained economic growth</p>	<p>Existing operations:</p> <ul style="list-style-type: none"> <li>• Export sales – rail to port by Bowmans circa \$160 million p/annum</li> <li>• Export freight – 50,000 TEU.</li> </ul> <p>The further work to be undertaken by RDAYMN, Wakefield Regional Council, and Bowmans Rail is will identify and document the level of prospective growth in detail.</p>
<p><b>Cross Regional 15%</b></p> <p>Alignment to federal and state objectives  Consistency of infrastructure demands across multiple regions</p>	<p>National impacts.  Trade/Export.</p>
<p><b>Social 10%</b></p> <p>Greater social amenity and improved quality of life  Sustainable prosperity in communities  Developing regions  Social amenity and improved quality of life  Sustainable prosperity in communities  Alignment to regional infrastructure plans  Impact on regional population levels  Maximise positive and minimise negative social impacts</p>	<p>The intermodal expansion stands to create hundreds of new jobs both direct and indirect hence many new families will move to the region. Surrounding towns of Balaklava, Mallala and Port Wakefield would receive socio-economic benefits through associated population growth; including an increase in services, child care schools, health care, business services etc.</p> <p>The expansion will also aid in reducing unemployment levels North of Adelaide and associated social wellbeing benefits would be numerous.</p>
<p><b>Environmental 10%</b></p>	<p>Prospective renewable energy project to cover energy needs of existing industry and provide opportunities for</p>

<p>Lower carbon emissions, pollution and noise</p> <p>No harm to environment</p> <p>Sustainability of resources</p> <p>Water, flora, fauna, marine environment</p> <p>Minimise negative implications designated areas of national environmental significance.</p>	<p>the co-located businesses and community. Feasibility study required.</p> <p>Study should focus also on associated infrastructure barriers (gas, electricity, storm water management) and how these could be addressed.</p> <p>Reduced environmental impact from road freight - and lower emissions through the use of rail. Increased efficiencies in moving freight through across the country.</p>
<p><b>Other supporting documents or information</b></p>	<p>Wakefield Regional Council has adopted a new strategic plan which identifies the opportunity to establish an airport in conjunction with the Bowmans Intermodal.</p> <p>Bowmans Intermodal Promotional Brochure</p>

## Part 5 APPENDICES

## 5.01 PRIORITISATION PROCESS

### Multi-criteria Analysis

A multi-criteria analysis (MCA) was used to prioritise the identified key projects.

The MCA provided a framework to enable RDSA to analyse, interpret and overcome difficulties in handling large amounts of complex project information and infrastructure demands in a consistent way.

In using an MCA as a methodology, the following steps were undertaken:

- a) The decision context and objectives were established – to ensure that all RDA Regions are aligned in terms of strategy and goals for infrastructure investment, specifically front end project identification.
- b) Key criteria were identified and set – some criteria may be considered more important than others. This is reflected in the analysis by weighting criteria against its relative importance against objectives.
- c) Weightings, as a percentage, were assigned across the criteria.
- d) The RDA's recorded their projects for assessment using these criteria and they were circulated to the RDSA Group in advance of the assessment workshop.
- e) Each project was presented by the RDA CEO or knowledgeable person for that region.
- f) The RDSA Group assessed each project against the criteria and were collectively scored out of four (4) against each of the weighted criteria giving a final weighted percentage or ranging. Each score level was given the following descriptors:
  1. Significantly below expectations
  2. Below expectations
  3. Exceeds expectations
  4. Significantly exceeds expectations

## 5.02 APPROACH TO PROJECT IDENTIFICATION

### *(a) DEFINING AND CATEGORIZING 'INFRASTRUCTURE'*

The participants in the 2013 prioritisation process defined infrastructure under the following categories:

<b>Transport</b>	<b>Utilities</b>	<b>Community Infrastructure</b>
<ul style="list-style-type: none"><li>• Ports</li><li>• Roads</li><li>• Rail</li><li>• Airports</li></ul>	<ul style="list-style-type: none"><li>• Electricity</li><li>• Gas</li><li>• Wind (including renewable)</li><li>• Water</li><li>• Telecommunications</li><li>• Waste Management</li></ul>	<ul style="list-style-type: none"><li>• Health services</li><li>• Sport and recreational facilities</li><li>• Tourism</li><li>• Schools/Education</li><li>• Art and Cultural</li><li>• Emergency Services</li><li>• Housing</li><li>• Employment</li><li>• Public and Community Transport</li><li>• Social support services</li><li>• Libraries</li><li>• Child Care</li></ul>

### *(b) PLANNING AND STRATEGIC GOVERNMENT DOCUMENTS*

The following Government Strategic Plans and objectives were considered throughout each project's lifecycle to ensure RDSA are thinking about the mechanisms needed in order to achieve government 'buy in'.

- Commonwealth Government Strategic Objectives
- South Australia's Seven Strategic Priorities
- South Australia's Strategic Plan
- Strategic Infrastructure Plan for South Australia
- 30 Year Plans for Regional South Australia
- Infrastructure Australia's Principles for Regional Infrastructure Planning
- South Australia's Integrated Transport Plan
- Regional Mining and Infrastructure Plan
- Planning Strategy for South Australia (Land Use)
- Green Triangle Freight Action Plan
- Local Government Strategic Plans
- Department of Defence (DoD) strategic plans and projects – Consider DoD as large land owners who use regional infrastructure and could have potential to support or fund projects

(c) *PROJECT IDENTIFICATION*

Each RDA region was asked to table up to five (5) projects for review and assessment by the RDSA group. Projects presented were deemed to be of a regional priority and/ or to add value to the wider community and State generally. To ensure consistency of information tabled to the group a project information template was populated by each region based on the weighted criteria categories. These templates form Part 4 of this report.

Criteria	Percentage Rating
<b>Economic</b> <ul style="list-style-type: none"> <li>Promote development of job creation (construction and operations)</li> <li>Address capacity constraints</li> <li>Create employment (directly and indirectly)</li> <li>Sustained economic growth</li> <li>Increased productivity</li> <li>Ability to attract competitive funding</li> <li>Direct and indirect economic benefit</li> </ul>	30%
<b>Deliverability/Achievability</b> <ul style="list-style-type: none"> <li>Addressing a need to provided by existing infrastructure</li> <li>Stage within a project lifecycle – shovel ready?</li> <li>Removes constraints on future infrastructure growth</li> <li>Funding arrangements – government, private, PPP</li> <li>Project scale and therefore attractiveness to investors</li> <li>Assessment of technical risk</li> <li>Ongoing stages and scaled based on volume</li> <li>Number of risks in the development</li> <li>Certainty around funding and business models including project strategy</li> </ul>	20%
<b>Growth</b> <ul style="list-style-type: none"> <li>Resilience of reducing economic loss to Regions</li> <li>Sustained economic growth</li> </ul>	15%
<b>Cross Regional</b> <ul style="list-style-type: none"> <li>Alignment to federal and state objectives</li> <li>Consistency of infrastructure demands across multiple regions</li> </ul>	15%
<b>Social</b> <ul style="list-style-type: none"> <li>Greater social amenity and improved quality of life</li> <li>Sustainable prosperity in communities</li> <li>Developing regions</li> <li>Alignment to regional infrastructure plans</li> <li>Impact on regional population levels</li> <li>Maximise positive and minimise negative social impacts</li> </ul>	10%
<b>Environment</b> <ul style="list-style-type: none"> <li>Lower carbon emissions, pollution and noise</li> <li>No harm to environment</li> <li>Sustainability of resources</li> <li>Water, flora, fauna, marine environment</li> <li>Minimise negative implications designated areas of national environmental significance</li> </ul>	10%

### 5.03 CONTACT DETAILS

Current contact details for each of the RDA's are provided below. We would welcome your further enquiry, or be happy to provide additional information on any of the projects contained in this document.

#### Adelaide Hills, Fleurieu and Kangaroo Island

4 Angas Place  
(PO Box 1171)  
STRATHALBYN SA 5255  
Telephone: (08) 8536 9200

#### Adelaide Metropolitan

*Office:*  
148 Frome Street  
ADELAIDE SA 5000

#### *Postal:*

Level 2, 70 Hindmarsh Square  
ADELAIDE SA 5000  
Telephone: (08) 7087 2139  
Email: [CEO@rdaadelaide.com.au](mailto:CEO@rdaadelaide.com.au)

#### Barossa

28 Murray Street  
(PO Box 767)  
TANUNDA SA 5352  
Telephone: (08) 8563 3603  
Email: [admin@barossa.org.au](mailto:admin@barossa.org.au)

#### Far North

2a Stirling Road  
(PO Box 1762)  
PORT AUGUSTA SA 5700  
Telephone: (08) 8641 1444  
Email: [reception@rdafn.com.au](mailto:reception@rdafn.com.au)

#### Limestone Coast

Forestry SA Building  
152 Jubilee Highway East  
MOUNT GAMBIER SA 5290  
Telephone: (08) 8723 1057  
Email: [info@rdalc.org.au](mailto:info@rdalc.org.au)

#### Murraylands and Riverland

*Murray Bridge Office:*  
137 Adelaide Road  
MURRAY BRIDGE SA 5253  
Telephone: (08) 8535 7170

#### *Berri Office:*

6 Kay Avenue  
BERRI SA 5343  
Telephone: (08) 8580 8500

#### *Loxton – Satellite Office*

Room 25, Loxton Research Centre  
1801 Bookpurnong Road  
LOXTON SA 5333

#### Whyalla & Eyre Peninsula

*Port Lincoln Office:*  
89 Liverpool Street  
PORT LINCOLN SA 5606  
Telephone: (08) 8682 6588  
Email: [reception@rdawep.org.au](mailto:reception@rdawep.org.au)

#### *Whyalla Office:*

127 Nicholson Avenue  
WHYALLA NORRIE SA 5608  
Telephone: (08) 8645 7811  
Email: [whyallareception@rdawep.org.au](mailto:whyallareception@rdawep.org.au)

#### Yorke and Mid North

*Port Pirie Office:*  
85 Ellen Street  
PORT PIRIE SA 5540  
Telephone: 1300 742 414  
Email: [info@yorkeandmidnorth.com.au](mailto:info@yorkeandmidnorth.com.au)

#### *Clare Office:*

155 Main North Road  
CLARE SA 5453  
Telephone: (08) 8842 3115

#### *Kadina Office:*

Kadina Town Hall  
Cnr Taylor & Digby Street  
KADINA SA 5554  
Telephone: (08) 8821 1072

