
Regional Development South Australia

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Project: Regional Development South Australia -
Prioritising South Australia's Regional
Infrastructure Projects
Project Report and Outcomes

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1 Introduction

Regional Development SA (RDSA) is the peak body of the State's 8 Regional Development Australia (RDA) Committees. RDSA brings the 8 RDA's together in a sense of collaboration to share information, discuss opportunities and risks, and to encourage cross regional initiatives. The RDA's have offices spread across South Australia which act as a first point of contact on Regional Development and offers a range of other services to business and the community. The RDA's are funded by Federal, State and Local Government – this partnership is unique to South Australia.

The CEO's meet at least 8 times a year to ensure there is a combined approach to developing Regional South Australia.

1.1 Purpose

A Regional Infrastructure Summit was held in the Barossa in July 2013 by RDSA with RDA, Government, industry, community, Local Government and the community services sectors. As an outcome from the Summit, a collective assessment of significant regional infrastructure projects has been undertaken by the RDA's in South Australia.

The purpose of this assessment is to identify priority projects for regional South Australia and to inform State and Federal Government and the private sector of the potential impact of these projects and what is required to activate them.

The outcome of the process is an identification of priority projects, an evaluation of their priority from a whole of state perspective and a categorisation according to what intervention is required to advance the project.

The process delivered a detailed and agreed set of weighted criteria and provides a model for application into the future when considering projects competing for resources.

It is important to note that there are many other projects of regional or local significance that are less ready to proceed. This is not a strategic document but a collective contribution by the RDA network in South Australia to better inform government and industry of state significant strategic economic projects in development. This document is a product of collaboration and cooperation made possible by the RDA framework coming together as RDSA.

1.2 Why undertake a prioritisation exercise

The RDSA committee committed to undertaking a project prioritisation exercise in order to achieve the following outcomes;

1. To shift decisions about infrastructure from project-by-project and region-by-region to a much broader and deeper focus on State needs
2. Competing priorities/ similar project needs – align to show consistency and understand what is really important jointly across all regions by using a set of agreed criteria
3. To provide analytical rigour and theory behind the 'need'
4. Provide a decision making transparency internally and externally

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o increase the ability of the RDAs across the State to approach all levels of Government as a collective to show due process of how/why these projects are deemed to be a priority. This will endeavour to give a better chance of obtaining funding into South Australia, and help direct governments towards need and value.

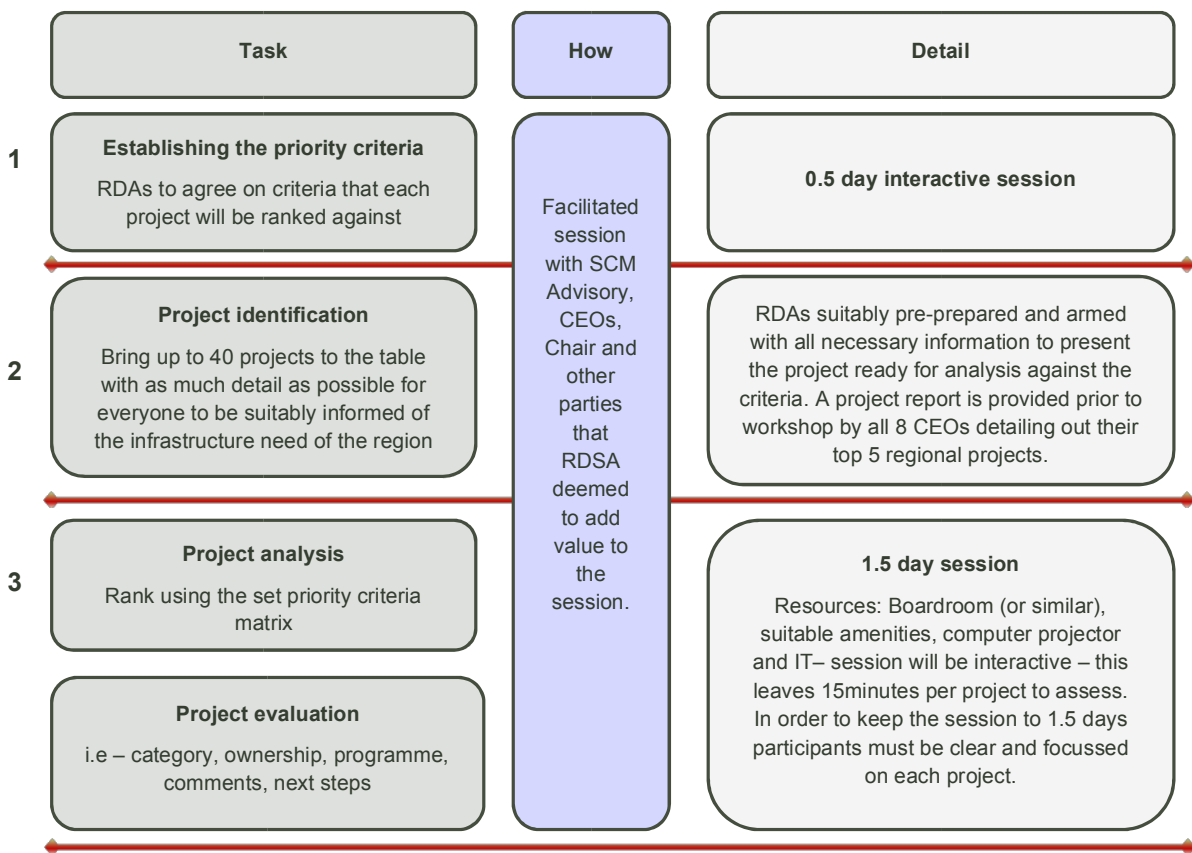
1.3 Process undertaken:

RDSA has appointed SCM Advisory to conduct an independently facilitated workshop to assist all 8 RDA regions to prioritise projects.

A three phased approach was used starting with:

1. Agreeing the setting of the evaluation criteria and apportioning weightings,
2. Each region identifying up to five projects from their region to be evaluated; and finally
3. Meeting over two days to collectively assess each project and rank them accordingly using the weighted criteria.

Diagram: Prioritising RDSAs Infrastructure Projects – Methodology.



2 The prioritisation process

2.1 Multi criteria analysis

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

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he 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 was 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 in 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 ranking. Each score level was given the following descriptors;
 1. Significantly below expectations
 2. Below expectations
 3. Exceeds expectations
 4. Significantly exceeds expectations

3 Approach to Project Identification

This section of the report explains the process that was undertaken to identify and define what projects would be considered in the prioritisation exercise undertaken.

3.1 Defining and categorising 'Infrastructure'

The participants in the process defined infrastructure under the following categories;

Transport

- Ports
- Roads
- Rail
- Airports

Utilities

- Electricity
- Gas
- Wind (Including renewable)
- Water
- Telecommunications

Community infrastructure

- Health services
- Sport and recreational facilities
- Tourism
- Schools/Education
- Art and Cultural
- Emergency Services
- Housing
- Employment
- Public & community transport
- Social support services
- Libraries
- Child Care

3.2 Planning and Strategic Government documents

Below is a list of Government strategic plans and objectives that was agreed to be considered throughout each projects 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 (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 (DoD) strategic plans and projects - Consider DoD as large land owners who use regional infrastructure and could have the potential to support or fund projects.

3.3 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 in information tabled to the group a project information template was populated by each region based on the weighted criteria categories. These project templates are included in Appendix A.

4 R

egional profiles and infrastructure projects

As a collective group, the RDA's work together to be regional development practitioners for South Australia. Through RDSA they meet regularly and share ideas and discuss strategic infrastructure needs to ensure the regions can capitalise on development opportunities. The important industries such as food, mining and tourism are cross regional and this ability to work together is important to regional SA. The RDA's being a partnership between the three levels of government, have an important role to play in identifying the needs and opportunities of the State and how they can be met.

The following section has been prepared by each individual RDA region to provide the reader with a summary of their focus on infrastructure and to provide background into regional diversity, needs, and overall profile.

4.1 RDA Far North

Regional Development Australia Far North (RDAFN) covers a vast region of approximately 799,850 square kilometres which takes in the sparsely settled country of the north of South Australia. It accounts for 80% of the State's land mass and has a population of 28,212 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. Major towns include Port Augusta (14,725 residents), Roxby Downs (4,717 residents), Quorn and Hawker (3,161) and Coober Pedy (1,695 residents). 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 (2,400 residents). The Far North region is expected to experience 16.4 per cent growth over the coming decade, slightly higher than the forecast population growth rate for South Australia (16.2 per cent).

The population of the Far North region is skewed towards young working age males, reflecting the nature of employment opportunities in the region. Economic activity is dominated by the pastoral, mining and service industries that have always been the mainstays of the region, with tourism rising significantly in importance in recent years.

Mining is undoubtedly the Far North Region's dominant industry and will continue to be so given the potential revealed in exploration programs over the past 10 years. 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. Also of great benefit to the industry is the ongoing support of consecutive Governments that have recognised the economic benefits of this industry to the State. Agriculture was traditionally the dominant industry and still is in relation to landmass, the Tourism, and Defence sectors however, are fast emerging as important industries in the pursuit of economic sustainability for many communities in the Far North region.

Infrastructure is an important vehicle for economic development. 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

unded infrastructure. The community 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.

RDAFN has 67 infrastructure projects outlined in its Regional Roadmap for the Far North region 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 five projects put forward;

- Security of National Transport Links to Perth and Darwin – Yorkey’s Crossing
- Coober Pedy Sustainable Electricity Generation / Supply
- Renewable Energy Options for South Australia
- Flinders Ranges Retirement Facility / Lifestyle Village
- Healthy Water for Outback Communities

Each of these projects has differing levels of national impact. Security of National Transport links to Perth and Darwin has the most significant from a national perspective being the “crossroads of Australia”. Remote electricity and water supply is a challenge for many communities in regional South Australia and Australia as a whole, as is the provision of retirement facilities in rural communities, benefits could be utilised nationally from these projects. Renewable energy options for South Australia, in particular alternative energy sources for the Coal fired Power Stations of Port Augusta has major regional and national benefits from a healthy community through to healthy environment perspective.

Detailed information on each of the above projects can be found in the following pages and in RDAFN’s Regional Roadmap available on its website www.rdafn.com.au

4.2 RDA Whyalla and Eyre Peninsula

“The Upper Spencer Gulf is on the cusp of unprecedented levels of private investment in mining, minerals processing, renewable energy and associated services, with 24 projects worth more than \$36 billion expected to rollout in the next decade.” - Hon Simon Crean

“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

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 232,781 square kilometres (23.6% of the state) with over 2000 kilometres of coastline.

Water is arguably the most critical issue facing the people of Eyre Peninsula. The 2011-12 annual review of demand-supply projections indicated that, based on current population growth and potential climate change impacts, the demand for potable water is expected to exceed supply in 2020-2021. (DEWNR, 2013).

Desalination of sea water 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 will proceed with the upgrade when end user commitment or alternative risk mitigation strategies are secured. Electranet has commenced the regulatory process for this project, and it has been accepted as a project that can proceed subject to demonstration of demand from industry.

A condition for the development of mining ventures on the Eyre Peninsula is that the mining companies must have a self-sufficient water supply and several desalination plants have been

proposed. Mines are large power consumers capable of demonstrating the demand commitment required by Electranet.

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.

A key strategy to ensuring provision of sustainable water and power supply solutions for the region is to ensure new mining ventures proceed. This strategy provides the basis for inclusion of the project priorities that RDAWEP has presented in this report for the region. There are multiple other very important hard and soft 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.

4.3 RDA Yorke and Mid North

The Yorke and Mid North Region covers 11 local government districts with a population based of around 76,500. 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 one thousand. 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 are currently investigating the feasibility of exploiting the regions' mineral and other resources

In consultation and in partnership with our Council partners and other key stakeholders, a number of planning processes have been undertaken during the past three years identifying key infrastructure and service deficits. Solutions to address identified issues have been developed so the region may continue to prosper economically. This has culminated in the publication of the Yorke and Mid North Infrastructure Audit in June 2012 which is annually updated with our local government partners.

The infrastructure and service needs of the region impact on both communities and industries. Key needs relating to energy, transportation, water, communication land use and waste management have been identified.

Whilst some of the priority needs of the region may be focussed on an individual Council area, there are often flow on effects to other parts of the region and the state. Multiple competing priorities also occur. These are affected by available funding, the 'shovel-ready' status of a project, the level of investment required and commercial viability, among other factors.

A number of significant infrastructure projects in the region have been progressed or are currently rolling out which has been identified in the previous three years. These include:

- Wakefield Pipeline - the 43-km pipeline will have the capacity to deliver an extra 11.4 mega litres of peak daily supply along the pipeline route, and will also be able to cater for five projected new chicken farms in addition to supporting a potential Rex Minerals expansion;
- Wallaroo Heavy Vehicle & Ferry Access;
- Walk the Yorke Leisure Trail - linking existing trails to form a 500 km continuous track along the Peninsula's coastline;
- Mid North and Southern Flinders Broadband delivery.

In determining the Yorke and Mid North Regions 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 taken into account when influence and result in other projects being put forward:

- Ardrossan to Port Wakefield Freight route – Road infrastructure upgrades for road train access connecting Port Giles – Ardrossan – Pt Wakefield – Bowmans Intermodal - [Potential interlinked project – Port Wakefield bypass]. STATUS: Route Assessment completed;
- Expansion of the Port of Pirie Northern Yorke Deep Sea Port. STATUS: Options Assessment currently underway and private investment required;
- (Myponie Point). STATUS- Feasibility Study required and private investment required;
- Duplication of Gas lateral from Whyte Yarcowie to Port Pirie and possibly to Whyalla. STATUS- Options Assessment completed and Business Case currently in progress.

4.4 RDA Adelaide Metropolitan

RDA Adelaide Strategic Approach

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 to 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 km, or 0.16 per cent of the landmass of South Australia.
- The region extends 90 km 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 per cent 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 per cent of the population born overseas and a further 47 per cent of the offspring of one or more persons born outside Australia (ABS, 2011 Census).
- Migrants born in North-West Europe accounted for 10.0 per cent of the population at the ABS, 2011 Census, those born in Southern and Eastern Europe accounted for 4.7 per cent of the population, while those born in Asia represented 7.6 per cent of the population (ABS, 2011 Census).
- Other than English, the most common languages spoken at home include Italian (2.7 per cent), Greek (2.1 per cent), Vietnamese (1.4 per cent) and Mandarin (1.4 per cent) (ABS, 2011 Census).
- Indigenous Australians accounted for 1.3 per cent of the population (ABS, 2011 Census).
- Adelaide has a relatively older population, with 15.7 per cent over the age of 65, and only 17.4 per cent under the age of 15 (ABS, 2011 Census).

- Whilst unemployment has been in line with the national averages of less than 6 per cent, 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 that is waiting on the outcome of Holden's announcing possible closure in 2016.
- 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 per cent 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 Clipsal 500 and the Tour Down Under.

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-discipline process (group focus group meetings, desk top research and survey/s and 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 priority areas will be supported with a project after an independent gap analysis has proven the project will not duplicate or compete with current services.

4.5 RDA Adelaide Hills, Fleurieu and Kangaroo Island

The Adelaide Hills Fleurieu and Kangaroo Island region covers a relatively compact area of about 9000 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 118,700 persons or 7.2% 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 has 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 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 61,046 persons or about 7% of the state's workforce.

However, only about 32,000 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 areas has a low unemployment rate that is 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. 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 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 like education and health.

In addition to public infrastructure works, there are investment opportunities in tourism, agriculture, horticulture, education, food processing, shopping centres, hotel development, marinas, heritage centres and more

4.6 RDA Barossa

The Barossa RDA Region embraces the local government areas of The Barossa Council, The Town of Gawler, Light Regional Council and the District Council of Mallala. Across these boundaries there are three functional areas: the famous wine region of the Barossa and Eden valleys with its entrenched regional food culture; the livestock, grains and horticulture farming areas of the western Barossa and Northern Adelaide Plains; and the urbanised areas of Gawler and (emerging) Roseworthy with associated industry. The outstanding characteristics of this region provide terms for a strategic approach:

- Australia's most-recognised wine region;
- existing advanced manufacturing capacity and workforce with transferable skills;
- high-performing agriculture, tourism, education and logistics industries;
- access to Adelaide's port, airport and interstate markets;
- a state-growth plan proposing exponential increase in regional population;
- climate-change resilience;
- historically and culturally significant landscapes; and
- engaged and collaborating communities.

Informed, intelligent and transparent planning will express in detail alignment between vision, values and the physical environment. Achieving these connected futures demands a design mindset at every level, addressing in particular the relationship of art, science and technology in implementing the outlined strategies and projects.

Growth is anticipated through investment in innovating capacity and entrepreneurship and the global recognition of local industries derived through clustering initiatives, specifically in wine, food, tourism, the arts, horticulture, broadacre and livestock and associated knowledge industries.

The key elements to the Barossa region's Economic Plan are

- a) Joined up Water Reuse systems across the region incorporating 6 or more sources of water for long terms economic an environmental sustainability
- b) Significant growth in population, education and research and services centred at Roseworthy.
- c) A Significant Food Bowl expansion through bringing reuse water north of the Gawler River and applying the research capacity of the University of Adelaide and workforce population from Two Wells and Roseworthy.
- d) Continued growth and expansion in economic value of the world famous Barossa wine industry and associated tourism and culinary industries.
- e) Roadmap Actions and Priorities

In the Regional Roadmap we outline the identified priorities for economic growth in 2013–2016, and how these will be advanced in 2013 by a focus on enablers and actions-

These priorities are:

- Water for the Future
- Digital Connectivity
- Premium Food and Wine Profitability
- Tourism Growth
- Advanced Manufacturing
- Innovation and Entrepreneurship
- Transport - People
- Transport - Goods
- Health and Wellbeing
- Infrastructure for Sustainable Populations

4.7 RDA Murraylands and Riverland

The RDA Murraylands & 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 had a combined population of 67,651 people at the 2011 Census.

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 Murray Bridge (50 minutes from Adelaide) the largest regional centre. The two sub-regions Murraylands and Riverland, although climatically very similar have significant social, economic and environmental differences.

Population growth will result from the increased South Australian population over the next 30 years, with the majority of this growth in the Murray Bridge area and along the river. Small towns that are currently suffering declining population are likely to continue this trend. 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. There are also major gas pipelines that traverse some areas of the region making them ideal for industrial and logistics industries.

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 loss of young people from the region reflects the lack of local educational opportunity; as well as relatively poor career prospects in

the primary industries sector where farm size means that substantial capital investment is needed to acquire (even through in-family succession) viable properties.

Skilled migration to the region remains strong, partly in response to the centralising of skilled migration services however this trend will be monitored as a result of the loss of funding for local skilled migration support.

Tourism has traditionally provided an important second source of revenue to the region, and reduced water availability and climate change have re-emphasised the need for diversity within the economy.

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.

The region is actively investigating opportunities for renewable energy generation, with the focus on biomass and biofuels. There is also a large amount of interest that has been generated in the wind power segment.

Transport infrastructure continues to be a priority for the region on several levels. The cost of road development and maintenance is creating an enormous burden for local government. Rural airports are becoming increasingly important for regional development and currently there are proposals for airports at Renmark and Monarto.

4.8 RDA Limestone Coast

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.

5 Weighted projects and categorised outcomes

This section of the report details the outcomes of the prioritisation process. Further details about each of the projects listed are provided in Appendix A.

5.1 The weighted criteria

The table below illustrates the agreed criteria and weightings used to assess each project.

Ref	Criteria	Percentage rating
1	Economic <ul style="list-style-type: none"> • 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 	30%
2	Deliverability/Achievability <ul style="list-style-type: none"> • 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 	20%
3	Growth <ul style="list-style-type: none"> • Resilience of reducing economic loss to Regions • Sustained economic growth 	15%
4	Cross Regional <ul style="list-style-type: none"> • Alignment to federal and state objectives • Consistency of infrastructure demands across multiple regions 	15%

5	Social <ul style="list-style-type: none"> • Greater social amenity and improved quality of life • Sustainable prosperity in communities • Developing regions • Sustainable prosperity in communities • Alignment to regional infrastructure plans • Impact on regional population levels • Maximise positive and minimise negative social impacts 	10%
6	Environmental <ul style="list-style-type: none"> • 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. 	10%
	TOTAL	100%

5.2 Outcome of Project Ranking

Further details of individual projects and their weightings are supplied in the appendices.

Ref	Project title	RDA Region
1	New multiple commodity export port facility Eyre Peninsula and associated infrastructure	Whyalla & Eyre
2	Northlink Rail bypass of Adelaide- Feasibility study for: 1) Economic and social impact study 2) A companion Road bypass 3) Commuter transport study Cost - \$850k	Murraylands & Riverland lead RDA RDSA, Adelaide Metro and all RDA's.
3	New freeway interchange at Mount Barker - accelerating timing with DPTI	Adel Hills, Fleurieu & Kangaroo Island
4	Murray Bridge - Mount Barker growth corridor water independence project - Developing business case	Adel Hills, Fleurieu & Kangaroo Island
5	Security of National Transport Links to Perth and Darwin – Yorkeys Crossing - advocating project importance with DPTI	Far North
6	Murraylands Education Precinct	Murraylands & Riverland
7	Northern Adelaide Irrigation Scheme	Barossa
8	Roseworthy Economic Hub - Rail to Roseworthy - Government commitment	Barossa

9	Road-Bridge Life Extension/Replacement Project	Limestone Coast
10	Northern Connector - Advocacy by RDSA	Barossa
11	Extension and upgrade of Kingscote Airport	Adel Hills, Fleurieu & Kangaroo Island
12	Electricity transmission line on Eyre Peninsula	Whyalla & Eyre
13	Natural gas pipeline upgrade to USG - specifically into Port Pirie but extra gas for Whyalla	Whyalla & Eyre/YMN
14	Port Pirie Wharf and Port Upgrade	Yorke & Mid North
15	Healthy Water for Outback Communities - Development of a framework	Far North
Ref	Project title	RDA Region
16	Myponie Point Deep Sea Port - Feasibility Study	Yorke & Mid North
17	Gifford Hill state equine precinct	Murraylands & Riverland
18	Renewable Energy Options for Port Augusta Power Stations - Advocating/support for Council/Alinta to develop feasibility study	Far North
19	Riverland rural doctors training centre	Murraylands & Riverland
20	Duplication of Victor Harbour Road - accelerating timing with DPTI	Adel Hills, Fleurieu & Kangaroo Island
21	Ardrossan to Port Wakefield road upgrade	Yorke & Mid North
22	South Australian Regional Culinary Institute	Barossa
23	Fleurieu aquatic centre	Adel Hills, Fleurieu & Kangaroo Island
24	Flinders Ranges Retirement Facility / Lifestyle Village	Far North
25	Coober Pedy Sustainable Electricity Generation / Supply	Far North
26	Advocating water and desalination solutions for Eyre Peninsula	Whyalla & Eyre
27	Energy storage centre (RDA operational project/internal support)	Adelaide Metro leading multiple RDA's

5.3 Project categories

Projects, once assessed and scored against the criteria, were separated into categories. Each category requires different focus, influence and development from RDSA in order to progress each project into the next stage. These categories were defined as follows:

Advocacy	Projects that require specific RDA support and lobbying to either government and or the private sector in order to move a project forward to the next stage.
Feasibility	Infrastructure needs and deficits have been identified however feasibility studies and business cases need to be undertaken to further develop the project definition including potential funding requirements.
Social	These projects seek to enhance the social amenity of the region. Generally these projects are regionally based only.
Shared/ Pilot	Infrastructure needs that are common throughout various regions or the State. Projects have been identified as a regional priority however they will also be used as a pilot project for other regions to use as a basis for lessons learnt
Investment Ready	These are projects that are investment ready, however are still seeking support by way of funding, government and or private sector support and investment.

Please note that the details behind the projects listed are provided within Appendix A. The projects were rated highest to lowest by category as follows:

5.3.1 Advocacy Projects

Project Title	RDA Region
New multiple commodity export port facility Eyre Peninsula and associated infrastructure	Whyalla & Eyre
New freeway interchange at Mount Barker - accelerating timing with DPTI	Adel Hills, Fleurieu & Kangaroo Island
Security of National Transport Links to Perth and Darwin – Yorkey’s Crossing - advocating project importance with DPTI	Far North
Northern Connector - Advocacy by RDSA	Barossa
Electricity transmission line on Eyre Peninsula	Whyalla & Eyre
Natural gas pipeline upgrade to USG - specifically into Port Pirie with extra gas availability for Whyalla	Whyalla & Eyre/YMN
Port Pirie Wharf and Port Upgrade	Yorke & Mid North
Duplication of Victor Harbour Road - accelerating timing with DPTI	Adel Hills, Fleurieu & Kangaroo Island
Advocating water and desalination solutions for Eyre Peninsula	Whyalla & Eyre
Energy storage centre RDA operational project/internal support)	Adelaide Metro

5.3.2 Feasibility Projects

Project Title	RDA Region
Northlink - Feasibility study for: 1) Economic and social impact study 2) Road bypass to accompany rail 3) Commuter transport study estimated funding required \$850k	Murraylands & Riverland
Murray Bridge - Mount Barker growth corridor water independence project - Developing business case	Adel Hills, Fleurieu & Kangaroo Island

Myponie Point Deep Sea Port - Feasibility Study	Yorke & Mid North
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5.3.3 Social Projects

Project Title	RDA Region
Murraylands Education Precinct	Murraylands & Riverland
Riverland rural doctors training centre	Murraylands & Riverland
Fleurieu aquatic centre	Adel Hills, Fleurieu & Kangaroo Island

5.3.4 Shared Infrastructure Needs/Pilot Projects

Project Title	RDA Region
Healthy Water for Outback Communities - Development of a framework	Far North
Flinders Ranges Retirement Facility / Lifestyle Village	Far North
Coober Pedy Sustainable Electricity Generation / Supply	Far North

5.3.5 Investment Ready Projects

Project Title	RDA Region
Northern Adelaide Irrigation Scheme	Barossa
Roseworthy Economic Hub - Rail to Roseworthy - Government commitment	Barossa
Road-Bridge Life Extension/Replacement Project	Limestone Coast
Extension and upgrade of Kingscote Airport	Adel Hills, Fleurieu & Kangaroo Island
Gifford Hill state equine precinct	Murraylands & Riverland
Ardrossan to Port Wakefield road upgrade	Yorke & Mid North
South Australian Regional Culinary Institute	Barossa

6 Infrastructure deficits affecting multiple regions

The following categories of infrastructure were common across many of the RDA's and recognised as universally important to all regions. Due to the fact that these were common infrastructure needs of the RDA's the group determined that they could not be assessed against the criteria but were seen as common inhibitors to;

- Economic growth
- Sustainable communities
- Improved social amenity

6.1 Aged care

Regional populations are feeling the strain of the increasing in the aged population. Not only have they a high percentage of ageing, but there is not always the same level of investment, or incentive to invest in aged care facilities.

RDA's have identifies that the high cost of augmentation of utility services is a disincentive to the development of aged care facilities.

Of particular importance is the development of sufficient aged care facilities in those smaller towns with hospital facilities. This is vital to keeping hospital services in some of these towns.

6.2 Digital connectivity

Digital connectivity across regional South Australia ranges from good to non-existent. Mobile coverage is lacking in many areas where it is needed.

High speed broadband is an enabling technology and there are many businesses and communities which would benefit enormously from it. It has the potential to bring new business opportunities and efficiencies.

The RDA networks understand their communities and see this as a major priority for regional development in SA.

6.3 Energy

The lack of energy capacity or huge cost of alternatives is seen as major impediment to development in regional SA, specifically remote South Australia.

A number of the Far North's remote communities rely on diesel generators to provide power. The potential for small-scale hybrid plants using gas, solar or wind in areas remote from the distribution network is being explored.

The table below summarises the situation with power supplies within the Far North.

Owner	Total	Town Name
Towns connected to State Electricity Grid	15	Port Augusta, Stirling North, Roxby Downs, Iron Barron, Cradock, Hawker, Quorn, Woomera, Nepabunna, Iron Knob, Copley, Leigh Creek, Lyndhurst, Pimba and Beltana
Individual property generators	14	Cockburn, Manna Hill, Mingary, Kanpi, Nyapari, Wataruu, William Creek, Mintabie, Mungeranie, Innamincka, Olary, Wilpena, Cadney Park and Lambina (Seven Waterholes).
Diesel generation and distribution by closed local grid operated by the Office of Energy Policy	21	Ernabella, Fregon, Indulkana, Kalka, Mimili, Pipalytjara, Umuwa, Yunyarinyi, Andamooka, Marla, Parachilna, Blinman, Yunta, Glendambo, Marree, Oodnadatta, Mannahill, Tarcoola, Kingoonya and Coober Pedy

There are also better developed areas where major shortages of power restrict development and create blackout risks. Alternative energy is itself a major development opportunity, but a lack of major transmission lines, particularly on Eyre Peninsula restricts this development.

A major issue for wind power and remote renewable energy is the difficulty of storing electricity. Adelaide RDA is leading 13 RDA's across Australia in collaboration with Adelaide University on a solution to this issue. Please refer to Appendix A for further information.

6.4 Water quality and demand

Water supply is a challenge in much of regional South Australia. The lack of supply and cost restrict economic opportunities, and make many communities expensive and unattractive to live in – both through water quality and aesthetics. Many communities have been innovative and there are many good examples of water re-cycling. Capital expenditure in growing places like Mt. Barker could create good economic use of storm water runoff.

Desalination is an option in some communities where saline water is available. Desalination is seen as a major option for the Eyre Peninsula, both for community use and to fulfill the substantial needs of the mining industry.

In the Far North, sporadic rainfall and high evaporation rates limit the quantity of available surface water. Quantity and quality of water is a major issue in most Outback and Aboriginal communities, as most surface water is saline and has limited use. Other Progress Associations administer their water supplies through grants and assistance facilitated through the Outback Communities Authority (OCA).

The Aboriginal communities are serviced by Department for Aboriginal Affairs and Reconciliation (DAARE) through an Essential Services Agreement between the Federal and the State Government.

Water supply providers have various standards for installing infrastructure, allocation of capital expenditure, and addressing environmental impacts.

Small communities have insufficient resources and leverage to improve efficiencies with the private sector. In general, the water supplies managed by Progress Associations have the poorest service (in both cost and standard). Some small communities do not have a water supply but rely on collecting or purchasing water themselves.

In the wastewater sector, the South Australian Government's Department of Health audits outback communities, including aboriginal communities. Septic tanks are the responsibility of each individual household or business.

Quantity and quality of water is a real challenge in most Outback and Aboriginal communities

