

24ADL-0791
1 JULY 2025

Engagement Summary Report

Draft Mid Murray Growth Management and
Housing Strategy

MID MURRAY COUNCIL



Engagement Summary Report

1 July 2025

Lead consultant	URPS 27 Halifax Street Enter via Symonds Pl Adelaide SA 5000 (08) 8333 7999 urps.com.au
Prepared for	Mid Murray Council
Consultant Project Manager	David Petruzzella, Senior Consultant dpetruzzella@urps.com.au
URPS Ref	24ADL-0791

Document history and status

Revision	Date	Author	Reviewed	Details
V1	17/06/25	Z. Hambour	D. Petruzzella	Initiation of report
V2	18/06/25	Z. Hambour		With minor client edits
V3	20/06/25	Z. Hambour	D. Petruzzella	With minor client edits
V4	1/07/25	Z. Hambour	D. Petruzzella	Final with response to consultation feedback added

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

© URPS. All rights reserved; these materials are copyright. No part may be reproduced or copied in any way, form or by any means without prior permission. This report has been prepared for URPS' client. URPS and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

Contents

Engagement Snapshot 1

1. Introduction..... 4

2. How we engaged 5

3. Survey results 6

4. Written submissions 31

5. Next steps 36

Appendix A – Survey form..... 37

Appendix B – Survey verbatim comments 38

Appendix C –Written submissions 49

Appendix D – Proposed response to consultation feedback 50



Engagement Snapshot

Mid Murray Council prepared a Draft Growth Management and Housing Strategy for its Council area. Community and stakeholder engagement was undertaken 28 April to 26 May 2025.



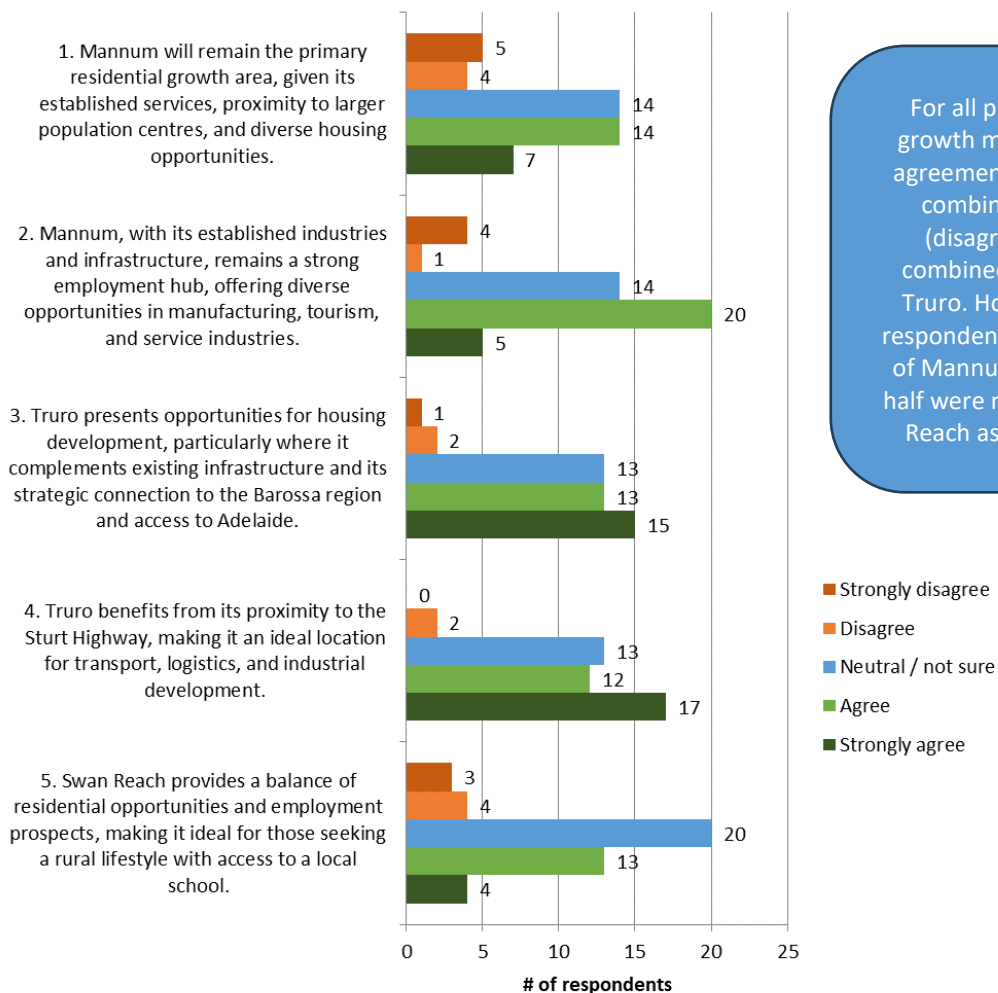
51 survey
responses were
received



8 written
submissions were
received

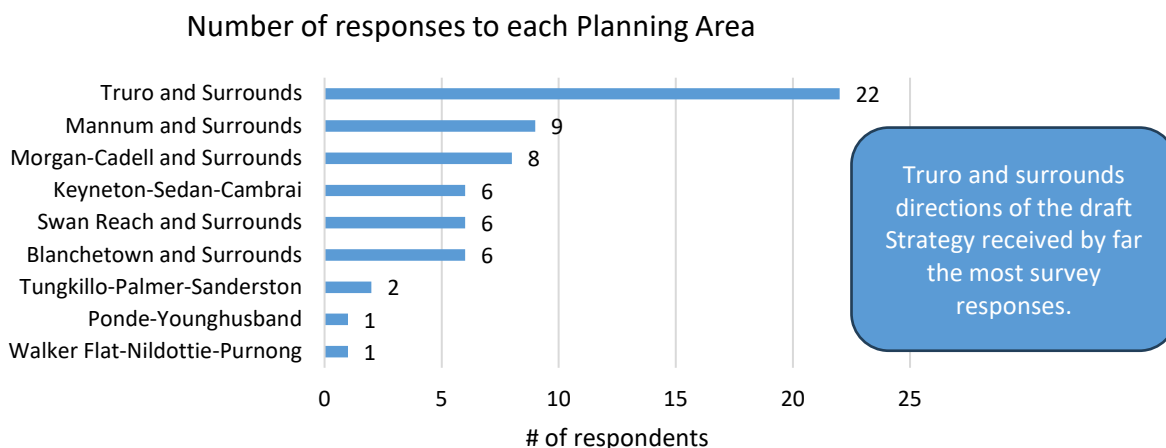
Level of agreement with proposed focus towns for growth (survey)

The draft Strategy proposes the following townships out of all townships that the Council will focus on to encourage growth. Do you agree? (44 responses)



For all proposed focus towns for growth more respondents showed agreement (agree or strongly agree combined) than disagreement (disagree or strongly disagree combined). This was strongest for Truro. However, around a third of respondents were neutral or not sure of Mannum and Truro and almost a half were neutral or not sure of Swan Reach as a focus area for growth.

Interest in draft Strategy planning areas (survey)



The level of agreement with the proposed objectives and development opportunities for each planning area is provided in the report proper.

Key themes of results and feedback (survey and submissions)

- There is a lot of community interest in Truro and very strong view that progressing with the town's Masterplan and growth actions should not be dependent on the bypass freight route going ahead.
- Generally strong agreement with the objectives for each planning area.
- Desire for less investment in Mannum and to focus more investment in smaller towns, especially in the Morgan, Cadell and Blanchetown.
- Concern that there is not sufficient job opportunities in Swan Reach to support growth.
- Mixed views on directions for Mannum Waters.
- Mixed views on the viability of Keyneton for more housing.
- Mixed views about the appropriateness of Swan Reach as a key growth area.
- Concerns about data used and Council's ability to listen and deliver.
- Ensure to protect land of biodiversity value/native vegetation and mature trees, incorporate these assets into future structure planning and avoid impacts from development run-off or light spill. Be considerate of flood risk in the identification and planning of development areas and consider flood levies. (see submissions from DEW and Landscapes Board).
- Ensure future growth does not impact on the functioning of identified transport and infrastructure-focused corridors (e.g. freight and High Productivity Vehicle Network, major highways etc). Consider planning for active and public transport in Mannum and support for the future growth of Truro. (see submission from DIT).

- Specific ideas:
 - Allow more subdivision of rural land in Dutton.
 - Consider 'The Crossing' for an industrial area.
 - Need an area for trucks/road trains to stop/drop trailers near Mannum with the possibility for a large Service Station.
 - Remove restrictions on building on surrounding rural land (900 hectare rule) and reduce minimum block size in Morgan.
 - Need more social housing in Morgan.
 - Rezone small section of Lot 442 Coppermine Road Truro to accommodate residential development.
 - Relocate water treatment plant at Mannum Waters to support future growth.
 - Incorporate part of Lot 1 Mannum Road within the abutting Rural Living Zone.
 - Incorporate Marks, Greenways, Hermans Landings for shack settlement expansion.

Next steps

Council will consider the consultation feedback received on the draft Strategy and make amendments to finalise the Strategy for adoption.

1. Introduction

Mid Murray Council (Council) is preparing a Growth Management and Housing Strategy (the Strategy) for its Council area. The Strategy will outline Council's aspirations for housing and employment growth, where it is desired and what infrastructure is needed to support it. The Strategy will also inform Council's ongoing feedback into the State Government's Murray Mallee Regional Plan and guide Council's own infrastructure planning.

Council has received a grant from the Australian Government via the 'Housing Support Program' to prepare the Strategy.

Council engaged with its community and stakeholders on an Options Paper in November 2024. The results of that engagement were considered to prepare the Draft Growth Management and Housing Strategy.

Council has now consulted with its community and stakeholders on the Draft Strategy. This engagement summary report provides information about how the engagement was undertaken and what was heard.

The engagement results will be considered by Council in finalisation of the Strategy.

2. How we engaged

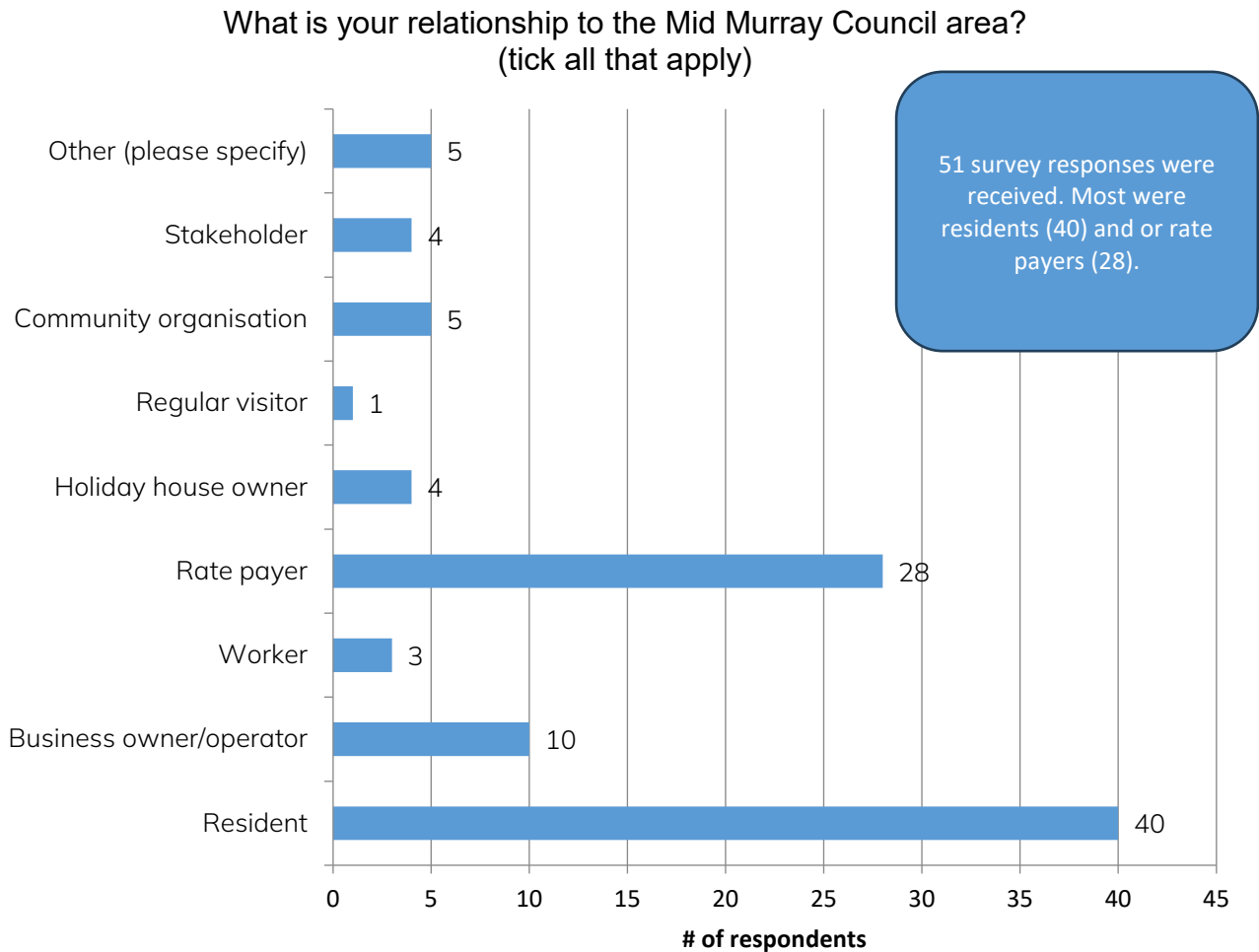
Engagement was undertaken from 28 April to 26 May 2025 (4 weeks) and included the activities listed in the below table.

Engagement activity	Description
Survey	• A survey was available online or in hard copy at Council centres • A copy of the survey is provided in Appendix A.
Written submissions	• People or organisations were able to submit a written submission
Promotion	• Social media posts • Emails to community and stakeholder networks • Local press advertisement • Council website / Your Say

3. Survey results

This section provides the results of the survey. 51 responses were received. Verbatim comments provided in survey responses are provided in **Appendix B**.

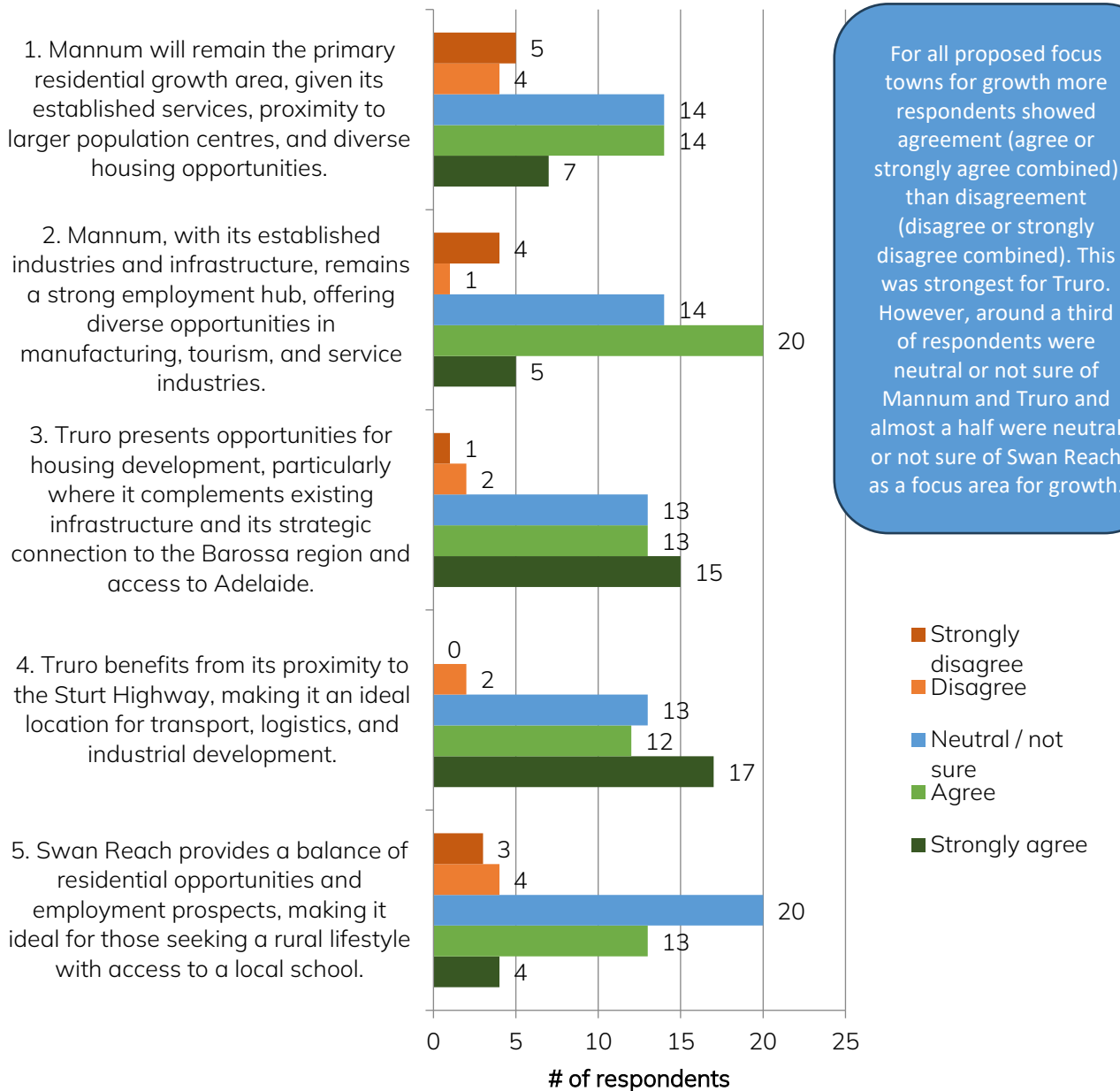
3.1 Respondents



'Other' responses were: regular holiday maker, farmer, plans to be a resident within 2 years, Australia (x2).

3.2 Focus townships for growth

The draft Strategy proposes the following townships out of all townships that the Council will focus on to encourage growth. Do you agree? (44 responses)



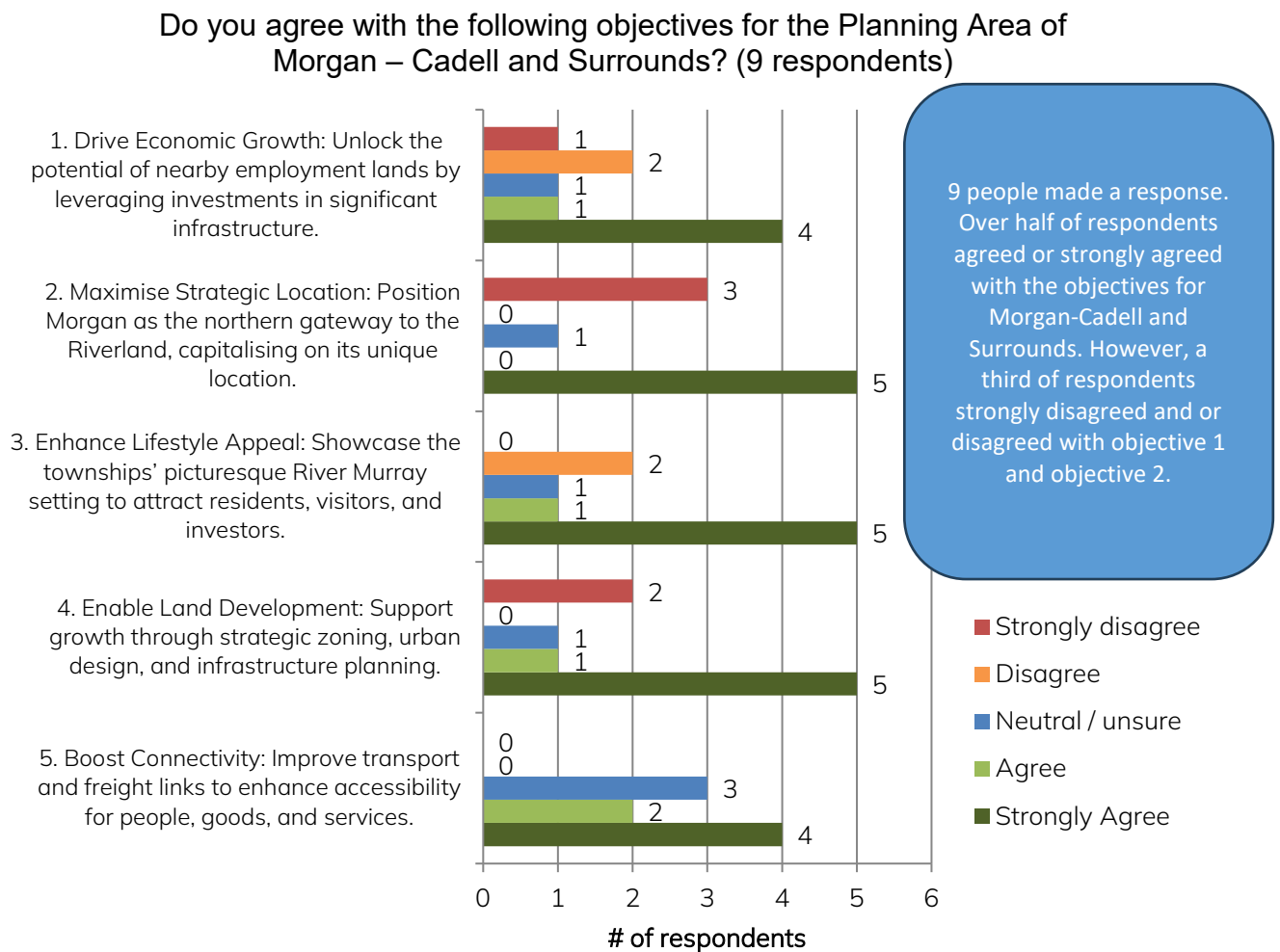
17 respondents provided comments to explain their responses. Themes of comments included:

- Collaborate with other Councils to maximise development of crown land.
- Need to invest in community facilities and programs in Mannum (not cut them).
- Don't miss out other towns in the region (Palmer, Morgan, Cadel, Blanchetown).
- Rezone land at Bowhill and support affordable housing across the region.

- Don't mention the Truro Bypass. Growth needed there regardless. Seal roads and improvement stormwater management in Truro.
- Swan Reach doesn't have a lot of employment opportunities.
- Reduce minimum block size in Morgan.
- Holiday rentals bring money to the area. Don't overregulate them.

3.3 Morgan – Cadell and Surrounds

An error was made in the survey question on Morgan-Cadell and Surrounds draft objectives. The wrong objectives were posted in the survey question. As such for transparency and integrity, an updated survey question with the correct objectives for Morgan-Cadell and Surrounds was shared with those people who had responded to the original incorrect question. Below is the survey response and comments to the updated and correct question.

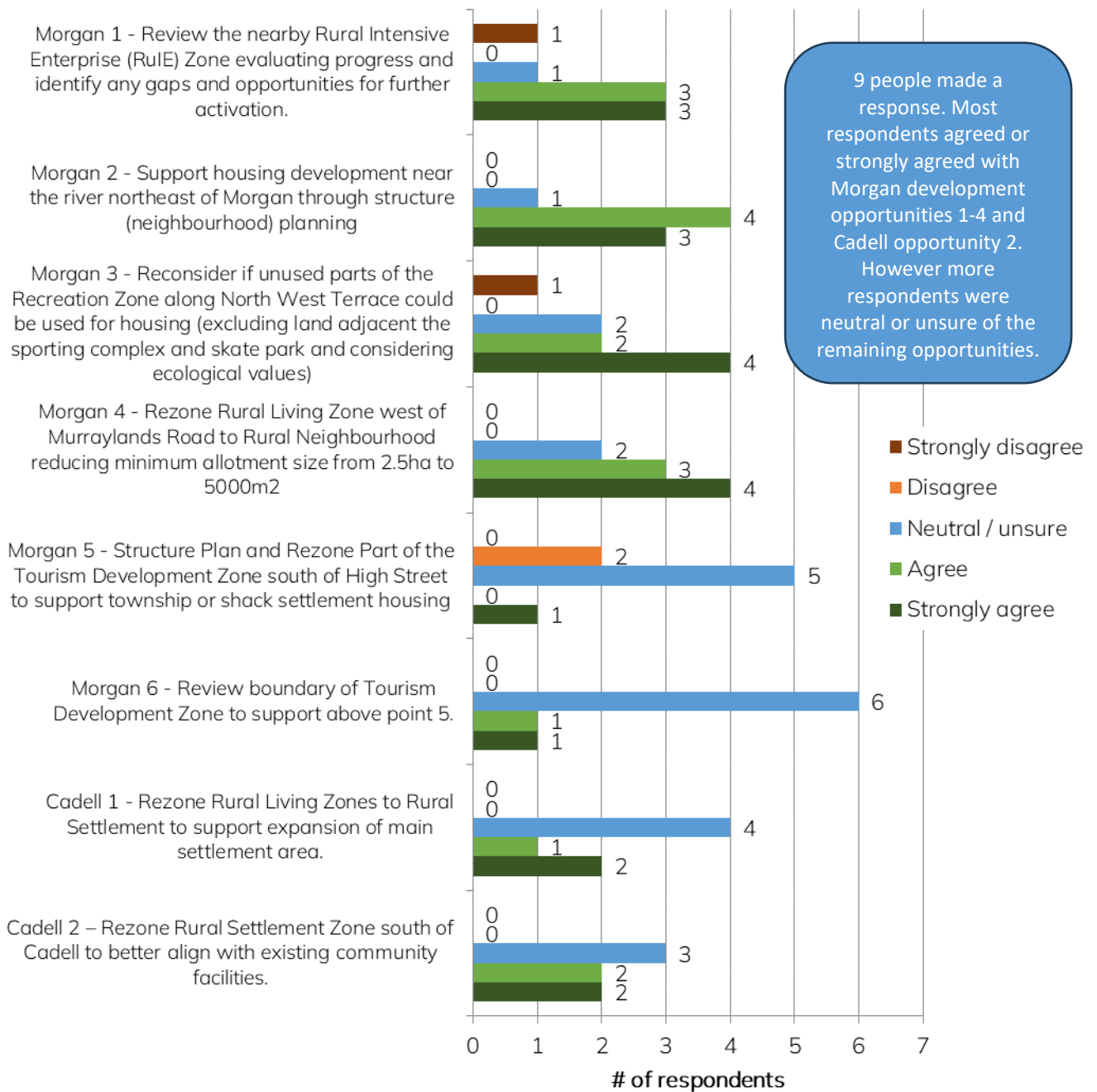


4 respondents provided comments to explain their responses. Themes of comments included:

- Residents move to Morgan/Cadell because we don't want development and capitalisation. We want a quiet town but some basic facilities (doctor, community/public transport). We don't want to attract investors and urban design. If we wanted all that we'd live in the city.
- I agree with all above. Also the council ruling of land area required to build on, needs to go to allow more development of Mid Murray area. Housing brings people. People bring people. Our community needs people to survive.

- We need elderly housing units etc. The services here are not enough and we are shrinking. We need housing development and better guttering and signage in Morgan and Cadell. If we grow we will attract more service to make us viable
- Concerns about the consultation including: fails to meet standards of genuine, unbiased community engagement; wrong objectives included; questions push respondents to predetermined answers and present only benefits not costs or alternative; objectives bundle multiple concepts together; encourages agreement by asking how much agree and using aspirational language. Morgan's future should be shaped by what residents want. Request restart this consultation process.

Do you agree with the following development opportunities for Morgan – Cadell and Surrounds? (9 responses)

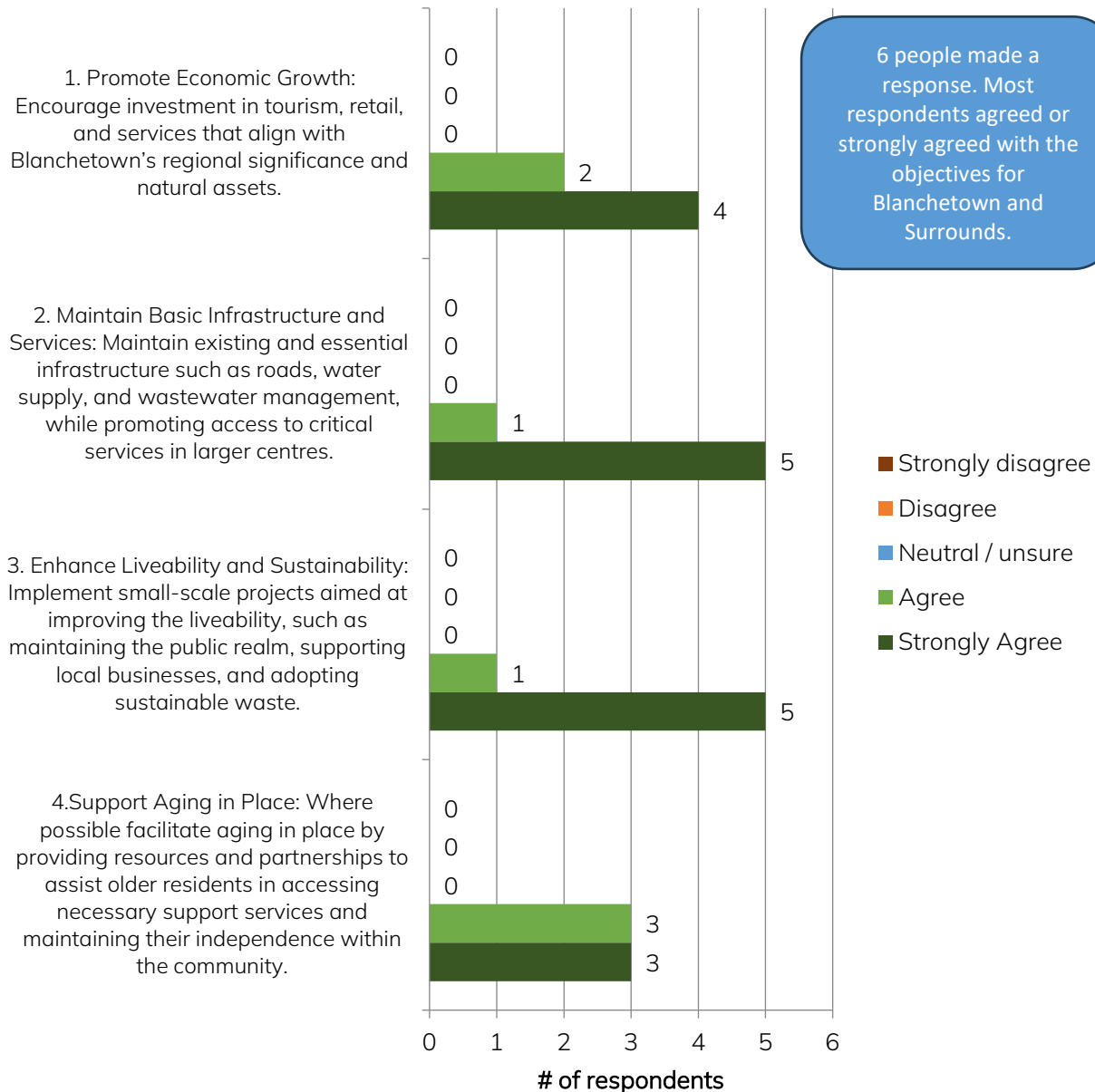


3 respondents provided comments to explain their responses. Themes of comments included:

- Morgan 1 - An ideal location for intensive agriculture close water supply. Morgan 2- logical. Morgan 3 - Recreation ground should not be used for housing. Morgan 4 – 5000m² allotments. Morgan 5 - remain as is. Morgan 6 - no benefit in this proposal.
- Offering more "shack" options is not good for growth as houses sit empty. However more tourists supports monetary growth. Possibly higher rates for those that don't live in the house permanently to help the town grow?

3.4 Blanchetown and Surrounds

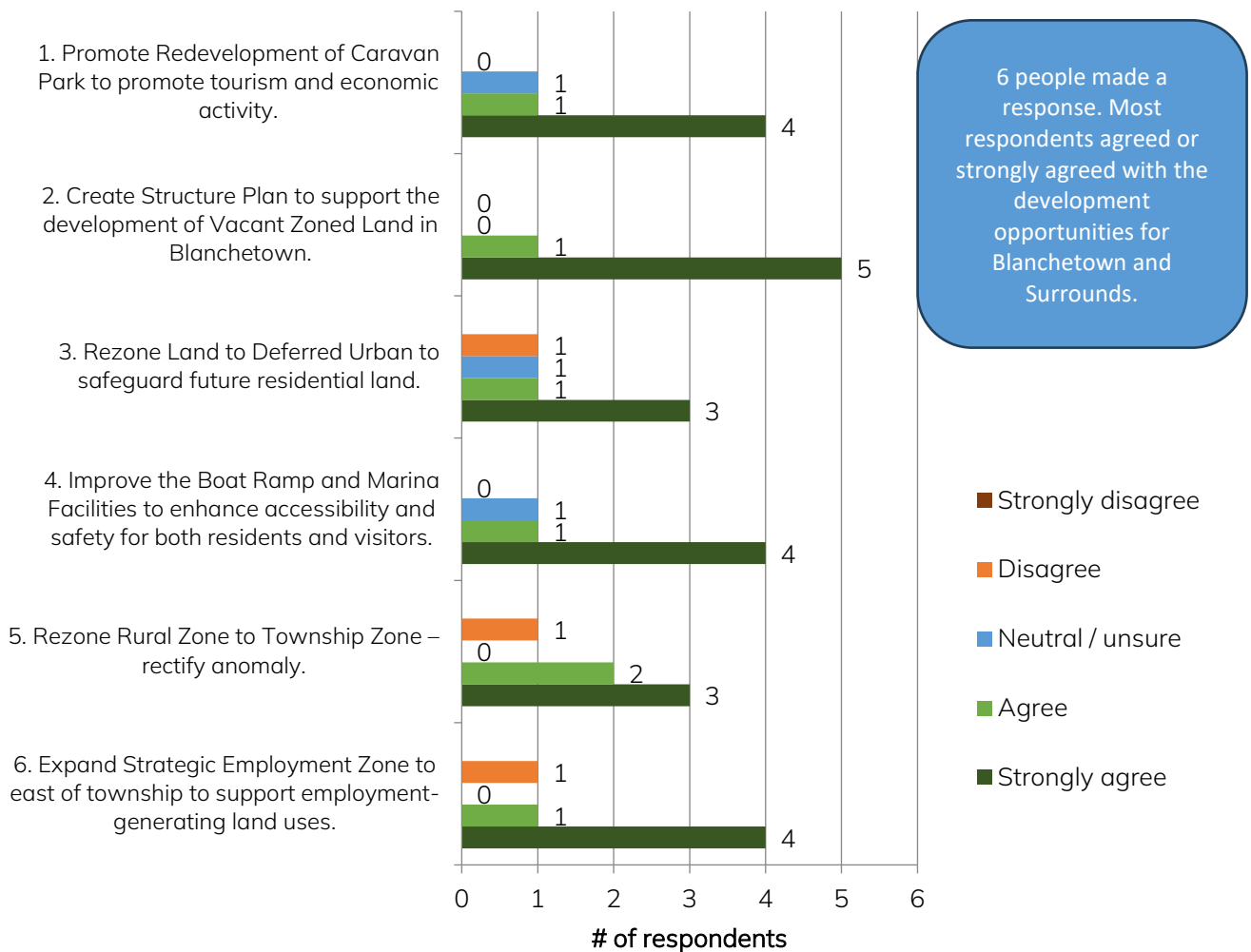
Do you agree with the following objectives for the Planning Area of Blanchetown and Surrounds? (6 respondents)



1 respondent provided a comment to explain their response. A summary is provided below:

- Blanchetown needs workers already. Council has stalled on growth for many years making it hard to get new people into the town. When we do Council chases them away. Vacant land proposed in the draft Strategy for structure planning is already rezoned and on the market.

Do you agree with the following development opportunities for Blanchetown and Surrounds? (6 responses)

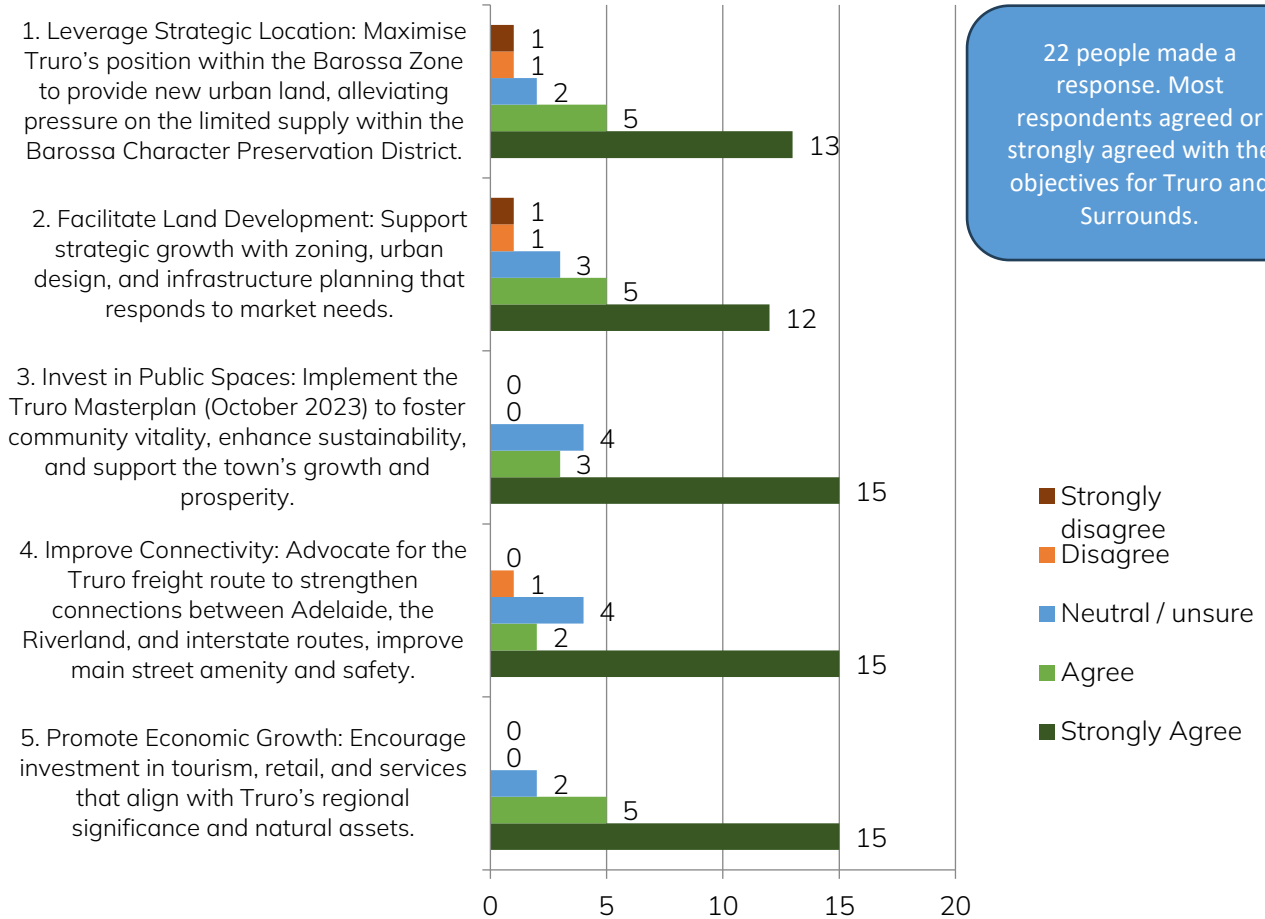


3 respondents provided comments to explain their responses. Themes of comments included:

- Amalgamate Blanchetown with Blanchetown on other side of the river in Loxton -Waikerie Council.
- More information needed about what “Deferred Urban” zoning means.
- Disagree with proposals. Council not capable and lacks research.

3.5 Truro and Surrounds

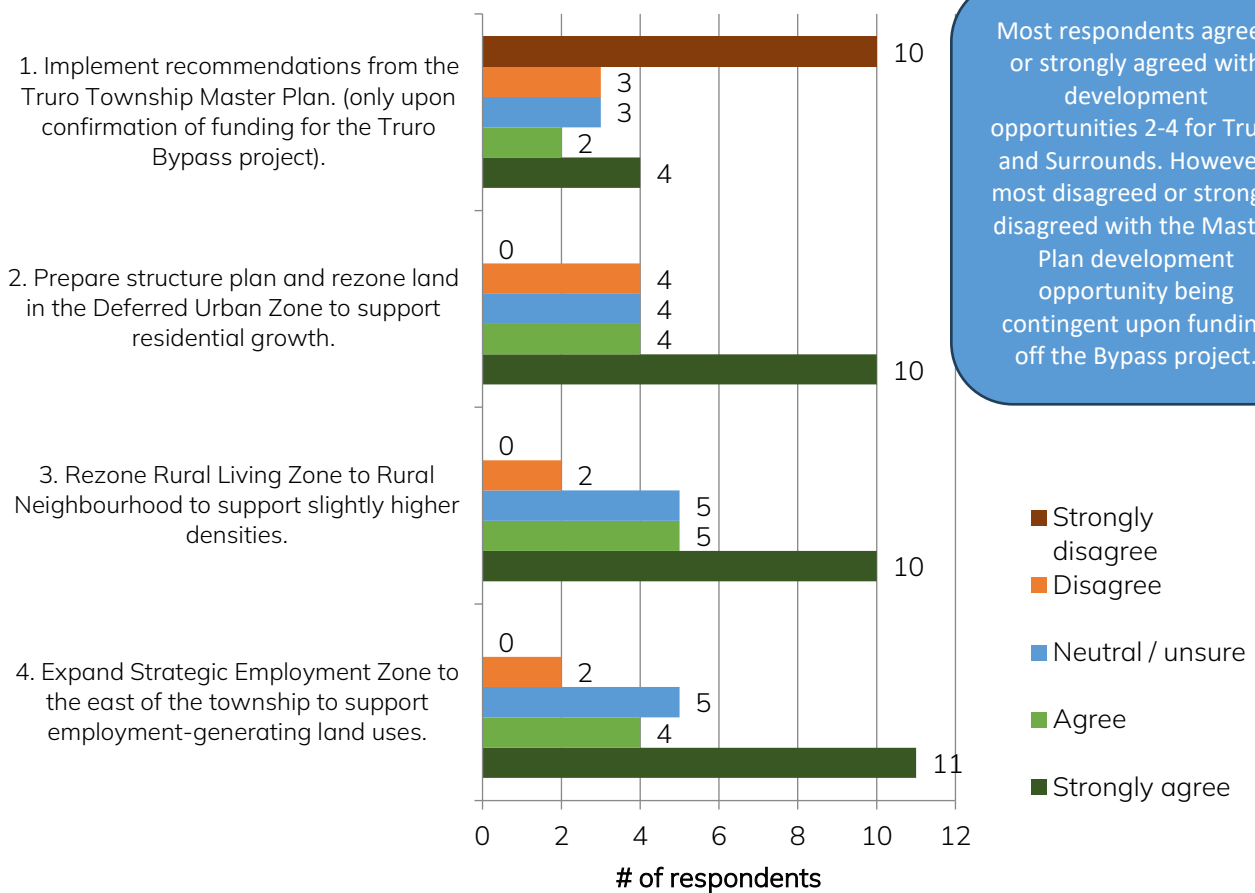
Do you agree with the following objectives for the Planning Area of Truro and Surrounds? (22 responses)



4 respondents provided comments to explain their responses. All related to:

- The Truro Township Masterplan implementation should happen regardless of the bypass freight route.

Do you agree with the following development opportunities for Truro and Surrounds? (22 responses)

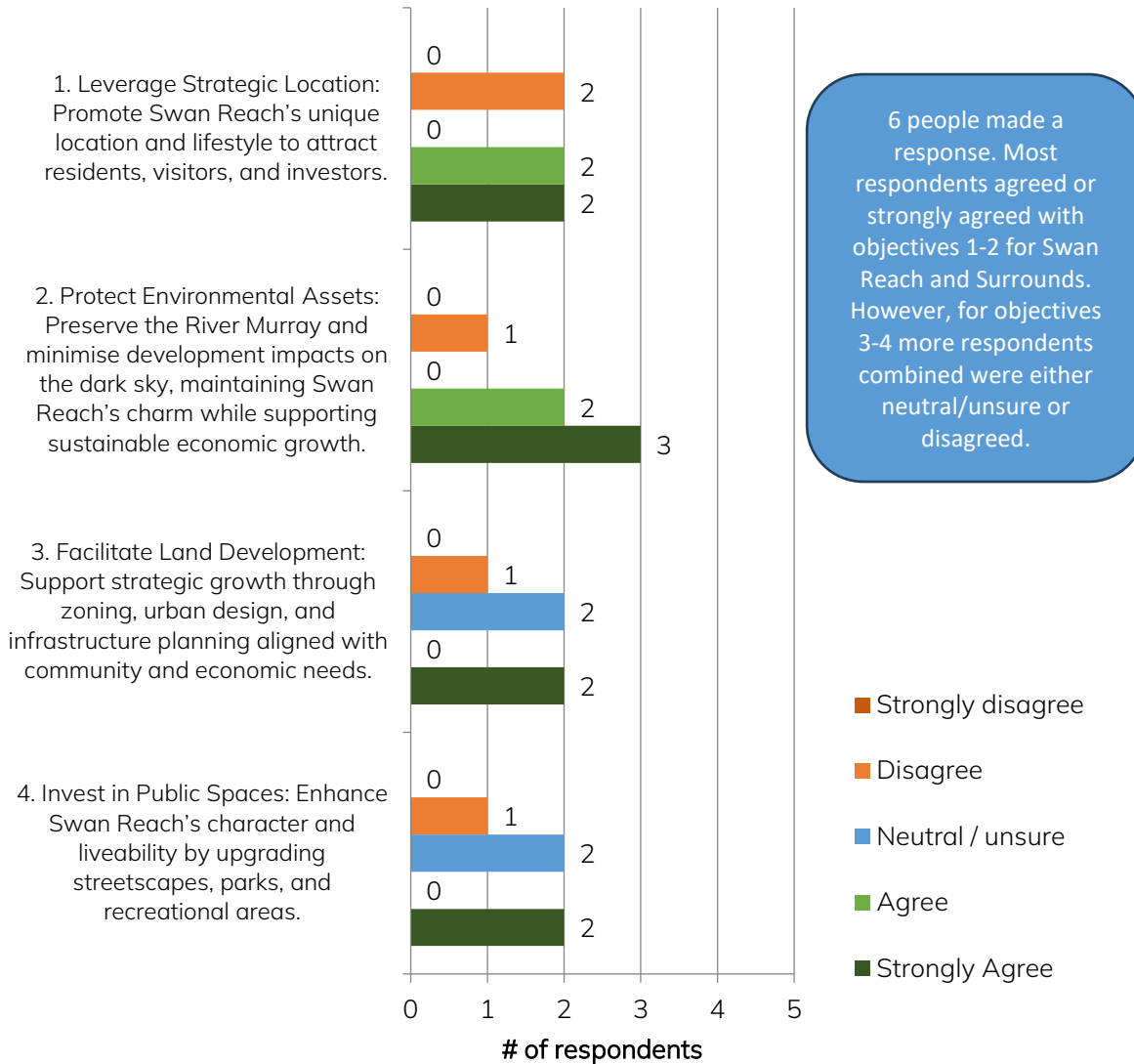


12 respondents provided comments to explain their responses. Themes comments included:

- The Truro Township Masterplan implementation should happen regardless of the bypass freight route. Utilise other funding opportunities, work with the Truro community and get it happening.
- Allow Dutton township to expand for a rural lifestyle.
- Truro is an excellent position for growth from the Barossa and the Adelaide region.
- The Deferred Urban Zone location is not appropriate as is hilly with no direct connection to the centre. Areas north of the town might be better suited to rezoning for housing.
- Realignment with the Barossa Council.

3.6 Swan Reach and Surrounds

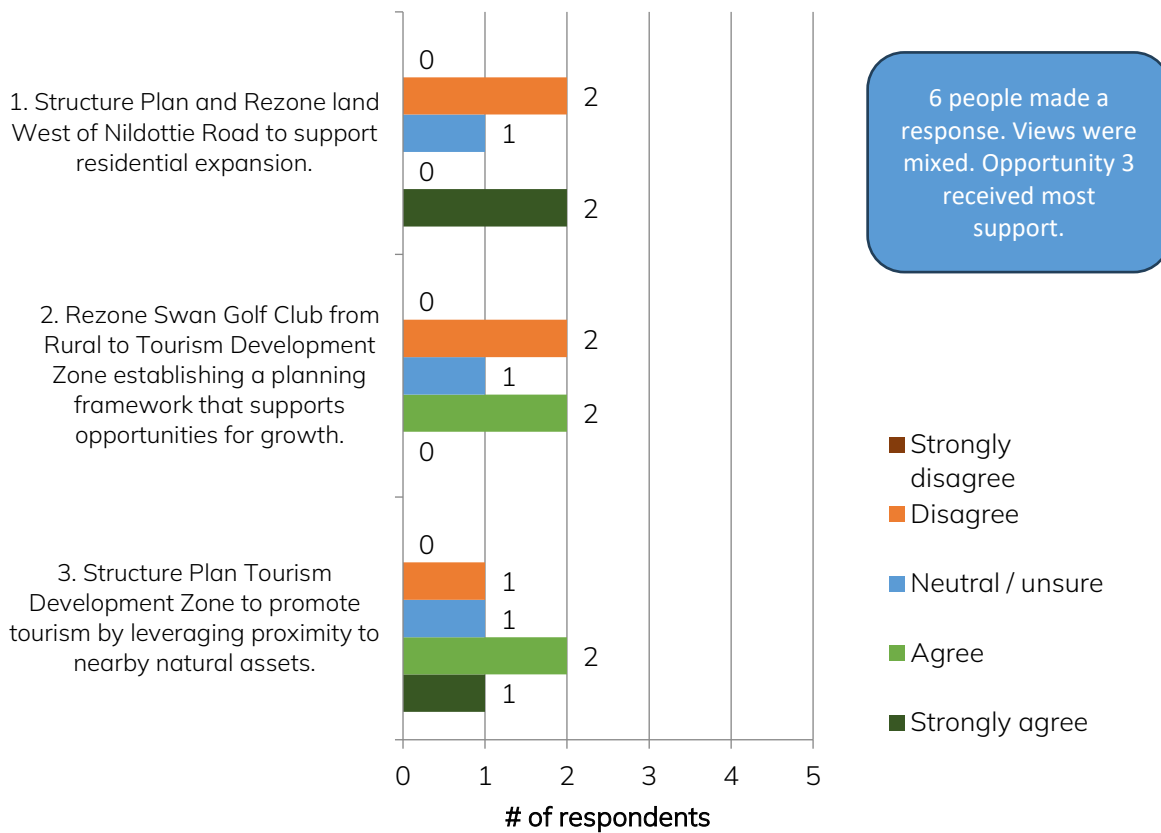
Do you agree with the following objectives for the Planning Area of Swan Reach and Surrounds? (6 responses)



2 respondents provided comments to explain their responses. Themes of comments included:

- Swan Reach should not be a housing growth area.
- Limited work available.

Do you agree with the following development opportunities for Swan Reach and Surrounds? (6 responses)

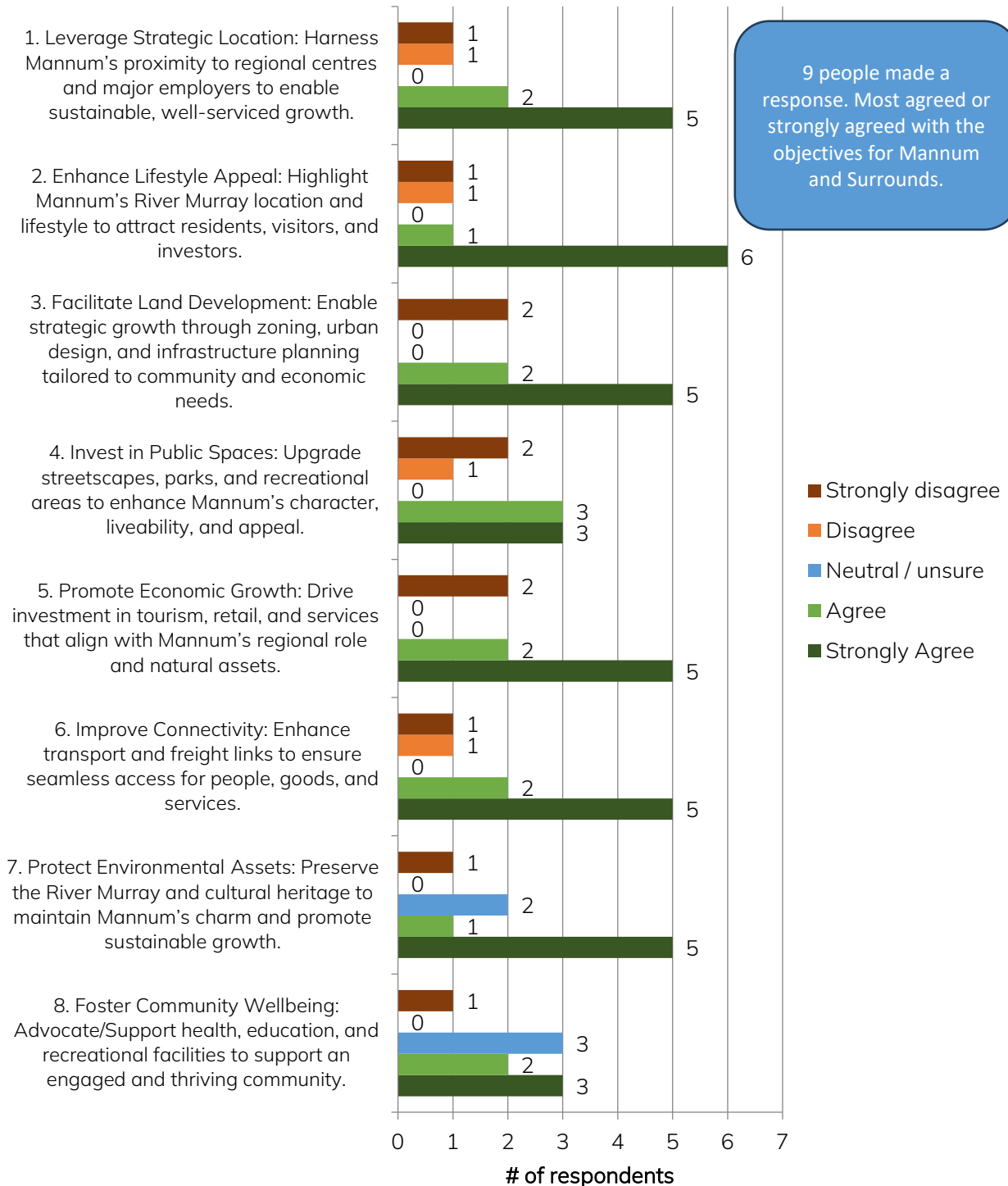


1 respondent provided a comment to explain their response. A summary is provided below:

- Rezoning land west of Nildottie Road is a logical step but need to extend water and CWMS services to enable development. Also encourage and facilitate development of other areas such as 12 Anzac Avenue and infill.

3.7 Mannum and Surrounds

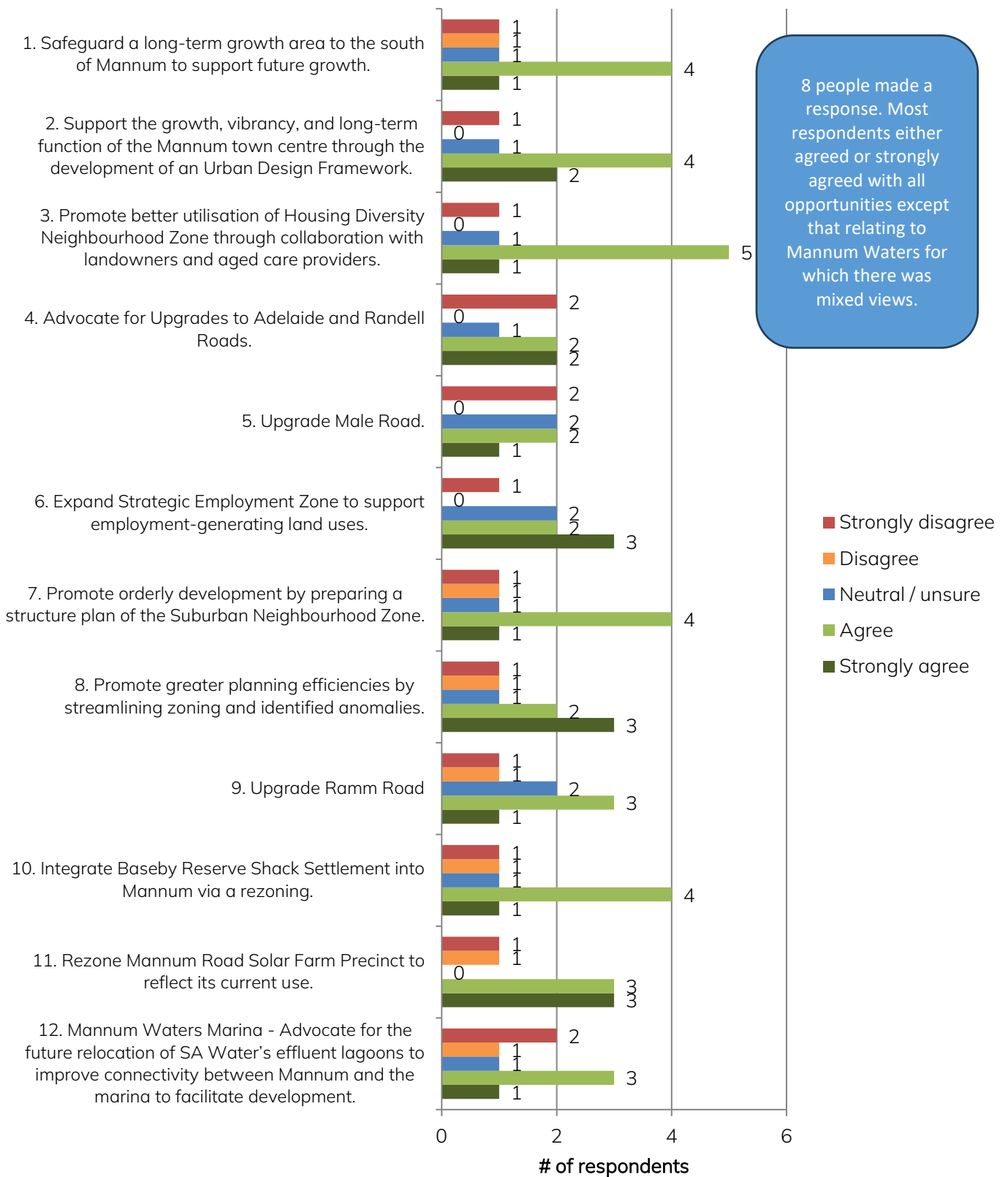
Do you agree with the following objectives for the Planning Area of Mannum and Surrounds? (9 respondents)



4 respondents provided comments to explain their responses. Themes of comments included:

- Invest in maintaining and upgrading and installing easements, better draining systems for storm water run-off to current roads and cross overs within townships.
- Why is investment in Mannum not dependent on state or federal funding like Truro? Anticipate costs over runs.
- No more spending and increasing the size of Mannum. Invest in smaller towns (with greater job opportunities) or towns in the north (Cadell, Morgan and Blanchetown) which need better access to services (e.g. doctors, birthing centres).

Do you agree with the following development opportunities for Mannum and Surrounds? (8 responses)

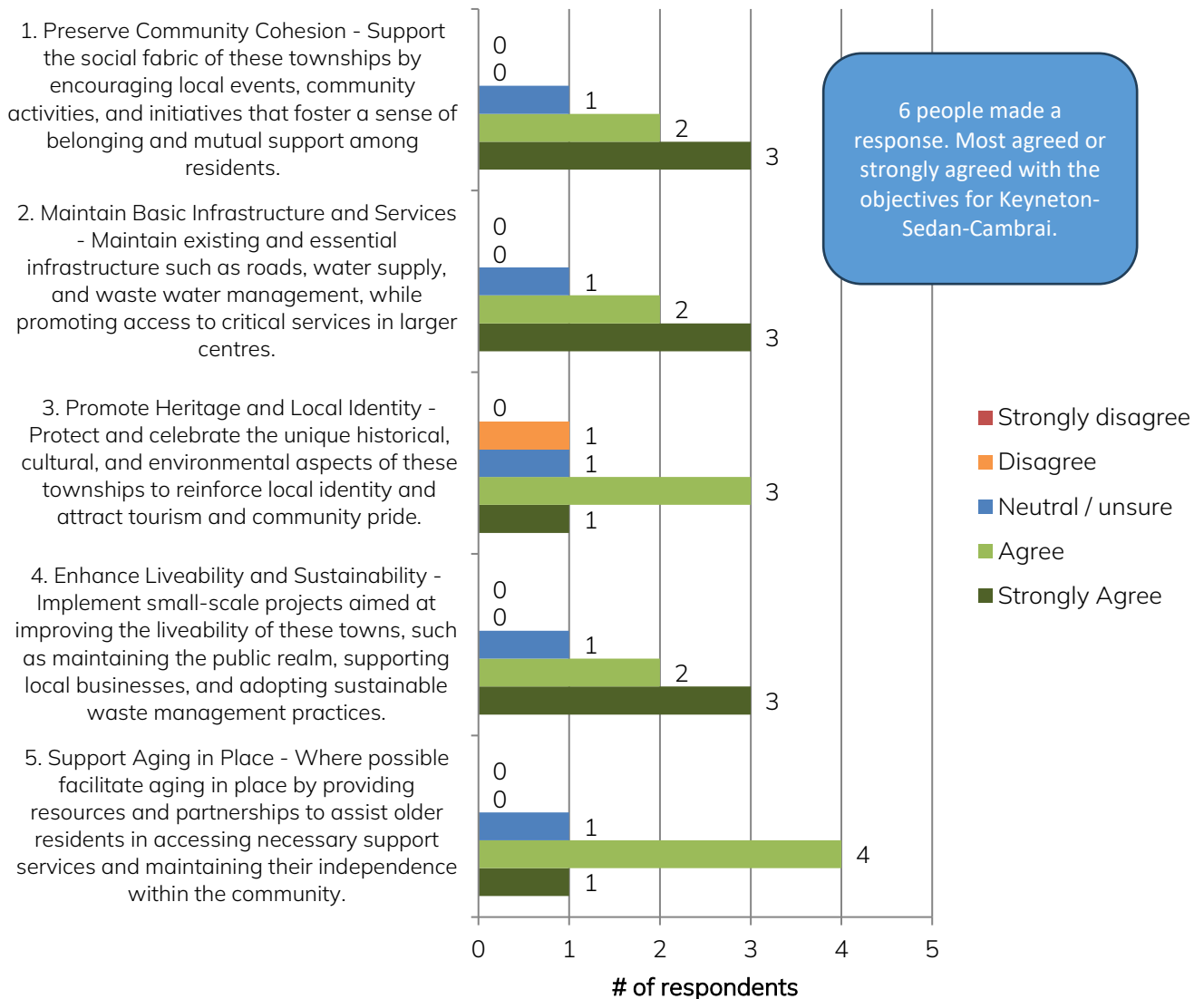


4 respondents provided comments to explain their responses. Themes of comments included:

- Support the rezoning of the Mannum solar farm as long as the rating for the underlying landowner is changed. We have no way to recoup this from the asset operator. There are parts of the area nominated for solar rezoning that could be rural living zones. The new zoning should make it clear that future development of complimentary industries like data centres etc are compatible.
- Ramm Road and Male Road - unsure these roads need upgrading.
- Focus on the smaller towns for growth. Mannum has already had far too much.

3.8 Keyneton-Sedan-Cambrai

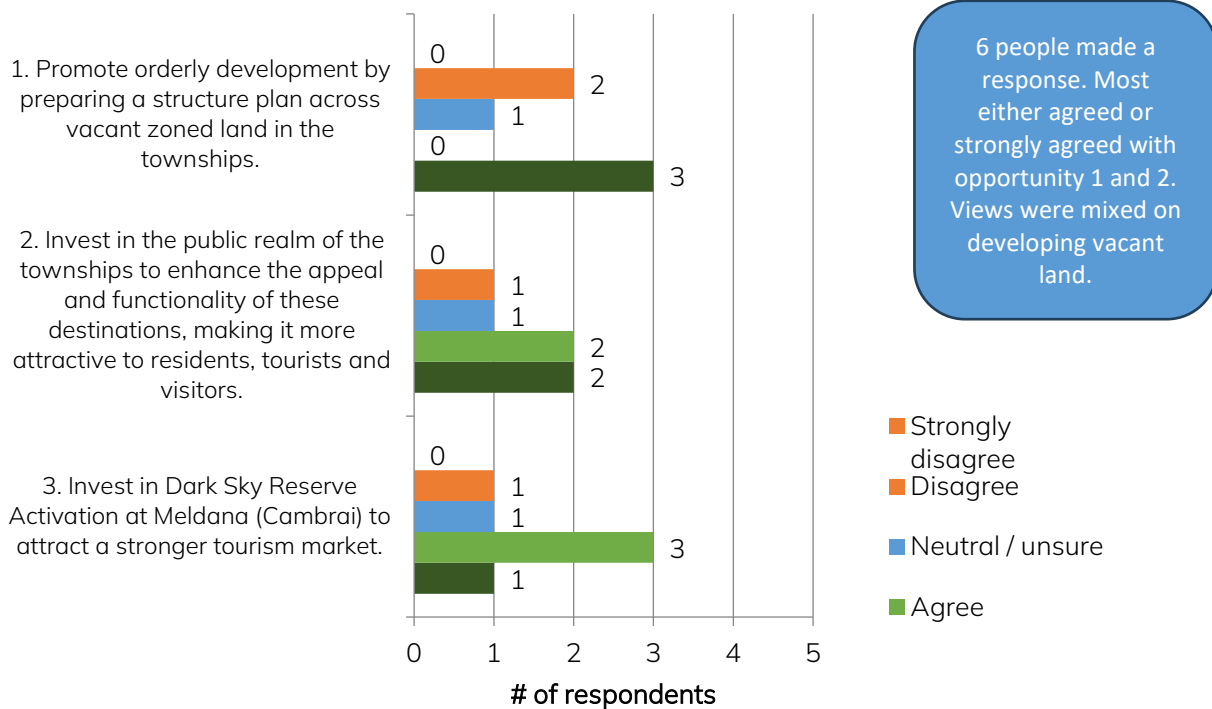
Do you agree with the following objectives for the Planning Area of Keyneton-Sedan-Cambrai? (6 responses)



2 respondents provided comments to explain their responses. Themes of comments included:

- A missed opportunity with Keyneton less than 10km from the Barossa, for substantial growth and development.
- Development opportunity is not viable due to lack of power and water infrastructure, and limited employment opportunities.

Do you agree with the following development opportunities for Keyneton-Sedan-Cambrai? (6 responses)

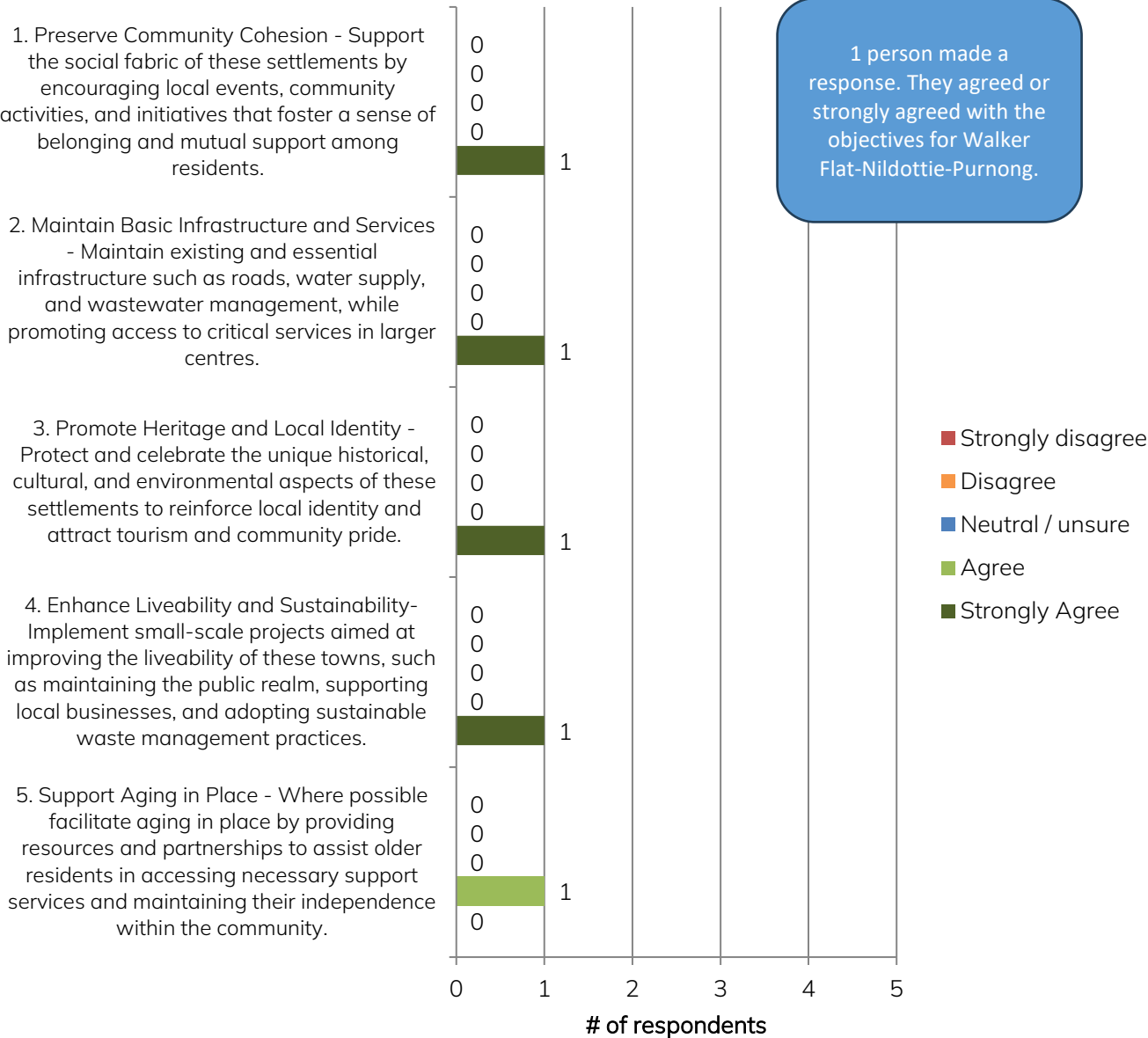


1 respondent provided a comment to explain their response. A summary is provided below:

- Keyneton has such a poor water supply, erratic internet service, no recycling collection, poor gravel roads now that major home building projects should not be promoted. Fix these things first.

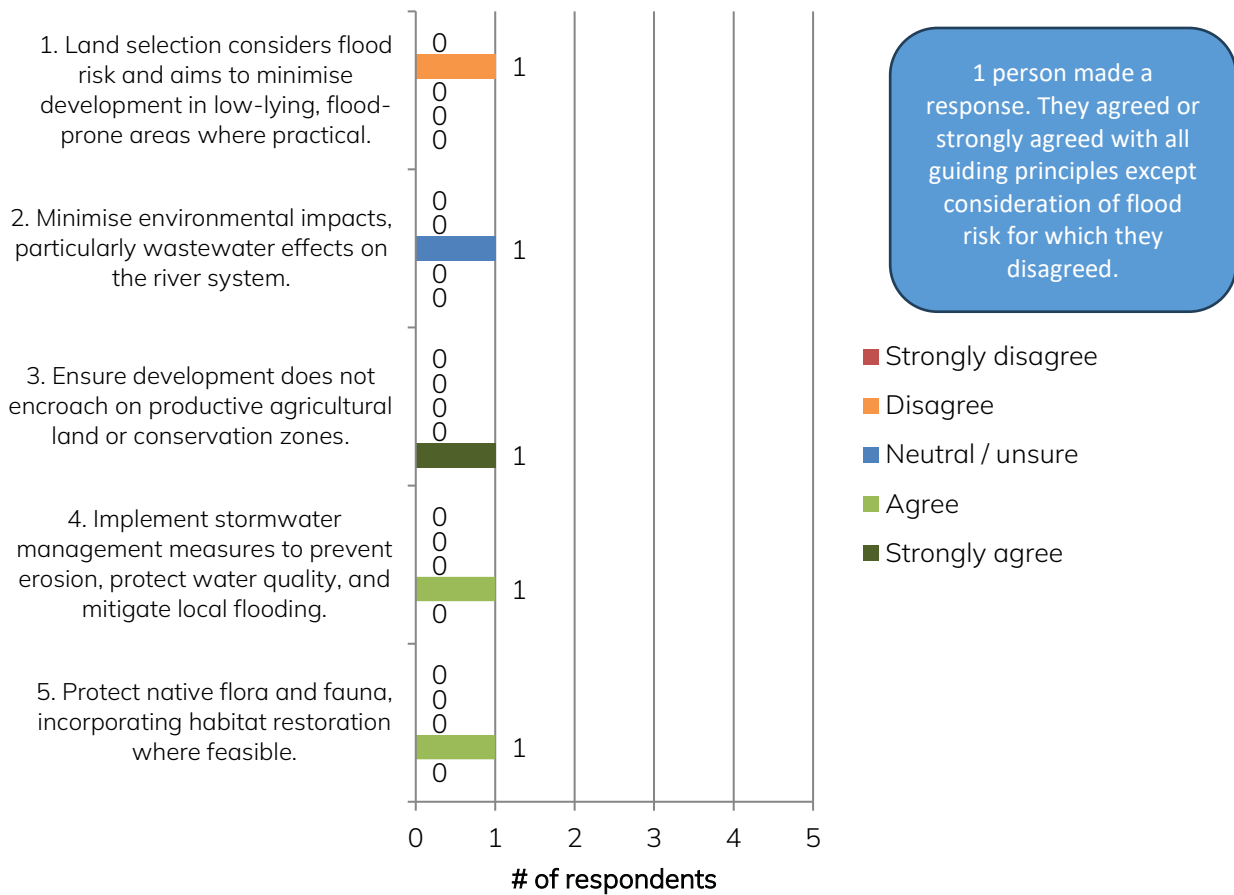
3.9 Walker Flat-Nildottie-Purnong

Do you agree with the following objectives for the Planning Area of Walker Flat-Nildottie-Purnong? (1 response)



No comment was made by the respondent.

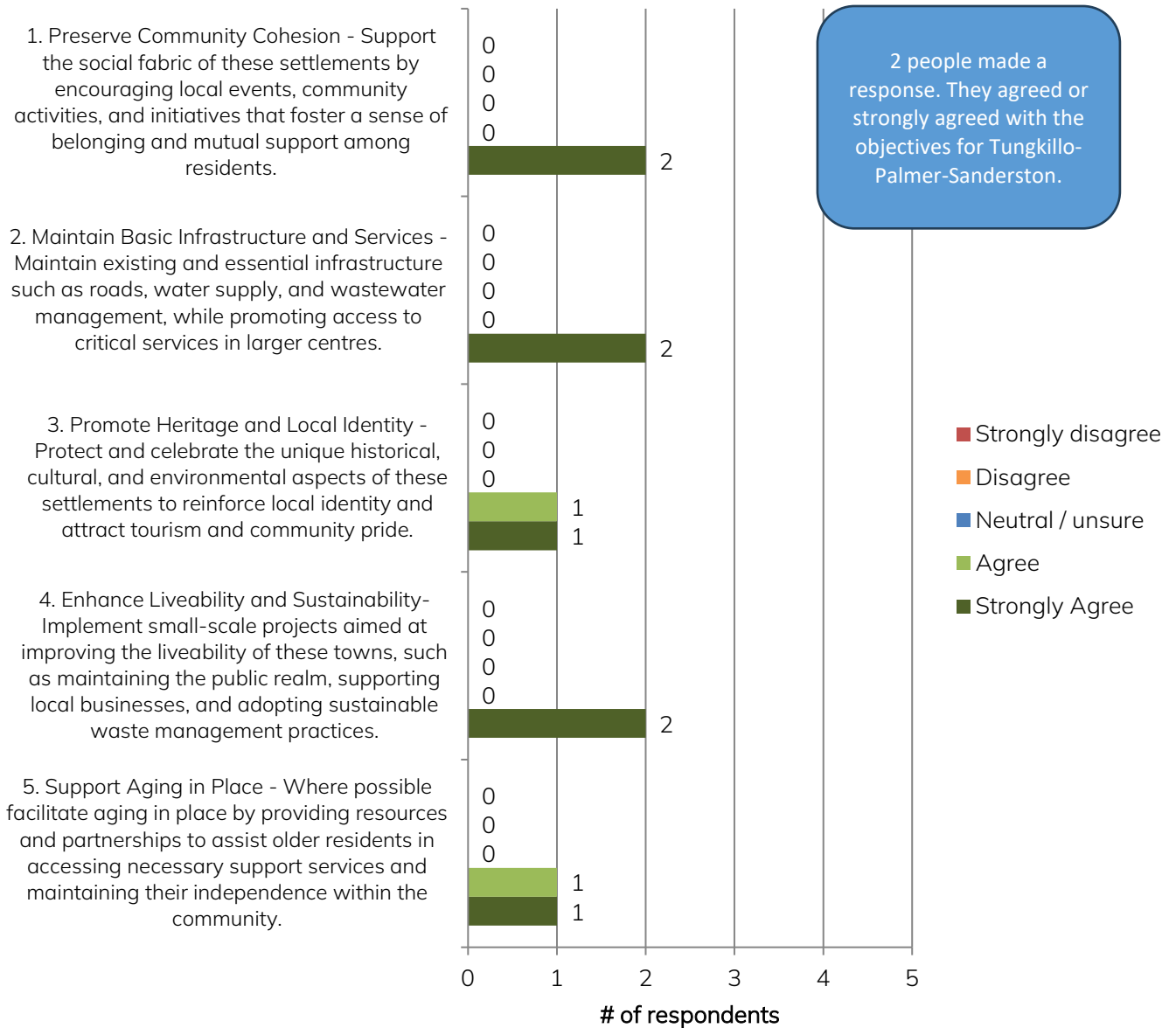
Walker Flat-Nildottie-Purnong is not anticipated to be a growth area but is expected to continue supporting shack-type settlements. Moving forward, any development proposals must align with the below guiding principles. Do you agree with these guiding pri



No comment was made by the respondent.

3.10 Tungkillo-Palmer-Sanderston

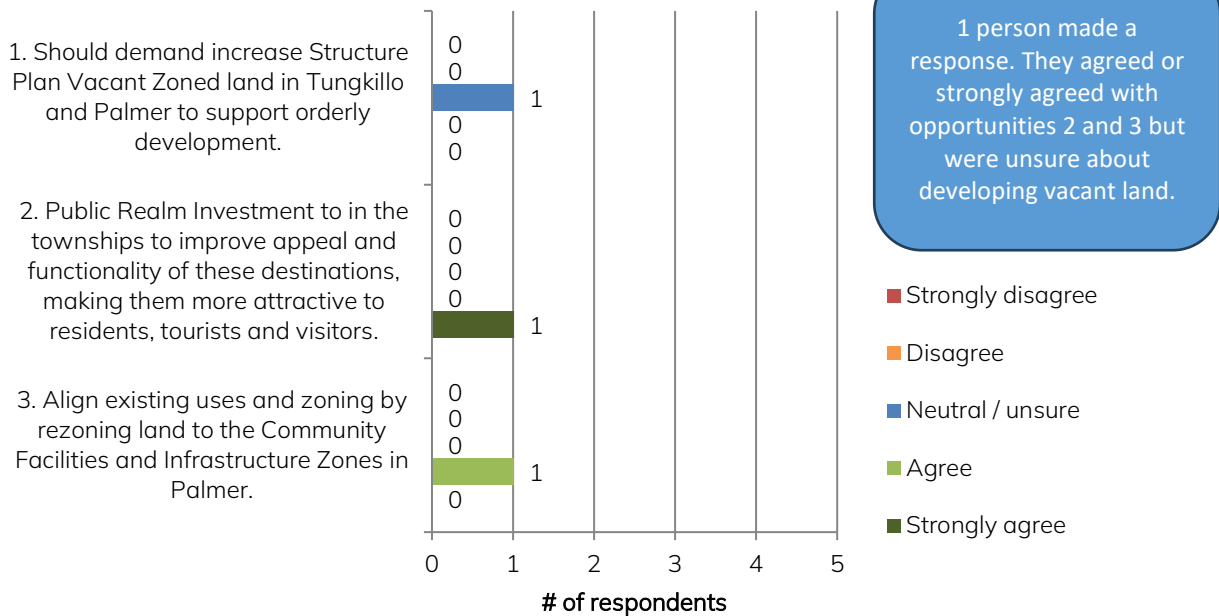
Do you agree with the following objectives for the Planning Area of Tungkillo-Palmer-Sanderston? (2 responses)



1 respondent provided a comment to explain their response. Themes of comment included:

- Data is wrong, and sometimes deliberately misleading.

Do you agree with the following development opportunities for Tungkillo and Palmer? (1 response)

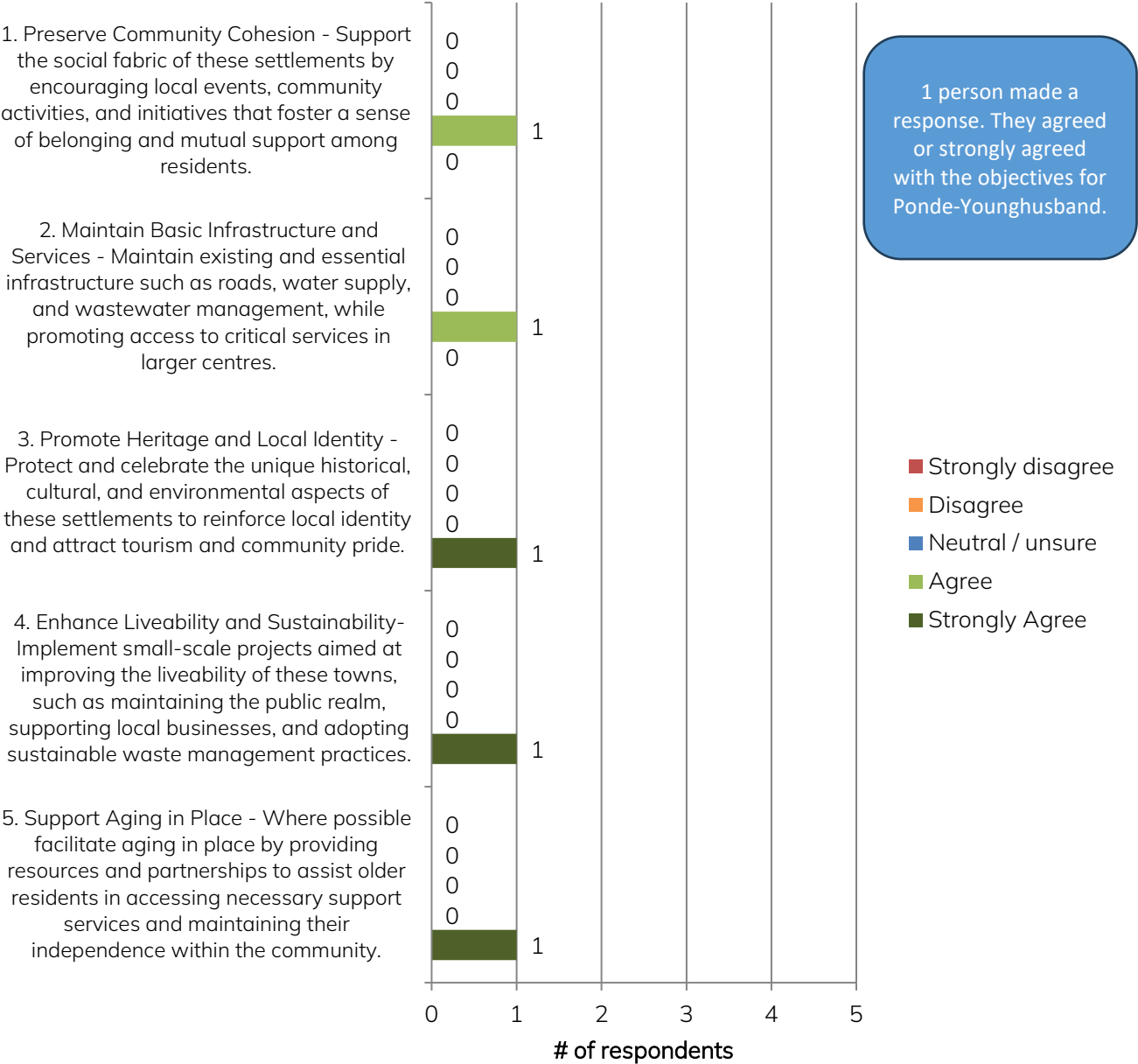


1 respondent provided a comment to explain their response. Themes of comment included:

- Only interested in Palmer. Data is wrong and misleading. I can provide a definition of multi generational/co-habitants and demographic data a detailed infrastructure map with GPS locations, projected water usage, plans and projections by SA Water.

3.11 Ponde-Younghusband

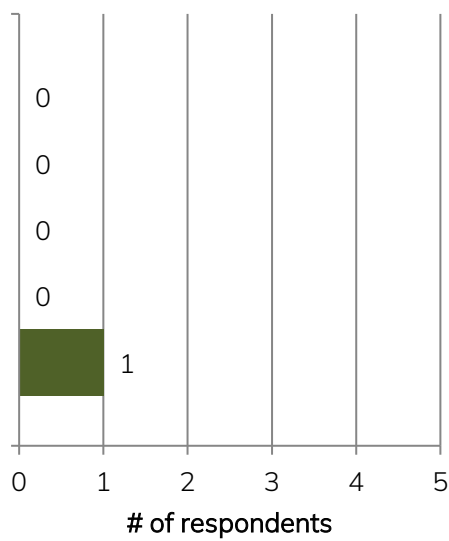
Do you agree with the following objectives for the Planning Area of Ponde-Younghusband? (1 response)



No comment was made by the respondent.

Do you agree with the following development opportunities for Bowhill? (1 response)

1. Rezone land at Bowhill
Engineering to support current land
use and orderly development.



1 person made a response. They strongly agreed with the opportunity for Bowhill.

- Strongly disagree
- Disagree
- Neutral / unsure
- Agree
- Strongly agree

No comment was made by the respondent.

3.12 Any other feedback

20 respondents provided other feedback comments about the draft Strategy. These are summarised below.

- Truro Master Plan implementation should not be dependent upon the bypass. We have been long forgotten. Expand to support the wonderful school and community. Work with the Truro community to ensure plans are in place ready to implement when funding opportunities arise.
- Allow more subdivision of rural land in Dutton.
- Clarity around Bowhill's inclusion. It seems to include other communities either side of Bowhill.
- Criticism of Council: no one will listen. Council is incapable of doing the works needed. Don't spend money on consultants. Council is broke.
- This statement is incorrect about Mannum Waters Marina "currently limited by the reliance on a vacuum pumping truck system". The marina is full. Not financially viable to expand the Marina. The vacuum truck system has worked successfully for 12 years. Inground vacuum systems have many issues.
- Support looking at industrial area separate from the housing area. The crossing would also be a fantastic area due to its proximity to highway.
- Need an area for trucks and the road trains to stop/drop trailers close to the town with the possibility for a large Service Station as the Highway traffic increases into the future.
- Provide community consultation soon after the strategy is approved.
- Re address restrictions on building on surrounding rural land to remove antiquated law of 900 hectare before you can build a dwelling.
- Update Strategy table about g Morgan's electricity - what is written is for Mannum not Morgan.
- Please remember there's more than Mannum. Other towns aren't just full of old people and will do nothing but go backwards into the future.
- Support changing the recreational land in Morgan to residential land so in the future someone might develop it for housing.
- Thanks for the opportunity to make comment.
- Heaps: I reside at [redacted] where I am the proud custodian of [redacted], the only permanently occupied residence within the MMC that is listed on SA Register of State Heritage Items. cert # 6728-13194.
- Need more social housing in Morgan.
- Focus on growth around Blanchetown as there is ample work in this district.

4. Written submissions

8 written submissions were received. These are provided in **Appendix C**.

The key themes contained in these submissions were:

Submission	Topics raised
Murrayland and Riverland Landscape Board	Morgan – (1) Review the Rural Intensive Enterprise (RULE) Zone - Concerned about the environmental / biodiversity value of land. - Notes some areas have been cleared and would be better suited to accommodating such growth. Morgan – (5) Structure Plan and Rezone Part of the Tourism Development Zone - Recognise and incorporate areas of high biodiversity value into the structure planning process. Development Opportunity 5. Cadell – (2) Rezone Rural Settlement Zone to Community Facilities Zone - Be mindful of stormwater runoff entering wetlands downhill. Blanchetown – (All) options need to consider risk of high flood inundation risk. Truro – (2) Prepare structure plan and rezone land in the Deferred Urban Zone - Structure plan should be considerate of deep creeklines which cross the area. These areas are important to the water shed area. Good planning to reduce flood risk. Swan Reach – (3) Structure Plan Tourism Development Zone - Be cognisant of flooding risk along riverbank. Increased tourism can impact on dark sky reserve and roosting parrots. Mannum – (2) Develop an Urban Design Framework - Through future planning work consideration of a flood levy structure should be considered, following impacts of last flood. Mannum – (6) Expand Strategic Employment Zone - Part of the area identified contains significant areas of native vegetation. These should be avoided. Land to the north is considered more appropriate as it has already been cleared. Cambrai – (1) - Structure planning should seek to reflect protect enhance mature trees. Could form part of a greening space. Sedan – (1) - Recognise and including native vegetation through structure planning is encouraged. Support for growth principles – shack settlements.

Ben & Diana Andretzke	Seeking for small section of Lot 442 Coppermine Road Truro to be rezoned to accommodate residential development. Area in question southwest section of the allotment.
Mannum Waters Tallwood Pty Ltd	Mannum (12) Mannum Waters Marina • This submission provides an in detail overview of the challenges Tallwood Pty Ltd have faced with SA Water for the past 14 years. • The relocation of the treatment plant provides a significant opportunity for the development to expand, increasing local population and supporting better environmental outcomes.
Environment Protection Authority	The EPA provides some general guidance as it relates to supporting growth regarding: • Site Contamination. • Stormwater management. • Wastewater management. • Circular Economy. • Interface with EPA activities.
Boland family Lot 1, Mannum Road Mannum	The Boland family is seeking for part of Lot 1 Mannum Road which is not occupied with a solar farm to become an extension of the abutting Rural Living Zone. Does not want the application of an employment zone prejudicing their plans for a Rural Living Development on the land which doesn't contain solar panel. Approx. 5 x allotments.
Chris Carter	Submission largely focuses on Swan Reach and Nildottie noting their land interests. Key points for further consideration include: • High demand for riverfront shacks – these should be facilitated to a greater extent by the growth strategy. • Alternative construction methods which facilitate cheaper housing need to be envisaged and facilitated. • Investors/developers should have greater choice with regard to infrastructure i.e. local roads, street lighting etc. Specific amendments proposed to report include: Swan Reach • 1.2.2: Swan Reach is mentioned for shack settlement expansion, but Marks Landing is overlooked. Please consider its inclusion. • Figure 13: Our vacant land is missing—please include. • Page 63 Community Services: Add Golf Course, Bowling Green, Ambulance, CFS, and Museum. • 4.5.6 Flood Risk: Reword to reflect that future development can mitigate flood risk through modern standards.

	• 4.5.7: Include lagoon and riverfront land at Marks Landing as suitable for Shack Policy Area expansion. • Development Opportunities Diagram: Extend Area 1 to include our land through the lagoon to the riverfront. • 4.5.8 Opportunity 1: Our properties are already serviced with private irrigation infrastructure—no need for major water main extensions. • 4.5.9 Connectivity: Starlink and Telstra provide excellent internet and mobile coverage. High-voltage power is available. Walker Flat, Nildottie & Purnong • 4.8 Page 89: Greenways Landing has a significant campground, boat ramp, and new public amenities connected to STED. • 4.8.1 Nildottie: Many homes are permanent. Closure of key services has reduced its appeal. Hermans Landing infrastructure is underutilised. • 4.8.4 Page 91: 3846 Hunter Road is development-ready—elevated, serviced, and ideal for a 20-lot subdivision similar to Arnold Court. • Nildottie Services: Planning controls could support the return of essential services. More housing would improve viability. • Mapping: Please include a diagram of our Greenways land in the plan.
Department for Environment and Water	• Concerned native vegetation is titled a development constraint in parts of the strategy. • Prioritise native plants for greener streets and spaces to boost biodiversity and climate resilience, unless justified otherwise. • Reference the native vegetation mitigation hierarchy (avoid, minimise, restore, offset) when discussing potential clearance. Morgan and Cadell • Rezoning near Morgan may lead to significant native vegetation loss; ecological impacts and Country Fire Service (CFS) requirements should be considered. • Clarify which area is meant by “expanding the Rural Shack Settlement Zone from the east”; avoid expansion into flood-prone areas per DEW advice and regional planning objectives. • Area 6 (Strategic Employment Zone) is mapped as native vegetation—investigate development suitability under the Native Vegetation Act. • Clarify if statement about flood risk applies to the Cadell campground or broader Cadell and also what is meant by “additional land may be required to manage flood waters.” • Area 5 (proposed Township Zone) is mostly government-owned—consider if zoning aligns with current land use. Bowhill • North-west of Bowhill Engineering site is native vegetation—acknowledge ecological values and consider Conservation Zone inclusion.

	River Murray • Include the Landscape SA Act 2019 in water governance references; it plays a key role in water allocation and planning. Mannum • Clarify which land is proposed for rezoning near Baseby Court and what zone(s) apply. • Baseby Court may already be suitably zoned; new shack development must meet flood resilience policies. Shack Settlements • Shack rezoning should fully avoid 1% AEP flood-prone areas. • River structures and vegetation clearance are common with new shack development—prefer cleared blocks to minimise impact. Flooding • Strategy should strengthen language from “may require” to “must” for stormwater upgrades and flood mitigation. • Flood resilience must go beyond floor levels—consider power, sewerage, access, and stormwater discharge during high river levels. • Clarify flood risk management for Cadell campground and caravan park redevelopment—include resilience measures. • Guiding principles are sound but need clearer implementation—especially for low-lying areas. • Define what constitutes “safe peak flow levels” and ensure DEW collaboration. • Do not support flood levees for shack areas—seek alternative resilience options. • Recommend a consolidated flood resilience plan for riverfront areas. Water Licensing • Revise language to reflect that potable water access is essential, not optional, for new developments. • Infrastructure for water supply should be framed as a requirement, not just an opportunity.
Department for Infrastructure and Transport (DIT)	Freight Corridors • The Department highlights the importance of protecting identified transport and infrastructure-focused corridors, particularly for freight where conflict with the community can be considerable. This was a primary concern expressed by the freight industry and has been incorporated into the State Freight and Supply Chain Strategy. High Productivity Vehicle Network Project • With respect to existing key heavy vehicle routes such as Mannum Road, Ridley Road and Halfway House Road which are approved for up to PBS Level 3A vehicles, any proposed growth in proximity to these roads will need to ensure that

	these corridors are appropriately protected to ensure that their ongoing freight use is not compromised in any way. Blanchetown • Proposed rezoning from Rural to Deferred Urban Zone north of the township requires careful consideration of interface with the Sturt Highway. • Rezoning to Strategic Employment Zone on the northern side of the highway is discouraged due to severance by a high-speed freight route. • Recommendation: Extend Strategic Employment Zone on the southern side instead. Mannum • Future growth to the north should be master-planned with transport integration, especially for public and active transport. • Ensure future access and building setbacks support good transport outcomes. Truro • Growth to the south and implementation of the Truro Township Master Plan is contingent on funding for the Truro Bypass. • Department support the intent to provide for future growth in Truro and would encourage further consideration of whether opportunities for additional growth are likely to occur in the event of the Truro Bypass being constructed. This would enable a long-term master for this town to be pursued. Cambrai, Keyneton and Sedan • Ensure no adverse impacts on adjacent arterial roads. • For Keyneton: Future growth should be concentrated on one side of Stott Highway to minimise road impacts and ensure integration.
--	--

5. Next steps

Council will consider the consultation feedback received on the draft Strategy and make amendments to finalise the Strategy for adoption.

Appendix D presents proposed amendments to the Strategy to respond to the key themes of consultation feedback received. These amendments are proposed only and had not been endorsed by Council at the time of finalising this consultation report.

Appendix A – Survey form

Appendix B – Survey verbatim comments

5.1 Focus towns for growth

If you disagree or think something is missing tell us below (optional)
All Riverland Communities and townships have an abundance of crown land opportunities with current infrastructure in close proximity that could be opened up for housing developments, e.g. the Downer campsite in Morgan, the end of Sapphire Road in Morgan. Rebuild the railway line and turn Morgan and all towns along it back into the busiest port again. Mt Mary, Sutherlands, Eudunda although not in Mid Murray council area, if you collaborated with the other councils, bring people back to regional areas, release the burden on the city areas, give up your c40 15 min smart city surveillance crap and actually look after your people instead of your back pocket and the evil greedy Klaus Schwab and the UN 20230 evil agenda that is just out to make those rich richer and kill off the rest of us.
Apart from Holiday, Mannum will not and never was a primary residential growth area. Council continues to cut services such as the Swimming Pools, cutting corners with quick fix ideas on the roads and infrastructure and trying to sell or cancel many Council run actives or buildings such as the Leisure Centre. This isn't going to help sustain growth
It appears you have chosen the top and bottom of the region and the middle. Concern for towns in between; care needs to be taken to distribute funding across the other towns listed Blanchetown also meets the criteria for 4 and 5.
Within the strategy perhaps there needs to be a review of other opportunities including such communities as Bowhill and a review of the title Shack Settlement to being recognised as a township It feels that this title is an easy way of not addressing the needs and provision of infrastructure & services'within the township. The lack of future focussed planning has stunted the growth of the community and ability to feed a major employer in the Murraylands (which was recognised in the strategy) Within the last 10 years our representing Councillor was asked to approach local farmers to encourage land division to consider housing growth however surrounding farm land has a limited land division overlay that restricts subdivision that could support the opening of land and growth within the community perhaps a review of the zoning of Bowhill could be identified as an opportunity for staged growth in Bowhill and/or look at what other communities could be considered as part of this growth strategy We ask that Bowhill be considered as a future opportunity to being able to provide a balance of residential opportunities offering a rural lifestyle Additionally, opportunity to provide affordable housing in the region may become more reliant on outer areas if housing prices continue to climb & main townships become unaffordable to some buyers
I disagree with the bypass/highway bring brought into this survey. The wording needs to be changed
This survey for Truro needs to be redone! The wording says 'when the bypass' The growth of Truro has nothing to do with the bypass. This should bare no impact into this survey. Growth must happen but we have done so many of these 'evenings, surveys etc' and nothing is eventuating from it. Change the wording and I will complete the survey with no issues.
I'm not sure Swan Reach has a lot of employment prospects given its location.
My concern is an antiquated law not allowing dwellings on less than 900 hectares of rural land in Morgan area. This law needs to be change ,as it restricts population growth . This law was introduced many years ago and needs to go. I am happy to discuss this issue Cheers (redacted). Regarding other projects a walking trail via Mogan wharf along river cliff to SA water would

greatly benefit people of town and tourist, plus exercise equipment on route. This may involve a safety fence on cliff side with yellow crusher dust path. Not expensive or difficult. Great river walk. Please consider.
Whilst yes Mannum has all of this stuff places like Blanchetown/Morgan/Cadell have all of that in neighbouring town Waikerie. Smaller towns need more growth to allow businesses and schools to stay open
Above questions were not answered on hard copy survey
No regulation to holiday homes that are rented as they bring allot of tourist to the area of Mannum.
My home is situated on a residential zoned road that remains unsealed as is First Street. Unless the strategic development of Truro includes improving and developing all of the existing older areas of the town with sealing our residential streets (sealing First & Second Street) & improved flood mitigation such as proper street kerbs. Also I'd only support any development that is not just focussed on Moorundie Street like it is always seems to be. I hope there is minimal change to this area because it's becoming an unpleasant environment in which to live thanks to the quarry spewing plumes of dust 24/7 & traffic dust impact caused by the drought.
PALMER is missing. (As always)
Other areas need to be built up. Mannum does not need it more than the council area cannot only consist of Mannum, which is what will happen if no other town grows.
It is only growing because council has invested in the community
Believe that Morgan/ Cadell would be a better choice.
Swan reach does not have job opportunities. Truro has better options in regarding proximity to the Barossa . Mannum has had to much development at the expense of smaller towns that need to grow over the yrs already.

5.2 Morgan-Cadell and surrounds

An error was made in the survey question on Morgan-Cadell and Surrounds draft objectives. The wrong objectives were included. As such an updated survey question with the correct objectives for Morgan-Cadell and Surrounds was shared with those people who had responded to the original incorrect question. The comments on the updated and correct objectives are provided below.

If you disagree or think something is missing, please tell us below.
Residents did not move to Morgan/Cadell because we want development and capitalization. We want a quiet town but some basic facilities would be nice, perhaps a doctor, some sort of community/public transport. We don't want to attract investors and urban design blah blah blah. If we wanted all that we'd live in the city in the first place.
Concerns About the Current Planning Consultation Process To: Mid Murray Council and Urban and Regional Planning Solutions Dear Council Members and [redacted name] URPS Team, I am writing as a Morgan resident to raise serious concerns about the current consultation process for the Planning Area of Morgan – Cadell and Surrounds, being conducted by Urban and Regional Planning Solutions on behalf of Mid Murray Council. While community consultation is essential for good planning decisions, the current survey fails to meet the standards of genuine, unbiased community engagement that our community deserves. Problems with the Current Survey The survey contains significant flaws that undermine its value as a consultation tool: Wrong Objectives Included: Most seriously, the survey contained a fundamental error - the objectives for

Blanchetown and Surrounds were accidentally loaded into the survey instead of the actual objectives for Morgan-Cadell and Surrounds. This means residents were being asked to respond to planning objectives that weren't even intended for our area. This basic error calls into question the entire survey's validity and the thoroughness of the consultation process.

Leading Questions and Push Polling: The survey uses what researchers call "leading questions" and exhibits characteristics of "push polling" - questions designed to push respondents toward predetermined answers rather than genuinely gauge opinion. The main question asks if we "agree" with objectives using loaded language like "drive economic growth," "unlock potential," and "maximize strategic location." This constitutes what survey methodologists call "positive framing bias" - presenting only benefits while ignoring costs or alternatives.

Missing Balance: Every objective is presented only in positive terms with no acknowledgment of potential costs, trade-offs, or alternative approaches. Real consultation would present different development scenarios - from high growth to moderate development to preservation-focused approaches - and ask what residents actually prefer.

Compound Questions: The survey bundles multiple concepts together in single questions. For instance, objective #4 combines zoning, urban design, AND infrastructure planning. A resident might support strategic zoning but oppose certain infrastructure developments, making it impossible to give a meaningful response.

Limited Response Options: The survey assumes everyone wants some level of the proposed development and only asks "how much do you agree?" It doesn't ask fundamental questions like "Do you want Morgan to prioritize growth over preservation?" or "What kind of community do you envision for Morgan's future?"

Acquiescence Bias: The structure encourages agreement by presenting only benefits and using aspirational language. This is a well-documented problem in survey design that skews results toward false consensus.

Why This Matters The combination of using wrong objectives for our area AND employing biased survey methodology represents a fundamental failure of the consultation process. This goes beyond poor survey design into questions of basic competence and respect for our community. Flawed consultation processes lead to poor planning decisions that don't reflect genuine community values. When surveys contain the wrong content AND are designed to produce predetermined outcomes through leading questions, loaded language, and push polling techniques, they become exercises in pseudo-consultation rather than authentic community engagement. Our community deserves better. Morgan's future should be shaped by what residents actually want, not by what planners assume we should want based on a biased survey with incorrect content.

What We Request I request that Mid Murray Council and Urban and Regional Planning Solutions restart this consultation process with:

1. **Genuinely Neutral Survey Design** Use balanced language that doesn't assume positive outcomes Present multiple development scenarios with their respective benefits and costs Ask separate questions about each planning element Include options for different levels of development, including minimal growth scenarios Use neutral terminology rather than marketing language
2. **Diverse Consultation Methods** Face-to-face community meetings in accessible venues Small group workshops to explore complex issues in depth Phone call consultation for people with exceptional circumstances like illness, aging or disability who can't attend meetings Information sessions explaining different development options and their implications Written submissions process with adequate time for considered responses Consultation with specific community groups (seniors, families, business owners, etc.) Public forums where different viewpoints can be discussed openly Online Zoom Meetings, recorded and replays published on relevant internet channels
3. **Transparent Process** Clear explanation of how community input will influence final decisions Publication of all consultation results, not just summaries Opportunity for community review of draft plans before finalization Commitment to meaningful incorporation of community feedback
4. **Adequate**

Timeframes Sufficient time for residents to understand complex planning proposals Multiple rounds of consultation as plans develop Advance notice of all consultation opportunities Our community's future is too important to be decided by a flawed process. We deserve consultation that respects our intelligence, acknowledges different viewpoints, and genuinely seeks to understand what kind of future we want for Morgan.
I agree with all above, and believe for the area to go ahead requires an amendment to the council ruling implemented many years ago. This antiquated ruling of land area required to build on, needs to go to allow more development of Mid Murray area. Housing brings people. People bring people. Our community needs people to survive. Please consider this amendment required for future directions. [redacted name and phone number]
We need elderly housing units etc. The services here are not enough and we are shrinking. We need housing development and better guttering and signage in Morgan and Cadell. If we grow we will attract more service to make us viable

If you disagree or think something is missing tell from the development opportunities tell us below (optional)
Question 8.1 There appears to be an error as you talk about ... "that align with Blanchetown's regional significance and natural assets" I agree with your error or is it an error - it's the first question of the survey
Morgan 1 - An ideal location for intensive agriculture with its close water supply. Morgan 2 - A logical area for additional housing Morgan 3 - Recreation ground should be maintained as such. Should not be used for housing. Morgan 4 - 5000sq metre allotments would be suitable for this area Morgan 5 - this land should remain as is. No buildings, plenty of other suitable land. Morgan 6 - can't see any benefit in this proposal I can't see council being capable of managing any of these proposals.
Not sure offering more "shack" options is good for town growth as that generally means house sit empty and do nothing for the town's population growth. However having more tourists does have monetary growth for the town, which is also crucial. Possibly higher rates for those that don't live in the house permanently to help the town grow?

5.3 Blanchetown and surrounds

If you disagree or think something is missing from the objectives tell us below (optional)
Blanchetown is screaming out for workers already and with councils stalling on growth for many years has made it hard to get new people into the town and when we do council chases them away. Number two in the below map is already rezoned and on the market ready for development.

If you disagree or think something is missing tell from the development opportunities tell us below (optional)
In the main strategy document you have 200 as the population yet ABS quickstats for the last census was 307 for Blanchetown. There is no mention of the other half of Blanchetown on the other side of the river (held by Loxton Waikerie Council.) The issue of the town being split in two has been a long standing issue and hindrance to the development of the town. With the two towns amalgamated it would open up more opportunities for development.

I don't believe i, as a Morgan resident should be making any decisions as regards Blanchetown.
More information on Deferred Urban zoning needed to let residents know exactly what that means
Council cant be that stupid. It took them 9 yrs to rezone (redacted) land and that is now already on the market with it's own title. The red zone was the a classed land of industrial when an pre existing industrialized area already existed where SA water is located and ex highways. As for the caravan park that is private and no business of the councils / the boat ramp area is already scheduled for an upgrade and the marina is private as well and no business of council.. Whoever drew this survey up hasn't done any research .

5.4 Truro and Surrounds

If you disagree or think something is missing from the objectives tell us below (optional)
The Truro Township Masterplan should not be dependent on the Truro By-Pass Freight route. as previously stated
The Bypass/freight route should not be included in this surveys. It now has nothing to do with the masterplan that was in place 3 years ago. As far as I am concerned URPS has not been neutral with Truro with the questions. Nothing about bypass is on any other towns survey! Re write the survey for Truro and more people will be helpful
I wish to speak against the suggestion in the draft document at 4.4.7 that the Truro Township Masterplan only be actioned once the freight route funding has been secured. There are many actions within the plan, such as the development of the former Golden Grill site that can happen in the short term to improve the town as a place for visitors to stop and locals to enjoy. I would support the removal of the last two paragraphs under this section.

If you disagree or think something is missing tell from the development opportunities tell us below (optional)
The Truro Freight Route has nothing to do with the Truro Township Masterplan
The Truro Master Plan should NOT, repeat NOT, be dependent on Bypass funding. Much of that plan could be implemented starting now, by seeking relevant grant funding. I do agree with rezoning land to allow for more housing. But I think that there are areas north of the town that might be better suited.
The Truro Township Master Plan should be implemented regardless of any funding.
The recommendations from the Master Plan should be implemented regardless of the funding of the bypass/freight route. The Mid Murray Council should work with the Truro community to ensure that plans are in place so that the approved plans are in place, ready to implement when funding opportunities arise.
Allow Dutton township to expand as more people are looking to purchase land in Dutton and build for a rural lifestyle
Prioritise funding to implement parts of the master plan as soon as practical, rather than relying on bypass project funding.
Why should we have to wait for the freight bypass that's not going to happen? Our town can expand. We are in an excellent position for growth from not only the Barossa but the whole Adelaide region. We're on a major highway. It's a perfect spot to live and expand businesses
Same as above. Over doing info sessions and surveys. Let's get this happening!!
The TDCA representing the community disagree in the strongest possible terms with the condition placed on implementation of the Township Master Plan. The Plan objectives address decades of neglect to provide basic amenities to the community available elsewhere in the council area. The master plan incorporates elements that are deemed necessary to attract new residents and businesses now and into the future. The first opportunity listed above should strike out the condition regarding Truro bypass project. The language is incorrect as the freight bypass is itself part of the Greater Adelaide Freight Route. The condition is nonsensical as the election commitment made by the recently elected Federal did not scope basic community amenities delivered through local governments.
The recommendations from the Truro Township Master Plan should be implemented REGARDLESS of the funding of the Bypass / Freight Route. We want the recommendations

regardless of the freight route which has been 'in the pipeline' for many years and may not eventuate for many more. These recommendations need to be in place prior to the freight route to encourage travellers to spend time in Truro and return. The MMC should continue to work with the Truro community to ensure plans are in place so that the approved plans are ready to implement when funding opportunities arise.
Paragraph 1: Actions by Council coming from the Truro Master Plan should proceed as funding is available, NOT only when the federal government funds the Bypass. What kind of defeatist thinking is this? NOW is the time for preparing community-approved and costed Action Plans so that when funding opportunities arise using state or other grant sources COUNCIL IS READY. How do you think that Barossa Council and Light Councils got funding for developments in Lyndoch, Tanunda and Seppeltsfield? Paragraph 2: Have you looked at the Deferred Urban Zone location? It's a hilly site that opens onto Bastian Hill Road, with no direct connection to the centre of town- a bedroom community only I know that this zoning classification has been on the books for years, but it is far from an ideal configuration for the future of Truro. You will be hearing from members of the board of the TDCA about Paragraph 1, and we shall communicate with our councillors, the mayor and CEO about the terrible message that this sends.
Truro development needs to include realignment and rezoning to the Barossa Council. In our current alignment I do not trust that any town planning processes will fairly consider our town's existing residents in relation to their property values and needs to access their livelihoods and residential services through the Barossa Valley and Adelaide.

5.5 Swan Reach and Surrounds

If you disagree or think something is missing from the objectives tell us below (optional)
I don't believe Swan Reach should be a housing growth area.
limited work

If you disagree or think something is missing tell from the development opportunities tell us below (optional)
Rezoning land west of Nildottie Road is a logical step but need to extend water and CWMS services to enable development. Should also encourage and facilitate development of other areas such as 12 Anzac Avenue concept plan, and infill developments

5.6 Mannum and Surrounds

If you disagree or think something is missing from the objectives tell us below (optional)
Council to invest in maintaining and upgrading and installing easements, better draining systems for storm water run off to current roads and cross overs within townships.
I wish the residents and visitors to this area well. I find it interesting and frustrating in equal measure that there is no condition of federal money for further improvement of streetscape, parks and recreational areas in Mannum and surrounds, unlike Truro which the strategy suggests would not receive investment without federal / state support, and the scope of the investment is going to be tightly bound to the road construction works directly associated with the greater Adelaide freight route. Any cost overrun, which any cursory glance to history shows there will be, would put overwhelming pressure on spending seen as discretionary and not directly associated with this infrastructure.
No more spending and increasing the size of Mannum. Increase other towns and increase the whole council area population. Residents in Cadell, morgan and Blanchetown who rely on Waikerie Hospital, and stuck. We have no birthing centre anymore. Which has been so for years. They can't get doctors to stay in the area. An hour drive in labour is utterly terrible. As to it driving to find the hospital can't help when going in to premature labour. Build up these towns at the top end of the council area and it will help build up Waikerie and in turn increase the population and job opportunities for all.
Mannum has had to much investment over the years and it is time that council invests in smaller towns that have greater job opportunities.

If you disagree or think something is missing tell from the development opportunities tell us below (optional)
OK for the rezone of the Mannum solar farm as long as the rating for the underlying landowner is changed. We have no way to recoup this from the asset operator. There are parts of the area nominated for solar rezoning that could be rural living zones, see separate email about splitting the zoning of Lot 1, Mannum Road. The new zoning should make it clear that future development of complimentary industries like data centres etc are compatible.
Ramm Road and Male Road I'm not aware they need upgrading. If so than my answer would be agree. So please change if this is the case.
I don't have a position on Q18 proposals, completed only to comment at Q17.
council needs to focus on the smaller towns for growth. Mannum has already had far to much and the time is now to invest further a field.

5.7 Keyneton-Sedan-Cambrai

If you disagree or think something is missing from the objectives tell us below (optional)
A missed opportunity with Keyneton less than 10km from the Barossa, for substantial growth and development. Bringing more families and younger occupants through growth, providing better facilities, public transport and encouraging spaces for shop front businesses to create a better sense of community and boost mid Murray council appeal by utilising the proximity to the popular Barossa, rather than leaving it a dying forgotten town. With the housing crisis being so bad, making a town in such a prime position more appealing, and functional, would encourage a

growing population and provide a more affordable housing location. Transport is severely lacking in the area a swell.
RE the development opportunity as indicated on map below in my opinion is not viable due to the following. Lack of power infrastructure, lack of water infrastructure, very limited employment opportunities in Keyneton area therefore viability of development is not practical.

If you disagree or think something is missing tell from the development opportunities tell us below (optional)
Keyneton has such a poor water supply now that major home building projects should not be promoted. We only get rural water supply at 5L per minute now. If many more houses are allowed we shall struggle to get this supplied to us! There is talk we are hearing of 60-70 more homes possibly being built. This is a crazy idea without a huge influx of water from a pipeline or two. Our internet service is erratic. In 2025 and so close to Adelaide and the Barossa it should be better.... It needs to be improved before considering more homes here! Newcomers will not like a slow and erratic internet. We get one red bin for rubbish. Very pleased to have that! But of course it does not allow for recycling. In your draught building plans, this should be a consideration, too. Our gravel roads are in poor condition. Before building more homes, could we not have some roads here upgraded! Not just 'graded' periodically, but actually repaired and re-sheeted.

5.8 Walker Flat – Nildottie – Purnong

No comments.

5.9 Tungkillo – Palmer - Sanderston

If you disagree or think something is missing from the objectives tell us below (optional)
Your data is wrong, and sometimes deliberately misleading

If you disagree or think something is missing tell from the development opportunities tell us below (optional)
I'm only interested in Palmer: Your data is wrong (redacted). I have the data you need: including a definition of multi-generational/co-habitants that you and (redacted) were struggling to identify when talking about the governments new over-lay earlier in the year. I have actuals: including age, gender, cultural identification, dwelling type, etc ,etc demographics plus a detailed infrastructure map with GPS locations , including kV availability, points where farmers legally tap into SA Waters Pipeline, projected REAL water usage, plans and projections by SA Water , you want I've got it. Your data is wrong and is sometimes deliberately misleading.

5.10 Ponde-Younghusband

No comments.

5.11 Any other feedback

Do you have any other feedback about the draft Growth Management and Housing Strategy? (optional)
The Truro Strategic Growth Management Plan has nothing to do with the Truro Freight Route/Truro By-Pass.
Yes - please see separate email submission being prepared.
The following is NOT what Truro Community said at the consultation meetings or in the survey. "To reiterate any action by Council in relation to the Master Plan should proceed only upon Confirmation of Government funding for the Truro Bypass project"
Allow more subdivision of rural land in Dutton
Clarity around Bowhill's inclusion i.e. seems to include all other surround communities either side of Bowhill
We have always been forgotten in our Truro area. We need to expand to get some growth of housing and businesses to support our wonderful School and the people that live here.
No one will listen anyway!!
My sole concern is that this council is incapable of doing the works needed of it. For many years, discussion with the Director of Planning resulted in the one reply, "a lot of work involved in this'.
In my opinion, this statement is incorrect about Mannum Waters Marina "currently limited by the reliance on a vacuum pumping truck system". The marina is full. It is not financial viable to expand the Marina. Currently berths are changing hands for around about the construction costs in 2012. Whilst much of these costs were associated with the main basin, I do not feel expansion would be viable. Also the vacuum truck system has worked successfully for 12 years. Inground vacuum systems have many issues in this type of setting including maintaining adequate vacuum over 1.8km, residents handling sewerage, potential flood damage & capital replacement budgets. (I am the financial director of Tallwood Pty Ltd the developer)
It looks like the council are finally looking into an industrial area separate form the housing areas, I still believe that the crossing would have been a fantastic area for this due to its proximity to the highway. I hope that the new proposed area for employment/industry can work efficiently with the highway and the town. Lastly I believe that there needs to be an area for trucks and the Road trains to stop/drop trailers close to the town with the possibility for a large Service Station. I know that part of this comes under State Transport Authority but I think Council need to have an idea where this could happen as the Highway traffic increases into the future.
The draft strategy was discussed at the TDCA meeting on 15/05/25. The discussion regarded the recommendation from UPRS on P56 "To reiterate, any action by Council in relation to the Master Plan should proceed only upon confirmation of government funding for the Truro Bypass project." As outlined in the Strategy document on P55 this is NOT what the Truro community said at the consultation meetings or in the survey. This recommendation will stall any improvement in our town with delivery of a freight bypass still years away. The recommendations from the Master Plan should be implemented regardless of the funding of the bypass / freight route. The TDCA recommend that MMC continue to work with the Truro community to ensure plans are in place so that the approved plans are ready to implement as soon as funding opportunities arise.
Provide community consultation soon after the strategy is approved.

Re address restrictions on building on surrounding rural land to remove antiquated law of 900 hct before you can build a dwelling.
Please remember there's more to Mid Murray than just Mannum
It is with great disappointment to read the consultants in their expert opinion believe that all the smaller towns in the Mid Murray Council area are full of old people who are well past their use by date and the towns will do nothing but go backwards into the future. A lot of what has been written is very Mannum focused. The consultants should have done some proof reading page 4.2.9 in regards to Morgan, General infrastructure / supporting infrastructure. Electricity - what has been written here is for Mannum not Morgan. In my opinion the money spent from the government to consultants would have better spent on buying one house outright and given to a family to live in. It is a fact that the Mid Murray Council are broke and even after doing this growth strategy nothing will happen as the money can't be spent anywhere to implement it. I am hoping the Council at least get the government to change the rec land in Morgan to residential land so in the future someone might develop it for housing.
Thanks for the opportunity to make comment.
Please contact me and the other officers of TDCA using our emails or phone numbers. We will be contacting council for sure.
Heaps: I reside at (redacted), Palmer where I am the proud custodian of the (redacted), the only permanently occupied residence within the MMC that is listed on SA Register of State Heritage Items . cert # 6728-13194.
Morgan has 1 SA housing house. Has council approached SA Government for providing more.
Yes council needs to be better focused on growth around Blanchetown as there is ample work in this district and outside of (redacted) new land title there is little opportunity for growth.

Appendix C –Written submissions



Document Reference Number: 24_086

Mid Murray Council

PO Box 28

Mannum

SA 5238

By Email: [REDACTED]

**Murraylands and
Riverland Landscape
Board**

**Unit 5-6, Level 1 Sturt
Centre,
2 Sturt Reserve Road
Murray Bridge SA 5253**

**PO Box 2343
Murray Bridge SA 5253**

**Tel [REDACTED]
[REDACTED]
landscape.sa.gov.au/mr**

20 May 2025

Dear Mid Murray Council

FOR COMMENT – DRAFT MID MURRAY GROWTH MANAGEMENT AND HOUSING STRATEGY

Thank you for the opportunity to provide feedback through public consultation on the draft *Mid Murray growth management and housing strategy* (the strategy).

The Murraylands and Riverland Landscape Board (the landscape board) has assessed the proposed change with particular focus on impacts on natural resources. Planning team staff attended the community workshop at Morgan to listen and learn from council, community and URPS representatives. Following that, a submission was provided on 4 November 2024 to Council in general support of planning for future investment, while highlighting the potential of the River Murray International Dark Sky Reserve (the Dark Sky Reserve) to support growth through tourism investment.

The strategy has progressed since then, and the landscape board note the selection of 3 towns for future focus residential growth areas, being Truro, Swan Reach and Mannum. The Dark Sky Reserve's valuable asset of darkness is at risk from light spill from development in Mid Murray Council and further afield. It also holds areas of significant biodiversity value for threatened species and habitats. To maintain these values, a strategic approach to development management is needed. While the board support the need for planning to accommodate future growth, there are some areas where zoning may need further consideration to accommodate and support existing environmental values.

Discussion

Morgan

The Rural Enterprise Zone (area 1) identified for review, is a very large section of land with minimal development in it at present. Zoned to support intensive agricultural production and ancillary processing facilities, it does not appear to have attracted investment as intended. The area contains extensive tracts of native vegetation which should be avoided if development is to be accelerated in this zone. The zone contains many parcels of cleared land which can accommodate growth if required.

From a biodiversity perspective, area 1 has several large areas of mallee woodland habitat, with the potential to host the endangered mallee bird community¹. It is likely that this mallee habitat is in relatively good condition, with records of use by threatened regent parrots (*Polytelis anthopeplus*) to support this. It is valuable habitat which provides a stepping stone from the Riverland mallee to the Swan Reach mallee. Ideally, much of this habitat could be protected through implementation of public and private reserves. Given the potential high value of this area, the landscape board are not comfortable with plans to support intensification of development here, which would create large commercial blocks. It would be helpful to have more detailed mapping of this area, and clarity on future growth to understand to assess this properly.

Within the township area, the landscape board notes that the opportunity to create a structure plan for area 5, combined with a boundary review of area 6, could recognise and incorporate existing native vegetation values across both areas. Identifying mature native vegetation at this stage is recommended to minimise conflicts and potential constraints, should development zoning or intensity change. It could also assist council in determining future green spaces for recreation or placemaking. Areas 5 and 6 contain large areas of mallee woodland with the potential to support the endangered mallee bird community. Regent parrots are regularly recorded in Morgan Conservation Park and township and therefore it is possibly that they use these woodlands too and have yet to be recorded. These are the closest woodlands to the town and could be used by people as well.

Cadell – the proposed *Expansion of Rural Settlement Zone* (area 1) should be mindful of the need to prevent the risk of any contaminated stormwater/effluent entering into the significant wetlands downhill of the River floodplain.

Blanchetown

Given that the risk of future inundation under high flow scenarios is possible, this should be accommodated in any future changes to promote or support development in areas 1 and 5.

Truro

The landscape board recognise that Truro has potential to accommodate modest residential growth. Progressing the recommendations from the township master plan and developing a structure plan for the deferred urban zone will need to have a focus on protecting the deep creek lines which cross the areas. This area of the northern Mount Lofty Ranges is an important watershed to the plains to the east. Good planning can reduce flooding risk and allow space for watercourse improvement and is supported.

¹ [Approved Conservation Advice for the Mallee Bird Community of the Murray Darling Depression Bioregion](#)

Swan Reach

Area 3, *Structure Plan Tourism Development Zone*, includes a long narrow floodplain zone from the existing Punyelroo Caravan Park upstream to Langs Landing. Development should consider the floodplain/inundation risk of the Riverbank zone (including the existing caravan park if relevant) and aim to structure development away of this zone. From a biodiversity perspective, there are many records of regent parrots using the large river red gums in and around this township. Therefore, it is likely that the river red gums in area 3 are also used by regent parrots for nesting and roosting.

While low impact and well managed tourism development in this area would not necessarily impact the trees, regent parrots or other native wildlife, it does have potential to impact the Dark Sky Reserve values. Campfires and camp lights can impact the stargazing potential, and increased tourism and recreation activities like jet skis will disrupt and deter regent parrot use. If tourism growth in this area is progressed, it is recommended that the core values of this small township are maintained at the forefront of future planning.

Mannum

The river level areas of Mannum were significantly impacted by the 2022/23 floods, yet there appears to be no mention of increased flood protection initiatives in area 2. The strategy notes an opportunity to develop *'an urban design framework and main street master plan to support the growth, vibrancy, and long-term function of the Mannum town centre'* for this area. The foreshore section of this zone is very congested in parts and at risk of flood inundation. It could benefit from incorporation of flood levy structures into a precinct redevelopment masterplan. The opportunity to expand the strategic employment zone in area 6 may need to exclude a significant area of vegetation, which covers approximately half of the land identified for rezoning. The land parcels to the north of this area would be more suited to rezoning instead, given that they are completely cleared of vegetation.

Cambrai

Area 1 is currently zoned for township. However, it has mature trees in the triangle between Kings and Curio Road, straddling Ridley Rd. It would be good to see structure planning that reflects and enhances these values on the approach to the town, potentially creating a green space for future community use.

Sedan

Similar to Cambrai, this small town reflects large amounts of clearance for agriculture with native vegetation persisting on vacant and some privately owned land parcels. Recognising and including the vegetation in future planning will benefit the community into the future. Native vegetation can be used for low impact recreation, in the eastern part of area 1 for example. The western part of area 1, being completely cleared, is more suited to accommodate modest residential growth.

Establishment of new shack settlements and renewable energy development growth principles

The landscape board note and support the principles for considering the establishment of new shack settlements which include the protection of native fauna and flora. The values which make these areas attractive to potential shack owners, are also those values that can be quickly lost. New shacks can require removal of existing habitat and large trees to improve views and access, and stormwater and wastewater can cause aquatic values to deteriorate. It is good to see that Council is incorporating strong principles into shack settlement growth.

Similarly, Council's area benefits from excellent grid connections which is supporting growth of renewable energy developments across the region. The principles contained in the strategy in Section 5.5, recognise the value of prime production land, environmental values, community benefit and the need for balance. These principles are strongly supported by the landscape board and would be of elevated importance if incorporated into the Murray Mallee Regional Plan.

Conclusion

In determining this response, I have had regard to, and sought to further, the objects, principles and general statutory duties of the Landscape South Australia Act 2019.

For further information regarding this matter, please contact Eilidh Wilson at the Murraylands and Riverland Landscape Board on [REDACTED] or [REDACTED]

Yours sincerely

A handwritten signature in black ink, appearing to read 'A Meddle', with a long horizontal stroke extending to the right.

Andrew Meddle

General Manager – Murraylands and Riverland Landscape Board

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: DEW feedback - Draft Mid Murray Growth Management and Housing Strategy
Date: Friday, 30 May 2025 3:27:23 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.gif](#)
[image004.png](#)
[image005.jpg](#)
[DEW Feedback - Draft Mid Murray Growth Management and Housing Strategy.docx](#)

OFFICIAL

Hi Melissa

Thank you for granting the Department for Environment and Water (DEW) with an extension of time to provide our comments to council on the draft Mid Murray Growth Management and Housing Strategy. Staff from across DEW with relevant subject matter expertise have reviewed the draft Strategy and our consolidated feedback is attached.

Please don't hesitate to contact me if you have any questions in relation to our feedback.

Regards

De'Anne

De'Anne Smith

Principal Planning Officer

I am only in the office on Wednesday and Thursday.

Planning & Assessment | Environment, Heritage and Sustainability
Department for Environment and Water

[REDACTED]
Level 8, 81-95 Waymouth Street, Adelaide, 5000
GPO Box 1047, Adelaide, SA 5001, AUSTRALIA

environment.sa.gov.au

South Australian Government Department for Environment and Water



We acknowledge that the lands that we live and work on are the traditional lands of South Australia's First Nations peoples. We pay respect to the traditional custodians of these ancestral lands and acknowledge their deep spiritual connection to Country.

From: Melissa Marschall <[REDACTED]>
Sent: Friday, 23 May 2025 5:04 PM
To: Smith, De-Anne (DEW) <[REDACTED]>
Cc: Gary Mavrinac <[REDACTED]>
Subject: OEM3476-25 - 3/PROJ/GMHS/1 - RE: IEM9222-25 - 3/PROJ/GMHS/1 - FW: Have your say - Draft Mid Murray Growth Management and Housing Strategy

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi De'Anne,

Thanks for your email.

Happy to provide an extension to Friday 30 May.

Look forward to receiving your comments.

Kind regards,

Melissa Marschall

Executive Assistant
Development & Community Services

Mid Murray Council | PO Box 28, Mannum SA 5238

Email: [REDACTED]

Web: www.mid-murray.sa.gov.au

Mid Murray Council



We acknowledge the Aboriginal and Torres Strait Islander peoples of Australia as the Traditional Custodians of the lands and waters on which we meet and work. We pay respect to Elders past and present, recognising their important and ongoing role and connection to this ancient and beautiful land. We are committed to working together on our reconciliation journey.

This email message is intended only for the addressee(s) and contains information which may be confidential and/or copyright. If you are not the intended recipient please do not read, save, forward, disclose, or copy the contents of this email. If this email has been sent to you in error, please notify the sender by reply email and delete this email and any copies or links to this email completely and immediately from your system. Opinions expressed in this email and any attachments are those of the sender and not necessarily the opinions of Mid Murray Council. No representation is made that this email is free of viruses. Virus scanning is recommended and is the responsibility of the recipient.

From: Smith, De-Anne (DEW) [REDACTED] >

Sent: Wednesday, 21 May 2025 4:19 PM

To: Post Box <[REDACTED]>

Subject: IEM9222-25 - 3/PROJ/GMHS/1 - FW: Have your say - Draft Mid Murray Growth Management and Housing Strategy

OFFICIAL

The Department for Environment and Water is unable to provide comment on the draft Mid Murray Growth Management and Housing Strategy by the deadline of 26th May.

Is it possible to get an extension of time to provide comments on the draft Strategy?

Regards

De'Anne

De'Anne Smith

Principal Planning Officer

I am only in the office on Wednesday and Thursday.

Planning & Assessment | Environment, Heritage and Sustainability
Department for Environment and Water

[REDACTED]
Level 8, 81-95 Waymouth Street, Adelaide, 5000
GPO Box 1047, Adelaide, SA 5001, AUSTRALIA

environment.sa.gov.au



We acknowledge that the lands that we live and work on are the traditional lands of South Australia's First Nations peoples. We pay respect to the traditional custodians of these ancestral lands and acknowledge their deep spiritual connection to Country.

From: Mid Murray Council <[REDACTED]>
Sent: Monday, 28 April 2025 8:01 AM
To: DEW:Correspondence OCE <[REDACTED]>
Subject: Have your say - Draft Mid Murray Growth Management and Housing Strategy



**GROWTH MANAGEMENT AND HOUSING
STRATEGY
28 April 2025**

Image removed by sender.



The Mid Murray Council has prepared a draft Growth Management and Housing Strategy and wants your feedback.

The draft Strategy outlines areas where growth is expected to occur, as well as locations identified as having strategic advantages and being well-positioned to support the Council's objectives of fostering growth and guiding investment. The draft Strategy has been prepared using input gathered from community and stakeholders in November 2024 and with the support of an Australian Government

grant.

To view the draft Strategy and to provide feedback in an online survey click [here](#).
Hard copies of the draft Strategy and survey are also available at each of the Council offices.

Consultation is open from Monday 28 April 2025 and closes at 5pm on Monday 26 May 2025.

Further information on the Strategy can be found [here](#).



Facebook



Website

Mid Murray Council

POSTAL ADDRESS

PO Box 28

Mannum South Australia 5238

PRINCIPAL OFFICE

49 Adelaide Road

Mannum South Australia

Telephone: [REDACTED]

Email: [REDACTED]

To *Unsubscribe* or to *Update* your details please email [REDACTED]

[REDACTED]



This email was sent to [REDACTED]

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

Mid Murray Council · PO Box 28 · MANNUM, SA 5238 · Australia





DEW Feedback – Draft Mid Murray Growth Management and Housing Strategy – May 2025

Native Vegetation

- DEW supports the draft Strategy's aim to concentrate growth within identified townships and settlements, reducing potential impacts on native vegetation.
- DEW supports the draft Strategy's intent to assess and minimise impacts to native vegetation when implementing renewable energy projects.
- The draft Strategy highlights recent flood events as an environmental consideration. The managed reintroduction of native vegetation could assist, potentially increasing water absorption, reducing soil erosion, and mitigating flood impacts.
- When discussing the preliminary views of the Mid-Murray community, the draft Strategy notes that efforts to develop should "consider the environment" (page 6). Yet this is contradicted by subsequent pages, where native vegetation is described as a "constraint" (page 39) or a barrier to residential land supply, farm yields, and development (pages 61, 63, 72). Native vegetation is an asset to be protected and valued for its social, environmental, and economic value, and it should be reframed to be recognised for that value and retaining that value could even be considered an opportunity.
- The draft Strategy refers to greener streets (page 7) and green spaces (page 39). Native plants, shrubs and trees should be prioritised when greening spaces unless there are valid reasons not to do so. Prioritising native vegetation maximises biodiversity outcomes and contributes to mitigating the impacts of climate change.
- When discussing potential native vegetation clearance, the draft Strategy should refer to the regulatory requirements associated with the mitigation hierarchy (avoid, minimise, rehabilitate/restore, offset).
- Where master planning occurs for future growth areas it is recommended that DEW be consulted early so that we can support optimum development options that minimise impacts on native vegetation and reduce the risk of potential development refusals or expensive offset requirements.

Morgan (page 39)

- The Recreation Zone and Rural Living Zone to the west of Morgan and Tourism Development Zone to the south are almost entirely mapped as native vegetation. Whilst the plan considers the "preservation" of ecological values (in point 3), mixed use, residential land use and allowing smaller allotments would likely involve substantial native vegetation clearance (plus CFS requirements).

Cadell (Pages 44-48)

- Area 6 proposed to be incorporated into the Strategic Employment Zone is mapped as native vegetation. Ensure appropriate investigations are undertaken as to whether this land can support future development given any Native Vegetation Act requirements.

Bowhill (Pages 104-108)

- Point 1 rezone Bowhill Engineering from Rural to an employment zone. The north-western portion of that land is mapped native vegetation. Suggest that the strategy acknowledge consideration of ecological values on the land, perhaps include in the Conservation Zone which already doesn't follow the cadastre.

River Murray

- Section 2.5.5 under Water and Energy (page 18): *“Water resources in the Murraylands and Riverland region are governed by several Australian and State Government policies, including the Water Act 2007, Murray-Darling Basin Plan 2012, and River Murray Act 2003.”* Whilst this is correct, Council should note or consider inclusion of the *Landscape South Australia Act 2019* which controls water allocation and water affecting activities, and provides for the preparation of regional landscape plans, water allocation plans (both involving community consultation) and water affecting activity control policies. The River Murray Act is really only involved in development via referral, compliance matters and Ministerial works.

Morgan (page 39)

- 4.2.7.5: *“Expanding the Rural Shack Settlement Zone from the east”*, not sure what area this is referring to – existing Morphetts Flats downstream, the North West Bend and Beaumonts settlements on the eastern side of the river opposite and south of Morgan; or a new area all together? DEW suggests the expansion of this zone where subject to inundation (i.e. within the River Murray 1956 Flood Level mapping layer in SAPPa) is not appropriate given that it would increase the exposure of new shack development to flooding, as well as associated issues including native vegetation clearance, river structure proliferation and wastewater management. DEW also notes that the draft Murray and Mallee Regional Plan includes the objective: *“Maintain separation between townships and settlements to safeguard rural character and maintain and strengthen unique township identity”* and may be relevant in this instance where shack settlements are close to Morgan.

Cadell (Pages 44-48)

- *“The area is prone to flooding, especially along the river. According to recent Council data, the Cadell campground was impacted by recent flood events. New developments in this area will need to have finished floor levels above flood levels (including freeboard) and may require additional land to safely manage floodwaters”*. Does “this area” mean the campground or Cadell generally which is elevated? And what is meant by “additional land” (this phrase also mentioned on page 51/55)?
- Much (if not all) of Area 5, proposed to be rezoned from Rural to Township, is land owned by Council, the Minister for Infrastructure and the Minister for Environment and Water. Does Township Zone suit the existing land uses or is there a more appropriate zone(s)?

Mannum (Pages 73-77)

- Point 10 refers to a proposal to rezone the Baseby Court shack settlement from Rural Shack Settlement Zone into the “Mannum Township” (presumably Township Zone?), however the map indicates that Area 10 would extend from the northern end of the Recreation Zone, downstream across effluent ponds to the marina, as an extension of the Infrastructure FMF Zone (which is excluded from the River Murray Flood Plain Protection Area Overlay and not subject to referrals).
 - First query is seeking clarity on what land is proposed for rezoning and what zone(s)
 - Second query is that Baseby Court appears to already be appropriately zoned given that it accommodates existing shacks within the 1956 floodplain and the 1% AEP

flood scenario (in the range of 226-235,000ML/day at the border), with at least two potentially subject to inundation at 80,000ML/day (the RM Constraints project target flow). Any new shack development would be subject to flood resilience criteria policy within the River Murray Flood Plain Protection Area Overlay.

Shack Settlements (Pages 108-112)

- *“Land selection considers flood risk and aims to minimise development in low-lying, flood-prone areas where practical.”* “Minimise” and “where practical” should not even be a consideration. Any rezoning to facilitate shack development should ensure that all allotments or building envelopes are set back far enough to avoid being subject to inundation during a 1% AEP event (minimum). Council should also be mindful that River Murray Flood Plain Protection Area Overlay discourages the proliferation of river structures, yet this would be a type of development proposed (or built without approval) in association with almost every new shack on or close to the river (including where a road and/or public land separates shack and river). Similarly, there is almost always a requirement to remove native trees to allow room for a shack, trim branches for safety and improve their view of the river. Preferably they should be on vacant cleared blocks.

Flooding

While section 2.2 states: Future growth patterns including the location and design of built form must consider the possibility of future flood events of this scale or larger. This includes private homes and businesses as well as council and state government infrastructure such as roads, levee banks, community wastewater management systems, stormwater infrastructure, marine facilities, and waste disposal facilities. It is difficult to see how this translates to the proposals:

Section 4.2.9: Flooding along the Murray. Council has reported limitations in stormwater infrastructure. Future growth may require stormwater upgrades to address increased impervious surfaces and flooding. Stricter detention/retention storage requirements may also be necessary for new developments.

May require or should this be Must? Stormwater capacity and also managing stormwater discharge to the River during high water levels is a real issue for many of these towns and settlements.

For example: page 44: The area is prone to flooding, especially along the river. According to recent Council data, the Cadell campground was impacted by recent flood events. New developments in this area will need to have finished floor levels above flood levels (including freeboard) and may require additional land to safely manage floodwaters.

Focus is on floor levels but need to consider the issue of loss of power and sewerage treatment. Also need to consider access to the properties. Need to consider that flood resilience is more than floor levels.

Page 49: Council advocates for the reopening and redevelopment of the caravan park.... What consideration is there about improving its flood resilience?

Guiding principles are sound (page 91):

DEW Feedback – Draft Mid Murray Growth Management and Housing Strategy – May 2025

- Land selection considers flood risk and aims to minimise development in low-lying, flood-prone areas where practical.
- Minimise environmental impacts, particularly wastewater effects on the river system.
- Implement stormwater management measures to prevent erosion, protect water quality, and mitigate local flooding.

Page 108:

Where flooding poses a major risk due to the low-lying nature of an area: Council should work with DEW to determine safe peak flow levels in the Murray

River to guide development elevations.

Not sure what would be considered safe peak flow levels? The flood resilience code determines floor levels, but as mentioned above it is about much more than floor levels.

Further, a consolidated flood resilience plan should be explored for riverfront areas. This may include flood levees or other protective infrastructure.

Would not support flood levees for shack areas. This would simply increase the problems elsewhere.

There needs to be consideration of other options for improving flood resilience in shack areas.

Water Licencing

The draft Strategy references potential issues with obtaining water for new developments (section 2.2.3). It also identifies infrastructure opportunities related to water (section 4.2.8). DEW considers that the language should be revised that reflects that they are necessities rather than opportunities – a lack of potable water would be a significant issue for new developments if not addressed before (or as) the project moves forward.

From: [REDACTED]
To: [REDACTED]
Subject: FW: ICORR9030-25 - 3/PROJ/GMHS/1 - Fwd: Reminder - Have your say - Draft Mid Murray Growth Management and Housing Strategy
Date: Friday, 23 May 2025 8:42:47 AM
Attachments: [image001.png](#)
[image002.gif](#)
[image003.png](#)
[2020-05-16 Relocation of the Mannum Wastewater Treatment Plant.pdf](#)

Melissa Marschall
Executive Assistant
Development & Community Services

Mid Murray Council | PO Box 28, Mannum SA 5238

Email: [REDACTED]
Web: www.mid-murray.sa.gov.au

Mid Murray Council



We acknowledge the Aboriginal and Torres Strait Islander peoples of Australia as the Traditional Custodians of the lands and waters on which we meet and work. We pay respect to Elders past and present, recognising their important and ongoing role and connection to this ancient and beautiful land. We are committed to working together on our reconciliation journey.

This email message is intended only for the addressee(s) and contains information which may be confidential and/or copyright. If you are not the intended recipient please do not read, save, forward, disclose, or copy the contents of this email. If this email has been sent to you in error, please notify the sender by reply email and delete this email and any copies or links to this email completely and immediately from your system. Opinions expressed in this email and any attachments are those of the sender and not necessarily the opinions of Mid Murray Council. No representation is made that this email is free of viruses. Virus scanning is recommended and is the responsibility of the recipient.

From: Andrew Rushworth <[REDACTED]>
Sent: Tuesday, 20 May 2025 10:08 AM
To: Post Box <[REDACTED]>
Cc: DES <[REDACTED]>
Subject: ICORR9030-25 - 3/PROJ/GMHS/1 - Fwd: Reminder - Have your say - Draft Mid Murray Growth Management and Housing Strategy

Hi there

I am wondering if this document can be forwarded to the report's preparer please?

This paper details some of the difficulties encountered by Tallwood Pty Ltd in negotiating with SA Water in relocation of the WWTP. We have found advocacy on this issue to be extremely frustrating and have now ceased negotiations.

Thank you
Andrew Rushworth
Tallwood Pty Ltd

0400322050

----- Forwarded message -----

From: Mid Murray Council <[REDACTED]>

Date: Tue, 20 May 2025 at 06:39

Subject: Reminder - Have your say - Draft Mid Murray Growth Management and Housing Strategy

To: [REDACTED]

GROWTH MANAGEMENT AND HOUSING STRATEGY

20 May 2025

REMINDER

The Mid Murray Council has prepared a draft Growth Management and Housing Strategy and wants your feedback.

The draft Strategy outlines areas where growth is expected to occur, as well as locations identified as having strategic advantages and being well-positioned to support the Council's objectives of fostering growth and guiding investment. The draft Strategy has been prepared using input gathered from community and stakeholders in November 2024 and with the support of an Australian Government grant.

To view the draft Strategy and to provide feedback in an online survey click [here](#). Hard copies of the draft Strategy and survey are also available at each of the Council offices.

Consultation opened on Monday 28 April 2025 and closes at **5pm on Monday 26 May 2025**.

Further information on the Strategy can be found [here](#).

[Facebook](#)

[Website](#)

Mid Murray Council

POSTAL ADDRESS

PO Box 28

Mannum South Australia 5238

PRINCIPAL OFFICE

49 Adelaide Road

Mannum South Australia

Email: [REDACTED]

To *Unsubscribe* or to *Update* your details please email [REDACTED]

[This email was sent to \[REDACTED\]](#)
[why did I get this? unsubscribe from this list update subscription preferences](#)
[Mid Murray Council - PO Box 28 - MANNUM, SA 5238 - Australia](#)



A Background Paper on the relocation of the Mannum Wastewater Treatment Plant



Tallwood Pty Ltd
16th May 2020

Mannum Wastewater Treatment Plant

Mannum has an existing wastewater treatment plant owned and operated by SA Water which comprises treatment and storage lagoons. The lagoons are located on Crown Land adjacent to the River Murray. There are a number of reasons why the treatment plant should be relocated.

1. The treatment lagoons are located on the River Murray flood plain below 1956 flood level and contrary to current Government policy.
2. The reclaimed storage lagoons have an overflow to the River Murray for emergency discharge, known to be used in the past during high rainfall events, but now claimed to be permanently closed.
3. The SA Water treatment plant lagoons have been recognised in a 2007 report (EPA and others) as presenting a high risk to the River Murray.
4. Environmental Site Assessment investigations by Soil and Groundwater consulting during the Mannum Waters EIS confirmed leaking from the lagoons with a hydraulic gradient towards the River Murray and a level of pollutants above permissible levels.
5. The existing separation distance from the treatment activity zone to nearby houses in River Lane is considerably less than that recommended in the current EPA guidelines.
6. The shallow reclaimed water storage lagoons have high surface to depth ratio, with excessive evaporation when compared to deep winter storages.
7. The reclaimed water winter storage is inadequate in size, requiring distribution of reclaimed water prematurely to open ground without a specific use benefit. This is not in accordance with the approval requirement that all final discharge should be effectively used as reclaimed water.
8. From time to time the lagoons are subject to blue-green algae blooms (see cover photo) preventing use of the reclaimed water.

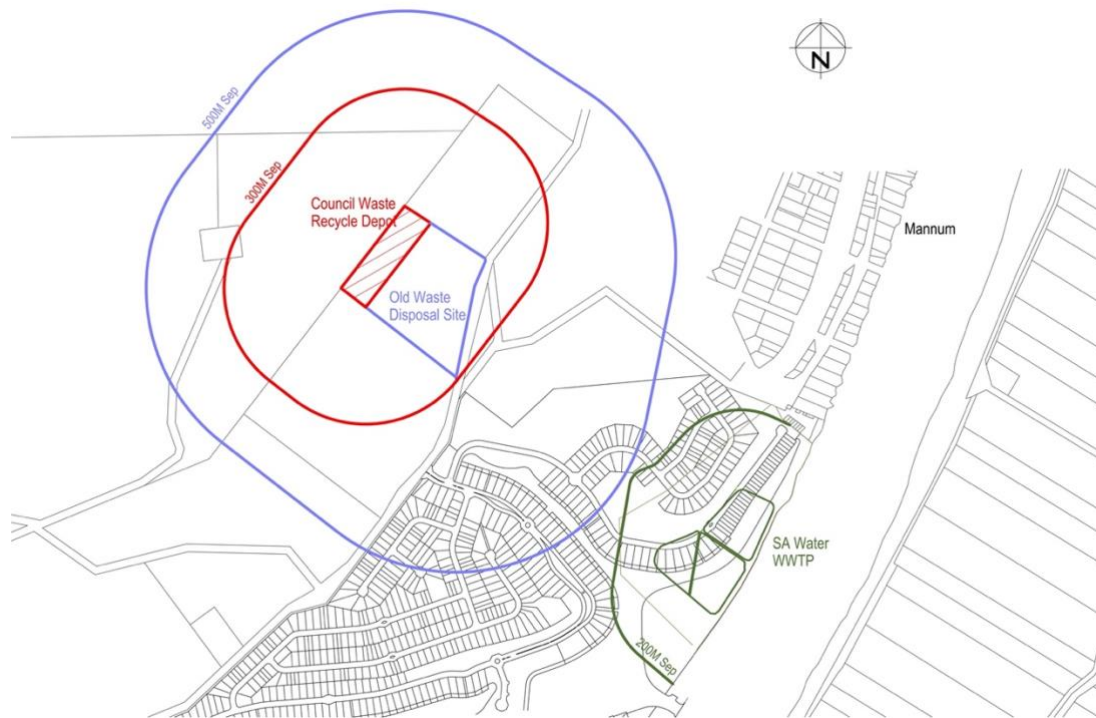
As part of the Mannum Waters development proposal, Tallwood offered to build a new treatment plant in a three-way land exchange between Council, SA Water and Tallwood. The new treatment plant would be a state-of-the-art aerobic system. It would serve the whole of the town as well as Mannum Waters and be located above the 1956 flood level. The advantages of the relocation were:

- To allow the development of the northern section of Tallwood's land holding by removing the separation distance imposed by the location of the existing wastewater treatment plant;
- To enable the natural extension of Mannum township to the south in a cohesive and appropriate way;
- To resolve the environmental issues 1 to 8 outlined above;
- To remove an inappropriate facility so close to an area of high tourist potential.

Currently the treated water is reticulated to the nearby golf course under agreement between the Golf Club, Mid Murray Council and SA Water and this would be continued, but with improved winter storage and enhanced water quality from the relocated plant.

A working group was established with representatives from SA Water and Tallwood to guide this process in what was anticipated to be a frank and open exchange with the intent of establishing a Heads of Agreement between the two parties. From Tallwood's point of view, it is critical that an agreed process is established, and the pathways made clear to allow the relocation to occur once commercial development of the northern land becomes a viable operation. The lead time for this is approximately three years.

The diagram below shows the impact of the separation distance (in green) around the existing SA Water Wastewater Treatment Plant. Completion of the northern areas of the Mannum Waters and the unification of the town cannot be achieved without the relocation of the plant as contained in the principles of the Major Development approval. The separation distance from the old waste disposal site has been resolved and the separation distance around the present Council Waste Recycle Depot does not impact Mannum Waters.



After 14 years of negotiations, during which the working group has suffered continual change within SA Water personnel, very long delays in response and changes in position, some progress has been made but critical issues remain unresolved. The following list indicates some of the things that have occurred so that the extent of Tallwood's frustrations can be appreciated.

- Tallwood had suggested a site for the relocated plant adjacent to the Golf Course for efficient distribution. During the initial negotiations for the wastewater treatment plant, SA Water purchased, without Tallwood's knowledge, a new site remote from the township which added a minimum of \$2M to the costs for pumping mains from the existing sewers and back to the golf course. This was in spite of the fact that the site Tallwood had selected met Department of Health and EPA standards in regard to separation distances and was cost neutral for the land. The SA Water site requires additional costs associated with a new access road and power supply and has the added disadvantage of additional lifetime power costs due to the additional pumping.
- SA Water presented Tallwood with a draft Heads of Agreement for consideration. Although this was to have been a joint effort, no such courtesy was afforded to Tallwood. The Heads of Agreement was to have been designed to secure the future of the development according to certain conditions. It was to establish the various contributions of each party to allow the relocation of the wastewater treatment plant and free up the land occupied by the existing treatment lagoons for Tallwood's development. The proposed Heads of Agreement required Tallwood to undertake particular construction works but would give no guarantee that the existing land would be transferred after it was vacated. Considering that this was the whole point of the exercise, the proposal was unacceptable to Tallwood.

- Tallwood's offer was to build a wastewater treatment plant to fulfil the requirements of the EPA and Department of Health. Many such plants have been and are being built independently of SA Water for Local Councils and the costs are well known. At one point in the negotiations, SA Water considered building the plant and charging Tallwood augmentation fees. The treatment plant proposed by Tallwood and known to cost under \$1.8M was independently costed by SA Water as between \$28M - \$30M. Tallwood was not given access to SA Water's cost break-down but, assuming that some additional items were included, it cannot be imagined how such a figure could be derived. If this is typical of SA Water's capital works expenditures, they are faced with building projects that will always need to be subsidised by other charges, as normal sewer rates would not remotely cover the cost. It raises the questions, has the Department lost its discerning expertise, is it relying on outside consultants who also lack knowledge, is it being hoodwinked contractually, has it developed standards which lie outside of the State's means or is it in such a malaise and fragmentation of responsibility that sensible results are no longer possible.
- Over the fourteen years that Tallwood has been dealing with SA Water, Tallwood has been told conflicting details on the existing plant's future capacity by SA Water. They are:
 - The existing treatment plant could only cope with a small number of extra connections (10th Feb 2009).
 - The existing treatment plant could cope with the whole of the southern section of the Mannum Waters Development (approx. 350 allotments) but not the northern section (development of Stage 3, Aug 2012).
 - The existing treatment plant is satisfactory until the year 2035 (17th Feb 2017).
 - The existing treatment plant is satisfactory until the year 2045 with current connections at 2000 and capable of handling an additional 2000 connections for a total of 4000 connections (26th September 2017). Tallwood believed this latter point was quite in error and that connections was meant to be persons. This was later proved to be true. Even so, there is no way that current reclaimed water discharge areas can cope with that level of increase.
- Throughout Tallwood's long association with the working group, there was an obvious apparent lack of authority within the group. Items would be discussed but these would be taken back into the Department and influenced by staff not present at the meeting. The Department appeared to be seriously fragmented. Decision makers for most part were not accessible to Tallwood. On one occasion, after the SA Water representatives on the working group were changed, the new chairperson, in order to try and get some resolutions to Tallwood's difficulties, requested that eleven SA Water staff attend the meeting. Nothing was resolved and both sectional interests and disinterested attitudes were evident.

Since 2016, the SA Water representative is Debbie Snoswell, Account Manager, Major Development. Debbie understands Tallwood's dilemma, but is subject to the processes and jurisdictions of SA Water. Currently:

- The existing wastewater treatment Crown Land site has been approved for transfer to SA Water as freehold. SA Water has indicated that when the plant is relocated and the site is vacated, the site will be transferred to Tallwood at no cost. Tallwood will be responsible for the rehabilitation of the land.
- SA Water have accepted the relocation of the treatment plant to the site originally proposed by Tallwood subject to environmental assessments but prefers the new site that SA Water purchased.

- Tallwood will accept the SA Water preferred site provided the additional costs of pumping mains are borne by SA Water.
- SA Water have accepted the treatment plant can be built by Tallwood provided it achieves prescribed treatment standards.

Tallwood has continued to challenge SA Water in regard to the adequacy of the existing plant due particularly to the insufficient area for distribution of the reclaimed water. Should the existing plant be used until 2045 (the most recent nominated life expectancy) and reach its suggested capacity there is no way that the reclaimed water can be accommodated at the golf course and adjacent land. The SA Water newly purchased remote site is an alternative distribution area, but this would require pumping mains similar to that required if the treatment plant was relocated to that site. SA Water prefers this as it provides security of discharge if current distribution agreements with the Golf Club should fail in the future.

There are a number of issues relating to the reclaimed water:

- Surplus reclaimed water had been draining from the distribution area on to Tallwood land;
- This was sought to be rectified by opening up a surplus distribution area within the SA Water site;
- In Tallwood's view this was without due regard to the Mannum Waters Major Development Plan which clearly identifies the new distribution area for future housing and subjects it to prolonged discharge of reclaimed water and possible health risks;
- Seepage water from the storage lagoons continually lies outside of the lagoons and adjacent to Mannum Water's waterways within 100m of the SA Health prescribed separation distance.

Minutes of the working group's last meeting on 2nd April 2019, included the following:

"SA Water to progress internal discussions to determine if SA Water was prepared to pay the costs associated with the transfer pipes.

If this option is preferred and agreed by SA Water – this would be supported by Tallwood."

This was followed up by a request for a progress report by Tallwood on 6th December 2019 with the following response from Debbie:

"After our last catch up I forwarded a recommendation to my Senior Manager advising the outcome of our discussion which included:

- The relocation of the WWTP to the SA Water site already purchased. The new WWTP to be constructed by Tallwood Pty Ltd.
- The transfer pipework from the old WWTP to the new WWTP and the pipework to distribute recycled water back to the Golf Course. This pipework to be funded by SA Water but constructed by Tallwood Pty Ltd.

The recommendation received Senior Management support to progress to further detail and discussion and then endorsement by the Board and or the Senior Leadership Team.

For this to progress further a Business Case is currently being prepared which will outline why this is a good investment for SA Water and to demonstrate that our existing SA Water customers will not be funding this project as required by our regulator ESCOSA. There is an internal meeting planned for early January and hopefully I will have some more information for you in the New Year on how this is progressing."

Somewhat disturbed by another long delay, Tallwood responded in the following way:

"I appreciate that some progress is being made and still remain keen to put the matter to bed by having a firm agreement (Heads of Agreement) for the future process, once development can viably proceed.

Could you explain to me the ESCOSA position re existing customers? It seems to me that every asset has a life expectancy and one of the purposes for collecting revenue is to pay for the asset's replacement at the end of its life. In this case it seems reasonable to assume the following:

1. Over the life of the existing plant, revenue has been received from existing customers for its ultimate replacement and should be used for that purpose.
2. Because SA Water will have obligations to remove the existing plant from the river floodplain in the future, those costs which include the cost of pumping, new land and upgraded 'state of the art' facilities would have to be paid for by all customers both old and new.
3. As Tallwood is able to provide a perfectly satisfactory plant for a fraction of the cost (10%) of the amount that SA Water would apparently have expected to pay if it built the plant by its normal contracting methods, I would imagine that SA Water has already collected considerably more revenue than would be required to cover the Tallwood plant costs and pumping costs."

Subsequently, Tallwood through Freedom of Information has discovered the following:

Aquenta (SA Water's consultant) in their report dated 1 July 2014 ("Valuation of the Metro & Country Waste Water Treatment Plant Assets for SA Water" shows the GRV - Gross Replacement Value of the Mannum plant to be \$5,322,103. This is not \$28m-\$30m as they told us.

Furthermore, the written down value for the plant of \$2.4m at 30 June 2015 in the same report includes the lagoons (\$1.1m) roads, fencing & pipework (\$233k) and oncost overheads (contract admin, testing, preliminaries, design) \$733k.

It should be a simple process to justify to ESCOSA the removal of this environmental risk - state the asset is located contrary to Govt policy and adjust the asset WDV to nil. Apparently, this is very difficult according to SA Water.

No further correspondence has occurred, and Tallwood still awaits the next response. Because of the inadequacies and environmental issues associated with the existing SA Water treatment plant, erroneous life expectancy attributed to it and the disregard for the intentions of the Major Development approval, Tallwood believes that SA Water have an obligation to replace the treatment plant without delay and that Tallwood's costs should only be associated with the Mannum Waters component.

From: [REDACTED]
To: [REDACTED]
Subject: FW: IEM9343-25 - 3/PROJ/GMHS/1 - Truro
Date: Friday, 23 May 2025 8:43:47 AM
Attachments: [image001.png](#)
[image002.gif](#)
[image003.png](#)
[1000013126.jpg](#)

Melissa Marschall
Executive Assistant
Development & Community Services

Mid Murray Council | PO Box 28, Mannum SA 5238

Email: [REDACTED]
Web: www.mid-murray.sa.gov.au

Mid Murray Council



We acknowledge the Aboriginal and Torres Strait Islander peoples of Australia as the Traditional Custodians of the lands and waters on which we meet and work. We pay respect to Elders past and present, recognising their important and ongoing role and connection to this ancient and beautiful land. We are committed to working together on our reconciliation journey.

This email message is intended only for the addressee(s) and contains information which may be confidential and/or copyright. If you are not the intended recipient please do not read, save, forward, disclose, or copy the contents of this email. If this email has been sent to you in error, please notify the sender by reply email and delete this email and any copies or links to this email completely and immediately from your system. Opinions expressed in this email and any attachments are those of the sender and not necessarily the opinions of Mid Murray Council. No representation is made that this email is free of viruses. Virus scanning is recommended and is the responsibility of the recipient.

From: [REDACTED] <[REDACTED]>
Sent: Thursday, 22 May 2025 3:39 PM
To: DES <[REDACTED]>
Subject: IEM9343-25 - 3/PROJ/GMHS/1 - Truro

Hi Gary,

I write regarding our recent conversation regarding the mid-murray growth management and housing strategy, that has identified Truro as a key growth area. I would like to put forward a submission for council to consider re-zoning a parcel of our land.

We (BM & DM Andretzke) own sections [REDACTED] (all adjoining) and we would like to make available for housing a small section in the south west corner of section [REDACTED] (please refer to attached map). This section is adjacent to existing housing (fronting [REDACTED]), has road frontage onto [REDACTED], has water and power is readily available, making it ideal for housing development.

As lifelong residents of Truro, we agree with council's view that our township is ready for growth, and given that parcels of rural living land in the area may never be put on the market, we feel it is in the townships best interests that council look at all options for available housing, including section re-alignment.

Look forward to hearing from you soon

Yours sincerely

Ben and Diana Andretzke

BM & DM Andretzke





Truro South Australia



3D



From: [REDACTED]
To: [Post Box](#)
Subject: IEM9479-25 - 3/PROJ/GMHS/1 - Mid Murray Growth Management and Housing Strategy Consultation Response.
Date: Friday, 23 May 2025 6:34:22 PM

Dear All,

I am a significant landholder in the Swan Reach township (42 hectares – 100 acres), have riverside land at Greenways / Nildottie (2 hectares - 5 acres) and have a riverfront holding in Nildottie comprising a couple of titles over (1 hectare - 2 acres). I have been in the area all my life (62 years). I am passionate about the area and having a Professional background in Property, have a keen interest in the immediate future.

I have experienced the Greenways Irrigation Trust which was established in 1962 with Government Funding in an attempt to create viable blocks for farming, allowing retention of second-generation farmers in the district.

Our Swan Reach property is a former orchard with irrigated crops comprising approximately 7,000 trees including Oranges, Lemons, Avocados, Mandarins, and Macadamia Nuts. Low produce prices due to imported juice concentrate from Brazil, coupled with labour shortage due to a lack of accommodation and increasing irrigation costs due to excessive power costs, led to a non-viable operation. It is necessary to pick fruit to get a crop the following year, but with picking costing more than the returns from the fruit, it was not viable. Whilst sitting unproductively, peppercorn trees grew as weeds and their presence causes significant cost to remove. We also had a tenant intentionally burn one of the houses and as such, the property has been an eye-sore for the township. I summarize this storey as it is not isolated and is the reason for a lack of activity in the Township.

When we purchased our land it was 50% zoned Township (deferred urban) 45% rural and 5% Floodplain. Early on, Council rezoned the land to rural living and planning SA recategorized the riverfront land to Conservation. Conservation zoning is restrictive and is suited to Government owned land. There is virtually no opportunity for a commercial return and hence no incentive for private ownership.

In demand are riverfront shacks and yet planning is limiting further supply. The river is the lifeblood of the area and yet there is no plan for expansion of the most in demand landuse? Rural living allotments are typically larger holdings for lifestyle choices, since they are not suitable for a viable primary production activity. They are in demand from retiring Farmers and those not ready for a small, low maintenance allotment. However, if the allotments are “too large” they are unmanageable for retirees. Thus the ideal land size is between a residential allotment and a rural living allotment.

There needs to be options for lower cost land in order to attract buyers from other markets. Construction costs are the same wherever one builds and often they are higher in country areas. Hence to have affordable housing, the land must be cheaper. Alternatively, cheaper forms of housing development must be allowed.

To be successful, a land development in Mid Murray Council area, needs to consider:

- Option of services (Power and water) – That is, buyers can have the option of living off grid with rainwater tanks, solar power and batteries, small wind generation etc. Developers can not be forced to provide SA water and SA Power networks to all allotments

There needs to be a choice of infrastructure –

- Road surfaces, bitumen, cementized rubble, etc
- footpaths and gutters, some without
- Street lights and some without
- STED connection and envirocycle
- A range of allotment sizes to meet demand
- A choice of acceptable construction options
 - Relocatable dwellings, “barndominiums”, “mancaves” etc
- River water supply, town water, private water schemes

When considering growth strategies, the likelihood of the owners to redevelop should also be a major factor for rezoning. If a property owner is not prepared to redevelop, then rezoning is somewhat pointless. Having a willing owner, prepared and ready to develop is a significant key to achieving the desired changes in a timely fashion.

Traditionally Council and Planning staff are “non-transactional”. There is nothing in it for a bureaucrat to take a risk or cause a potential conflict. It is easier to say no, than find a way to make a development happen. If for example, planning approvals were incentivised, I would guarantee an increase in both the number of development applications and approvals! Finding a way to achieve this, will solve a non-viable Council.

Open space contributions are not required in rural locations. Councils do not want a reserve in a residential subdivision, since they struggle to maintain existing facilities which are underutilised. The open space contribution is an un-needed tax / imposition in attractive rural development.

URPS have sought their instructions and guidance mainly from Council. It is Council who have an unsustainable future. Perhaps more emphasis should be sought from external inputs.

The “Draft for Community Consultation – Mid Murray Growth Management and Housing Strategy” has limited development locations to 3 townships which seems to exclude other infill opportunities and ignore a significant amount of development ready locations within the overall Council area.

I comment as follows:

- Sale prices, sale periods (time on the market) and sales growth are key indicators of what is in demand. An analysis of these factors will show waterfront opportunities are in massive demand.
- The questions are “where do people want to live?” and “Where can people afford to live?” and “who are the buyers?” and “what will attract buyers to the Mid Murray Council area?”
- A massive question so often overlooked is “What is a property owner or developer prepared to develop on their land if they had free reign?” Property owners have a vested interest in producing commercially viable developments. They have a reason to own their land and are often best placed to determine demand and future uses!
- 1.2.2 – Shack settlements for more housing – mentions Swan Reach and yet there is no consideration for increasing the Marks Landing Shack settlement area.
- Page 7 – CWMS is desired for Swan Reach – Council needs to approve the current proposal.
- “2.1 Council Area – with a significant frontage to River Murray of 220 kilometres” or is it “2.2.1 440 kilometres”?

- I wonder how many boats Council owns and how often Council staff inspect their land from the River?
- 2.2.2 Climate Change – mentions “riverbank collapse” – I suggest this is as a direct result of the increase in the number of “wake boats” creating surf like waves and nothing to do with climate!
- 2.2.3 – River Murray / Water allocation – The Government buyback water scheme is leaving previously irrigated land unproductive. Without irrigation water, a significant part of Mid Murray Council land can not be used for its current purpose!
- 2.6 – Economic Outlook – Swan Reach and other Mid Murray towns have a high proportion of people on unemployment benefits simply because if you are unemployed and live in an area where there is limited employment, you do not have to apply for jobs! They are taking up accommodation that could be used for genuine workers.
- 2.6.4 – Catalyst Projects – There is no mention of “On river” fuels. There is a need, and a solution, will attract water tourism with flow on benefits.
- 3.2.2 – There needs to be a direction and strategy for affordable housing which I have discussed above.

Swan Reach and Surrounds

- Figure 13 - Our land needs to be added as vacant land – It is a significant omission
- Page 63 Community Services – Add Golf Course and Bowling Green and Ambulance and CFS services and Museum.
- 4.5.6 – Page 63 – Any land in the flood plain is at risk of flooding – should change to “Further expansion in these areas will be at the same risk of future flooding but with the ability to mitigate losses by incorporating updated building and services requirements”
- 4.5.7 – talks about our land. Add “and includes lagoon and riverfront land adjacent to Marks Landing. The land is suitably serviced making it suitable and logical for an expansion of the Shack Policy Area.
- 4.5.7 Development Opportunities diagram should include our land within area 1 – ie through the lagoon to the River frontage.
- 4.5.8 Opportunity 1. We have two private irrigation lines servicing our properties. We can create a private water scheme to our sites. We have a water license, pump facilities (dual pumps, dual locations) and water filtration ability thus a “large extension of the water mains” is not required for our properties.
- 4.5.9 – “Starlink” now provides low cost high quality and fast internet connection via satellite. We have better connections in our Riverland properties than Adelaide! We have perfect mobile coverage with Telstra too. There is high voltage power to our land adjoining Marks Landing with low voltage connections having been used for pumping.

Walker Flat, Nildottie & Purnong

- 4.8 Page 89 – There is a significant campground along Greenways Landing with boat ramp, near new Council owned public toilet amenities connected to STED scheme
- 4.8.1 Many homes in Nildottie are permanent residences. Since the closure of the General Store and Machinery Centre with a lack of fuel and mechanical services, the attraction as a holiday destination has subdued. Significant new infrastructure at Hermans landing is under-utilised.

- 4.8.4 Page 91 – There should be specific mention of our “development ready” land at 3846 Hunter Road Greenways / Nildottie. The land is elevated above the floodplain, is adequately serviced with private pumping and domestic connection to Greenways Irrigation Trust, active single and three phase electrical connections, is above the Greenways landing STED scheme soakage area and has two road frontages with exceptional river and cliff views. A similar development to Arnold Court Nildottie could create 20 allotments / dwellings immediately. This could use existing underutilised Council infrastructure.
- The loss of the Nildottie shop and service centre could be managed by planning control of the properties leading to the creation of opportunity of re-establishment. Additional housing in the district will add to demand and financial viability of future operators.
- A diagram of our land at Greenways should be included in the plan.

Thank you for considering my submission. I welcome any discussion or clarification on any point.

Regards

Chris Carter



From: [REDACTED]
To: [DES](#)
Cc: [REDACTED]
Subject: ISURV9574-25 - 3/PROJ/GMHS/1 - Submission - Draft Growth Management and Housing Strategy (Boland Family)
Date: Monday, 26 May 2025 1:31:04 PM
Attachments: [Draft Growth Management and Housing Strategy - \[REDACTED\].pdf](#)

Dear Gary and Councillors

Good to chat last week.

Please find attached our submission to support the draft Mid Murray Growth Management and Housing Strategy. Relating to our property at [REDACTED].

Happy to discuss further once you've had a chance to review.

Regards. Frank

Frank Boland

[REDACTED]

Draft Growth Management and Housing Strategy

Submission from Boland Family – [REDACTED]

23 May 2025

Frank Boland
[REDACTED]

Background

- The Boland Family is pleased to provide a submission to the Mid Murray Council Draft Growth Management and Housing Strategy.
- [REDACTED] is currently used for solar PV generation for [REDACTED] and the balance is vacant, with occasional and opportunistic cropping.
- The property is well serviced with SA Water mains, electricity and road access.
- The property is currently zone rural however is neighboured by existing and proposed Rural Living zones on north, west and east.
- We have engaged Frank Brennan Consulting as town planning support and Alexander Symonds for surveying and conveyancing.
- [REDACTED] that Mid Murray Council consider including this portion of [REDACTED] in the area contemplated for Rural Living to aid the Growth and Housing Strategy for Mannum.

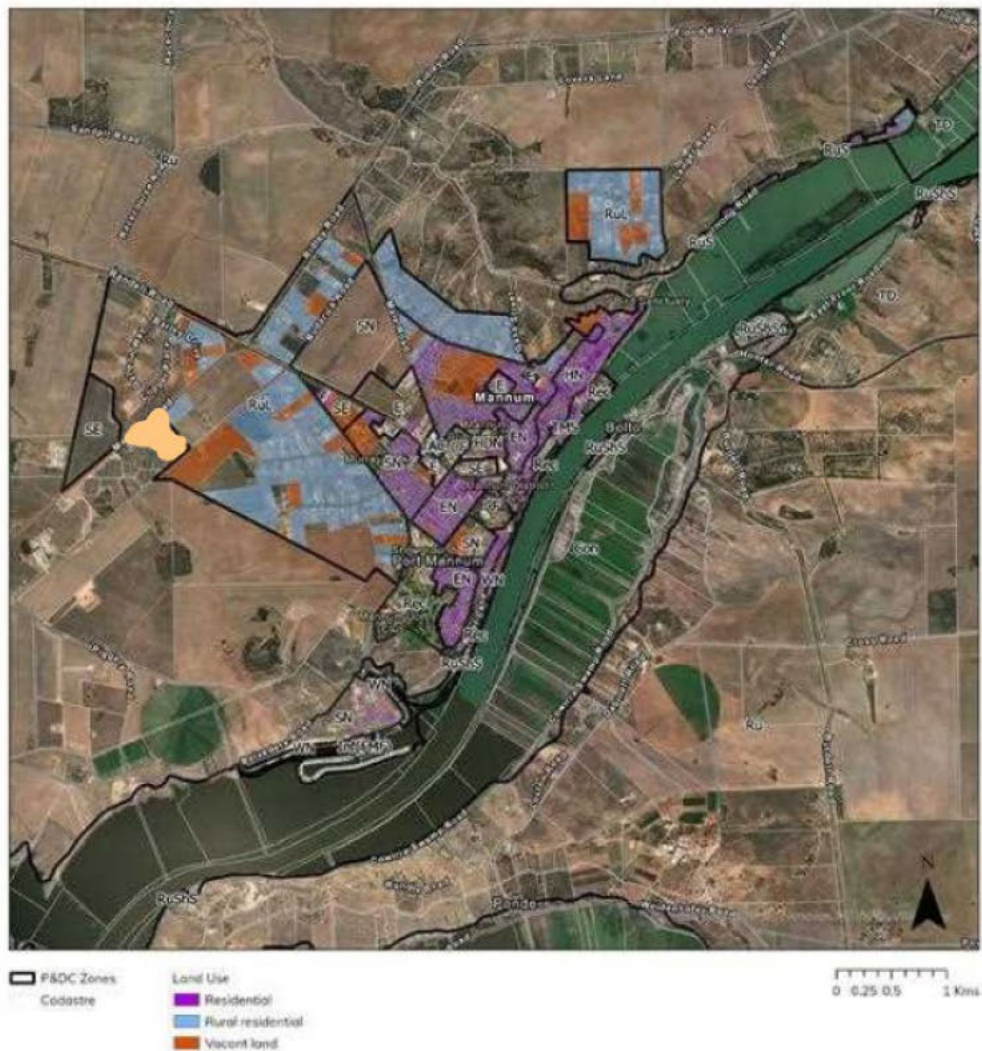
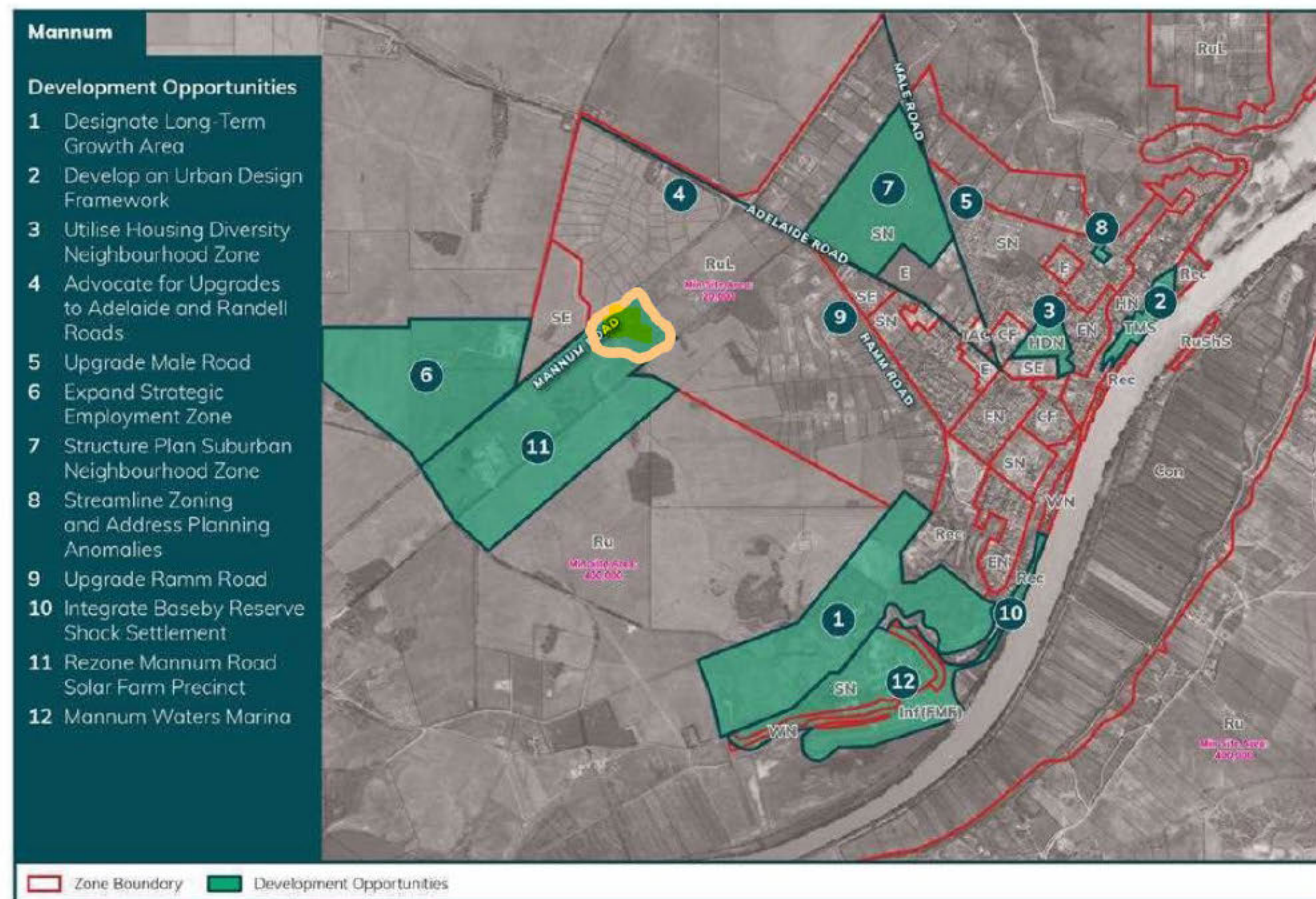
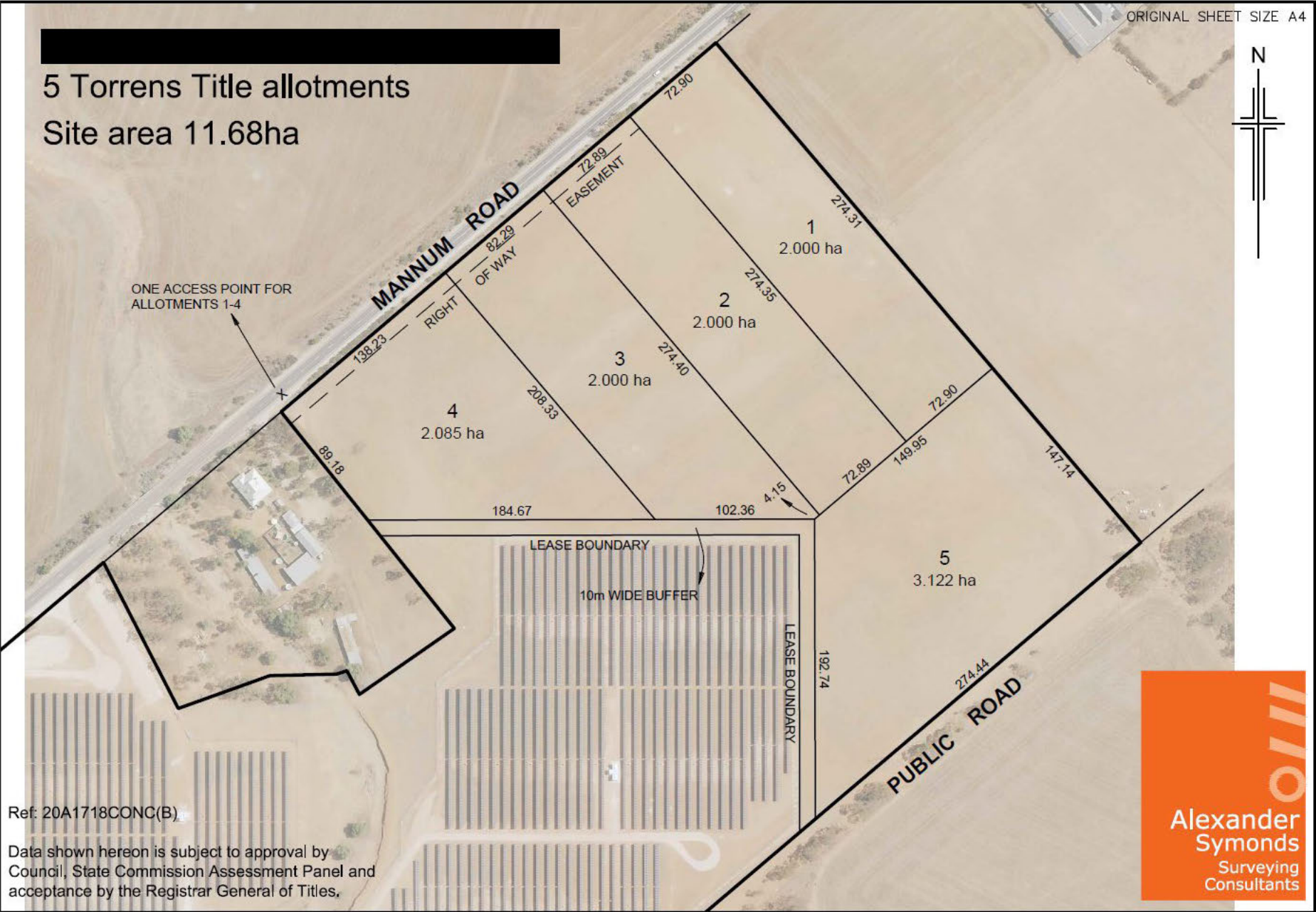


Figure 14: Vacant Land Analysis – Mannum



Yellow area – outlining suitable area to be rezoned as Rural Residential. Otherwise, subscale for farming and not included in the solar farm leased areas. Contiguous with other areas proposed for rezoning

Draft Subdivision Plan



The proposed subdivision plan creates 5 x >2ha Torrens Title allotments.

Should the zoning be rezoned into Rural Living, an application would be made for approval of this proposed subdivision.

This provides the Mannum region a project to kick start the implementation of their growth strategy

The Mid Murray Growth Strategy aims to deliver the following benefits:

- To provide well-located housing - identify where new housing and potential employment land might be located over the next 20 years.
 - [REDACTED] proposal achieves both objectives.
- To ensure that Council assets and infrastructure can support planned growth.
 - Property already includes SA Water mains, 11kV and 33kV SAPN lines, Road access
- To provide strategic direction for land use, infrastructure and service planning that is coordinated and meets the needs of the Mid Murray Community.
 - Rezones vacant subscale farmland into Rural Living.
- To expediate housing construction in the Mid Murray Council.
 - Construction could commence immediately after approval of any rezoning.
- To achieve greater housing choice and diversity.
 - Offers a variation to the housing stock with rural living 2ha blocks.
- To increase resilience of the Mid Murray Council and adaptability to planned growth.
 - Located well above any flood zones and great existing drainage infrastructure.
- To grow the region's population by creating vibrant, attractive and well-planned places to live.
 - The new lots will be attractive rural lifestyle blocks and well suited to younger families wanting to live in the region.
- To help inform the State Planning Commission in developing the new Regional Plan for the Murray Mallee region.
 - The Boland family intends to make a submission to the State Planning Commission to inform the Regional Plan.

Other

- The draft strategy outlines a desire to rezone [REDACTED] to solar farm precinct and strategic employment zone zoning.
- If the rezoning helps attract compatible industry, then the Boland family is supportive. This is on the basis that the rates do not change. We have entered into a long-term lease based on the current zoning and have no way to seek reimbursement of increased rates. Project decisions have been made on the basis of the current rating structure.
- The Boland family supports this Employment zoning being only applied to the area under solar farm lease, to therefore not prejudice the proposed Rural Living allotments.



Environment Protection Authority
GPO Box 2607 Adelaide SA 5001
211 Victoria Square Adelaide SA 5000
T (08) 8204 2000 F (08) 8204 2020
Country areas 1800 623 445

EPA 958-574

Mid Murray Council
PO Box 28
MANNUM SA 5238

Dear Mid Murray Council

Growth Management and Housing Strategy

Thank you for the opportunity to comment on the council's draft Urban Growth Management Strategy, the EPA has reviewed the document and provides the following observations. The EPA has reviewed and provided comments on the draft Greater Adelaide Regional Plan (GARP) which it's noted will inform your council's urban growth strategy. Council is encouraged to review the EPA's comments on the GARP once they are made publicly available. Council can also utilise the guidance available via Environment Protection Policies (EPP's) and other guidelines and documents available on the EPA website. The EPA utilises these documents, such as the [*Evaluation distances for effective air quality and noise management*](#), when considering and assessing code amendments and development application referrals.

Site contamination

Site contamination often exists on or near former industrial or rural land where potentially contaminating activities have been undertaken. The planning system considers potential site contamination when the current land use is being changed to a more sensitive land use. Early and thorough investigations should be undertaken to determine what potentially contaminating activities occurred at the subject site or whether contamination may have migrated from adjacent or other land. Different circumstances relating to site contamination will require different remediation and/or design responses. Consideration should be given to potential site contamination when rezoning land.

Stormwater management

New development provides an opportunity to upgrade stormwater drainage systems ensuring they are designed to maximise the interception, retention and removal of waterborne physical, chemical and biological pollutants prior to their discharge to stormwater systems or receiving waters.

Water Sensitive Urban Design (WSUD) is a well-recognised approach to managing water in urban environments in a way that minimises impacts on the natural water cycle in an integrated, holistic manner. Through careful design, construction and maintenance, WSUD can support multiple objectives such as water quality and conservation, flood management, enhanced amenity, as well as the protection of biodiversity and ecosystem integrity.

WSUD measures and public infrastructure which may be applied include:

- detention (treatment) and use of stormwater for irrigation (e.g. on-site detention tanks, ponds, wetlands, aquifer storage and recovery)
- detention, treatment and reuse of grey water for irrigation (e.g. greywater systems, reed beds)
- retention of stormwater through infiltration (e.g. porous paving, soakage pits/trenches)
- specially designed landscaping to treat and utilise stormwater (e.g. swales, rain gardens), and
- protection of existing vegetation to minimise site disturbance and conserve habitat.

The EPA acknowledges existing strategies within the Sustainability theme of the Mid Murray Growth Strategy to incorporate WSUD principles to enhance township liveability, improve cooling and biodiversity, and increase resilience to climate impacts. The EPA supports the intent of such strategies that promote WSUD objectives.

The Stormwater Management Overlay (contained within the Planning and Design Code) provides a policy framework that promotes development that incorporates water sensitive urban design techniques to capture and re-use stormwater. The EPA encourages the use of the Stormwater Management Overlay in areas flagged for the intensification of urban development, especially in the vicinity of environments that are sensitive to pollutants typically found in urban runoff.

Wastewater management

The EPA is supportive of the investigative studies on the viability of community wastewater management systems (CWMS) to improve several townships within the Mid Murray Council area. The potential for cumulative environmental impacts and contamination is reduced with CWMS provided there is sufficient capacity to receive and treat the wastewater, and reuse opportunities are supported. It should be noted that the EPA preference is for CWMS over individual onsite disposal systems. Any applications for development and impact assessed development proposing on-site wastewater management demonstrate compliance with the [On-site wastewater systems code](#) and the [Environment Protection \(Water Quality\) Policy 2015](#).

Circular Economy

The EPA is reviewing the *Environment Protection (Waste to Resources) Policy 2010* (W2R EPP) to modernise South Australia's approach to the regulation of resources and wastes and enable the development of a more circular economy. The W2R EPP provides the regulatory framework for South Australia's waste management objectives and includes proposals regarding recycling and

organics collections for households and businesses and consideration of how these requirements align with waste infrastructure planning requirements. The review of the W2R EPP was out for public consultation between 23 September and 20 December 2024 and contributions from the engagement are currently being evaluated and reviewed. Council is encouraged to review the discussion paper and to consider through its draft growth strategy how it can progress a more circular economy with its towns given the proposed urban growth and the key role it plays in providing waste and recycling services and infrastructure.

Interface with EPA licensed activities

The EPA regulates a range of industries and activities in the Mid Murray including, but not limited to:

- Kara Resources, Extractive Industries (Licence number 50539), Truro
- Nettica Pork Farms, Piggeries (Licence number 26802), Beatty
- Sihero & Ilira, Cattle Feedlot (Licence number 51676), Sedan
- Southern Cross Poultry Fund Operations, Poultry Farm (Licence number 50472), Blanchetown
- Nuleaf Organics, Waste reprocessing – composting works (Licence number 51334), Mannum
- Mid Murray Council, Wastewater Treatment (Licence number 12486), Morgan
- Mid Murray Council, Waste recovery facility (Licence number 1932), Blanchetown

A full listing of EPA authorisations (licenses) in the affected area can be searched on the [EPA website](#) by entering the relevant suburb name. Any future intensification of urban development should take into account existing EPA licensed activities. Locating sensitive land uses close to these activities may constrain their ability to operate effectively.

For further information on this matter, please contact Tudor Taylor on [REDACTED] or

[REDACTED].

Yours sincerely

Scott Douglas

PRINCIPAL ADVISER PLANNING POLICY AND PROJECTS

PLANNING AND IMPACT ASSESSMENT

ENVIRONMENT PROTECTION AUTHORITY

Date: 22/05/25

Government
of South AustraliaDepartment for Infrastructure
and Transport

In reply please quote #23238077

Enquiries to [REDACTED]

Ms Melissa Marschall
Mid Murray Council
PO Box 28
Mannum SA 5238

[REDACTED]

[REDACTED]

**TRANSPORT
STRATEGY AND
PLANNING
DIVISION**

Level 7 83 Pirie Street
Adelaide SA 5000
Kaurna Country

GPO Box 1533
Adelaide SA 5001
DX 171

T 1300 872 677
W dit.sa.gov.au

ABN 92 366 288 135

**Build. Move.
Connect.****COMMUNITY CONSULTATION - MID MURRAY GROWTH MANAGEMENT
AND HOUSING STRATEGY**

Thank you for your correspondence to the Department for Infrastructure and Transport (the Department) dated 28 April 2025, providing the draft Mid Murray Growth Management and Housing Strategy (the Strategy), and providing the opportunity to provide feedback.

I would like to commend Council for developing this Strategy to assist in enabling well aligned land use and transport planning, which will become increasingly important as the State collectively deals with growth and the housing crisis.

In making this submission, the Department acknowledges the importance of the draft Strategy as a key strategic land use platform necessary to set out how the area will grow, and the need to ensure the final Strategy is aligned with key strategic directions set out by the Transport Strategy, SA Housing Roadmap, Net Zero Strategy, and update to the 20-Year Infrastructure Strategy.

The Department acknowledges the growth experienced across the regional areas identified in the Strategy will result in key transport pressures. This new growth needs to be connected by a transport network that supports ongoing liveability and prosperity for South Australia.

Development of the Transport Strategy for South Australia

The Department has recently released the Transport Strategy for South Australia. This strategy will provide a basis for strategic prioritisation and investment in the State's transport system. Noting the population growth set out by the draft Strategy, the Transport Strategy will be instrumental in guiding a future transport network that enables the efficient movement of people and goods.

Engagement with Government departments and key stakeholders was undertaken to help shape the strategy, with a comprehensive community engagement phase, including 26 regional locations in 2024.

Guided by the Transport Strategy, the Department is now developing a public Transport Strategy, outlining how the Department will deliver better and more integrated public transport services for South Australians.

Community engagement for the Public Transport Strategy is currently open until 27 June. This consultation can be found here:

<https://www.dit.sa.gov.au/about-us/strategies-plans/public-transport-future>

Engagement has a particular focus in regional public transport to ensure we capture the views of South Australian's in our regions. Both documents include a focus on the integration of land use planning in transport network planning. Early consideration of public transport planning with land use planning is essential to providing an effective public transport service and we would encourage continued collaboration to ensure alignment and timely provision of public transport going forward.

The Department supports the key themes for Transport and Infrastructure within your draft Strategy in particular strengthening connectivity for town centres to improve access to services and social infrastructure and investing in infrastructure to support economic growth.

In addition to this, the Department also supports your intent to increase employment opportunities and the expansion of public and active transport networks within key centres to promote sustainable travel options.

In responding to your draft Strategy, the Department highlights the importance of protecting identified transport and infrastructure focussed corridors, particularly for freight where conflict with the community can be considerable. This was a primary concern expressed by the freight industry and has been incorporated into the State Freight and Supply Chain Strategy.

High Productivity Vehicle Network Project

The High Productivity Vehicle (HPV) Network comprises a corridor from the South Australian and Victorian border through to the South Australian and Western Australian border. This includes the Eyre, Sturt, Augusta and Dukes Highways as well as connecting routes around Greater Adelaide and to Outer Harbour. This project has been identified in the Infrastructure Australia Infrastructure Priority List (2022).

The intent of the program is to maximise the efficiency of South Australia's regional and intrastate freight network and the interstate supply chain connectivity to the north, south, east and western states and territories in Australia.

Stakeholder engagement was undertaken to develop the Strategic Business Case. In the most recent South Australian Budget Measures Statement, funding has been committed for the first stage of the Greater Adelaide Freight Bypass, a total cost of \$656.3 million between the Australian and State Governments. The scope of this first stage is currently still under negotiation with the Australian Government.

With respect to existing key heavy vehicle routes such as Mannum Road, Ridley Road and Halfway House Road which are approved for up to PBS Level 3A vehicles, any proposed growth in proximity to these roads will need to ensure that these corridors are appropriately protected to ensure that their ongoing freight use is not compromised in any way. In relation to the identified potential growth locations, the Department provides the following commentary for consideration.

Blanchetown

The draft Strategy identifies the potential to rezone land to the north of the township from Rural Zone to Deferred Urban Zone. Careful consideration will need to be given in terms of the interface with the adjacent section of Sturt Highway with a view to limiting any direct access to/from the Sturt Highway.

Similarly, your draft Strategy identifies the potential rezoning of Rural zoned land to Strategic Employment Zone on the northern side of the Sturt Highway. Given land on the southern side of the Sturt Highway is presently zoned Strategic Employment, the proposed introduction of strategic employment development on the northern side of the Sturt Highway will create an undesirable situation

in which this type of development would be severed by a high-speed heavy vehicle route. The Department recommends Council explore opportunities to extend the existing Strategic Employment zoned land on the southern side of the Sturt Highway.

Mannum

Your draft Strategy notes Mannum will remain the primary residential growth area, given its established services, proximity to larger population centres, and diverse housing opportunities. The draft Strategy identifies future residential growth to the north of the town. It is important to ensure any future residential areas are well located in terms of both current and potential future transport opportunities, particularly in relation to public and active transport. The Department encourages continued focus on master-planning of these areas to ensure provision for improvements to the transport network are appropriately designed and future access and building setbacks are in place to facilitate good transport outcomes.

Truro

Your draft Strategy identifies future growth to the south of the township together with the implementation of recommendations from the Truro Township Master Plan which was completed in October 2023.

It is understood that the implementation of the Truro Township Master Plan is contingent on the bypass project receiving formal government funding with the recommendations within the Master Plan only being actioned once funding for the bypass has been secured.

It should be noted although the Truro Bypass forms part of the Greater Adelaide Freight Bypass, the timing for this project will be determined as part of ongoing negotiations with the Australian Government.

Notwithstanding this, the Department supports the intent to provide for future growth in Truro and would encourage further consideration of whether further opportunities for additional growth are likely to occur in the event of the Truro Bypass being constructed. This would enable a long-term masterplan for this town to be pursued.

Cambrai, Keyneton & Sedan

It is noted that minor growth is anticipated for the towns of Cambrai, Keyneton and Sedan. Whilst the Department does not identify any major issues with the proposed growth it will be necessary to ensure that any future growth does not adversely impact the operation of the adjacent arterial roads.

With respect to Keyneton, it is recommended that consideration be given to whether further growth beyond that identified in the Draft Strategy could occur. Should further growth be envisaged, this should be ideally located on one side of the Stott Highway (Angaston-Swan Reach Road) to minimise impacts on this road and to ensure appropriate integration.

In conclusion

The Department looks forward to collaborating further with Council as a stakeholder to ensure our strategic transport and land use priorities are integrated and well aligned, and to ensure our collective strategic objectives are considered meaningfully within both Council's draft Strategy, and the Transport Strategy.

If you wish to further clarify any of the above, please contact Russell Troup, Director, Transport Strategy and Network Planning, via [REDACTED] or mobile [REDACTED]

Yours sincerely



Russell Troup

Director

Transport Strategy and Network Planning

11 June 2025

Appendix D – Proposed response to consultation feedback

**Summary of Key Submissions and Proposed Amendments –
Draft Mid Murray Growth Management and Housing Strategy**

Respondent	Key Issues / Concerns / Opportunities	Response / Approach	Section of Strategy Updated
Murrayland and Riverland Landscape Board	Morgan – (1) Review the Rural Intensive Enterprise (Rule) Zone - Concerned about the environmental / biodiversity value of land. - Notes some areas have been cleared and would be better suited to accommodating such growth.	The zone in question was originally introduced in 2005 via the Enterprise Zone PAR. It is important to note that the Native Vegetation Overlay currently extends across this area. Any proposal that involves back-zoning or a reduction in the zone's capacity to support economic growth raises concerns, particularly in light of broader strategic objectives for regional development. There appears to have been a subtle shift in policy alignment during the transition to the Planning and Design Code under the Planning, Development and Infrastructure Act 2016. This shift may have influenced the current policy settings and could be a relevant consideration in the proposed review. It is recommended that the proposed review process incorporate an assessment of these transitional impacts to	Update to section 4.2.7 confirmed.

		ensure consistency with the Greater Adelaide Regional Plan and other strategic frameworks recently released by the State Government.	
	Morgan – (5) Structure Plan and Rezone Part of the Tourism Development Zone Recognise and incorporate areas of high biodiversity value into the structure planning process. Development Opportunity 5.	Add a further point that highlights the importance of protecting high-value flora within the area.	Update to section 4.2.7 confirmed.
	Cadell – (2) Rezone Rural Settlement Zone to Community Facilities Zone Be mindful of stormwater runoff entering wetlands downhill	Noted – no change proposed.	N/A
	Blanchetown – (All) options need to consider risk of high flood inundation risk.	Noted – no change proposed. Already addressed under 2.2	N/A
	Truro – (2) Prepare structure plan and rezone land in the Deferred Urban Zone Structure plan should be considerate of deep creeklines which cross the area. These areas are important to the water shed area. Good planning to reduce flood risk.	Make note under (2) structure plan to consider nearby creek lines.	Update to section 4.4.7 confirmed.
	Swan Reach – (3) Structure Plan Tourism Development Zone Be cognisant of flooding risk along riverbank. Increased tourism can impact on dark sky reserve and roosting parrots.	Noted – no change proposed. Addressed under 2.2	N/A

	Mannum – (2) Develop an Urban Design Framework Through future planning work consideration of a flood levy structure should be considered, following impacts of last flood.	Noted – include commentary emphasising the importance of integrating flood mitigation infrastructure into future design considerations.	Update to section 4.6.7 confirmed.
	Mannum – (6) Expand Strategic Employment Zone Part of the area identified contains significant areas of native vegetation. These should be avoided. Land to the north is considered more appropriate as it has already been cleared.	Areas are almost totally cleared of vegetation - no change proposed.	N/A
	Cambrai – (1) Structure planning should seek to reflect protect enhance mature trees. Could form part of a greening space.	Noted – no change proposed. Sufficient policy framework in place.	N/A
	Sedan – (1) Recognise and including native vegetation through structure planning is encouraged.	Noted – no change proposed. Sufficient policy framework in place.	N/A
	Support for growth principles – shack settlements.	Noted – no change proposed.	N/A
Ben & Diana Andretzke	Seeking for small section of Lot 442 Coppermine Road Truro to be rezoned to accommodate residential development. Area in question southwest section of the allotment.	Noted – no change proposed. Subject to future growth outcomes, this area could be considered as part of a broader growth precinct. However, any such consideration should be framed within a larger strategic context to support integrated and coordinated development.	Update to section 4.4.7 confirmed – New opportunity included which speaks to planning for long term growth.

		In the interim the focus should remain on the areas identified.	
Mannum Waters Tallwood Pty Ltd A background paper on the relocation of the Mannum Wastewater Treatment Plant	Mannum (12) Mannum Waters Marina This submission provides an in-detail overview of the challenges Tallwood Pty Ltd have faced with SA Water for the past 14 years. The relocation of the treatment plant provides a significant opportunity for the development to expand, increasing local population and supporting better environmental outcomes.	The proposed relocation of the Wastewater Treatment Plant presents a valuable opportunity to achieve both environmental and urban development benefits. It supports improved land use outcomes and enhances the potential for better connectivity between new development areas and the broader township. Update the strategy to include commentary advocating for the plant's future location to be determined in alignment with key strategic objectives—namely, ensuring it does not constrain future growth, protects environmental values, and maintains access to the river corridor.	Update to section 4.6.7 confirmed – Updated commentary speaking to supporting and collaborating with the developer to support relocation of wastewater treatment plant.
Environment Protection Authority	The EPA provides some general guidance as it relates to supporting growth regarding: • Site Contamination • Stormwater management • Wastewater management • Circular Economy • Interface with EPA activities	Opportunity to provide a recap under section 2.2.1 of the strategy.	Update to section 2.2.1 confirmed. New environmental action subheading included.

Boland family Lot 1, Mannum Road Mannum	The Boland family is seeking for part of Lot 1 Mannum Road which is not occupied with a solar farm to become an extension of the abutting Rural Living Zone. Does not want the application of an employment zone prejudicing their plans for a Rural Living Development on the land which doesn't contain solar panel. Approx. 5 x allotments.	This adjustment would help rationalise the zone boundary, creating a more logical and consistent planning outcome. The subject land is unlikely to be utilised for future renewable energy activities, further supporting its suitability for inclusion within the Rural Living Zone.	Update to section 4.6.7 confirmed – Development Opportunity 11 to identify small area for Rural Living.
Chris Carter	Chris's submission largely focuses on Swan Reach and Nildottie noting his land interests.	• Lot 2 of DP56403, 3846 Hunter Road, Nildottie, CT 5858/203 • Lot 2 of FP3657, 4048 Hunter Road, Nildottie, CT 5516/276 • Lot 1 of FP3657, Hunter Road, Nildottie, CT 5287/681 • Lot 1 of FP157830 (CT 5287/116), Lot 30 of FP10187 (CT 5115/846), Lot 30 of DP91949 (CT 6118/147), 47 Gameau Road, Swan Reach • Lots 25, 26, 27, 28 of FP102196 (CT 5122/910), Lot 29 of FP102196 (CT 5119/235, Lot 91 of FP204214 (CT 5400/421), 86 Nildottie Road, Swan Reach	Update to section 4.8.4 confirmed – New development opportunity identified.

	Key points for further consideration include: • High demand for riverfront shacks – these should be facilitated to a greater extent by the growth strategy.	Noted.	Update to section 4.5.6 confirmed
	• Alternative construction methods which facilitate cheaper housing need to be envisaged and facilitated.	Agree – already a strategy under 3.2.2. Noted – no change proposed.	N/A
	• Investors/developers should have greater choice with regard to infrastructure i.e. local roads, street lighting etc.	Consistent advice is key. Suggest a recommendation which speaks to developing a set of clear engineering standards to guide various types of infrastructure.	New section 5.6 included speaking to promoting efficiencies.
	Specific amendments proposed to report include: General Comments • 1.2.2: Swan Reach is mentioned for shack settlement expansion, but Marks Landing is overlooked. Please consider its inclusion.	Much of the area is within the conservation zone also noting concerns re flooding. Noted – no change proposed.	Update to section 4.11.2 confirmed – Identifies and speaks to identified anomalies.
	• Page 7: CWMS is noted as desirable for Swan Reach. Council approval of the current proposal is required.	Noted – no change proposed.	N/A
	• River Frontage: Conflicting figures—220 km (2.1) vs. 440 km (2.2.1). Please clarify.	Update 2.2.1 to 220km.	Section 2.1 and 2.2.1 updated.
	• Council River Access: How many boats does Council own, and how	Noted – no change proposed.	N/A

	often is land inspected from the river?		
	2.2.2 Climate Change: Riverbank collapse is likely due to wake boats, not climate change.	Noted – no change proposed.	N/A
	2.2.3 Water Allocation: Government water buybacks are rendering irrigated land unproductive, impacting land use.	Noted – no change proposed. Federal initiative.	N/A
	2.6 Economic Outlook: High unemployment in towns like Swan Reach is partly due to limited job availability, affecting housing availability for workers.	Noted – no change proposed.	N/A
	2.6.4 Catalyst Projects: No mention of on-river fuel access—this is a key opportunity to boost water tourism.	Noted – no zoning change is proposed in relation to on-river fuelling services. On-river fuel is currently available at the following locations: - Riverglenn Marina - Long Island Marina - Mannum - Kia Marina - Punyelroo - Morgan Additional locations offer fuel access, though not necessarily in convenient waterfront settings. Zoning changes are not anticipated to significantly influence the likelihood of new on-river fuelling services being established. These	N/A

		services are typically commercially driven and are permissible under the existing planning framework. Further strategic consideration may be given through the proposed River Corridor Tourism Masterplan, which could explore opportunities to enhance infrastructure and service provision along the riverfront.	
	Swan Reach & Surrounds Figure 13: Our vacant land is missing—please include.	Noted – no change proposed. Not identified as vacant in the rating system. Rating data used.	N/A
	Page 63 Community Services: Add Golf Course, Bowling Green, Ambulance, CFS, and Museum.	Update 4.5.5 to include: - Golf Course, - Bowling Green - Ambulance - Community Fire Service (CFS) - Museum	Update to section 4.5.5 confirmed
	4.5.6 Flood Risk: Reword to reflect that future development can mitigate flood risk through modern standards.	Update 4.5.6 to include commentary stating future development needs to be cognisant of flooding risks and should be designed appropriately.	Update to section 4.5.6 confirmed
	4.5.7: Include lagoon and riverfront land at Marks Landing as suitable for Shack Policy Area expansion.	The potential expansion of the Rural Shack Settlement Zone is anticipated to be challenging and is unlikely to be supported by the State Government due to	Update to section 4.11.2 confirmed – Identifies and speaks to identified anomalies.

		prevailing environmental constraints and policy considerations. Any future proposals should carefully consider the environmental sensitivities of the area, including flood risk, biodiversity values, and alignment with regional planning objectives.	
	Development Opportunities Diagram: Extend Area 1 to include our land through the lagoon to the riverfront.	The identified development area appropriately excludes land currently zoned for conservation. This approach is considered suitable, particularly if the area is intended to accommodate reasonable future growth. Maintaining this boundary may better support long-term access and infrastructure planning while preserving environmental values.	Update to section 4.11.2 confirmed – Identifies and speaks to identified anomalies.
	4.5.8 Opportunity 1: Our properties are already serviced with private irrigation infrastructure—no need for major water main extensions.	Update section 4.5.8 to identify the availability of private irrigation infrastructure.	Update to section 4.5.8 confirmed
	4.5.9 Connectivity: Starlink and Telstra provide excellent internet and mobile coverage. High-voltage power is available.	Update 4.5.9 to speak to connectivity available through Starlink.	Update to section 4.5.9 confirmed

	Walker Flat, Nildottie & Purnong 4.8 Page 89: Greenways Landing has a significant campground, boat ramp, and new public amenities connected to STED.	Update 4.8 – to highlight amenities available at Greenways.	Update to section 4.8 confirmed – second paragraph
	4.8.1 Nildottie: Many homes are permanent. Closure of key services has reduced its appeal. Hermans Landing infrastructure is underutilised.	Noted – no change proposed.	N/A
	4.8.4 Page 91: Our land at 3846 Hunter Road is development-ready—elevated, serviced, and ideal for a 20-lot subdivision similar to Arnold Court.	The land in question is partially zoned Rural Settlement, with the lower portion designated as Conservation Zone. This locality is not currently identified as a priority growth area under existing strategic frameworks. However, should the proposed allotment align with the guiding principles outlined in relevant planning policies—such as environmental sensitivity, infrastructure capacity, and strategic fit—there may be scope for support.	New development opportunity (no.5) under 4.8.4.
	Nildottie Services: Planning controls could support the return of essential services. More	Noted – no change proposed.	N/A

	housing would improve viability.		
	Mapping: Please include a diagram of our Greenways land in the plan.	Noted – no change proposed.	N/A
Department for Environment and Water	Concerned native vegetation is titled a development constraint in parts of the strategy.	Update strategy to reflect terminology – ‘consideration’ or similar.	Confirm various changes made.
	Prioritise native plants for greener streets and spaces to boost biodiversity and climate resilience, unless justified otherwise.	Update section 2.2 to reflect prioritisation of native plants.	Update to section 2.2.4 confirmed.
	Reference the native vegetation mitigation hierarchy (avoid, minimise, restore, offset) when discussing potential clearance.	Reference can be included under new environmental action section.	Update to section 2.2.4 confirmed.
	Morgan (p.39) - Rezoning near Morgan may lead to significant native vegetation loss; ecological impacts and CFS requirements should be considered. - Clarify which area is meant by “expanding the Rural Shack Settlement Zone from the east”; avoid expansion into flood-prone areas per DEW advice and regional planning objectives.	Also discussed as part of the Landscapes Board submission. Update text to provide clarification.	Update to development opportunity 1 for Morgan.
	Cadell (pp.44–48) Area 6 (Strategic Employment Zone) is mapped as native vegetation—investigate	No area identified for employment zone in Cadell.	Considered incorrect - N/A

	development suitability under the Native Vegetation Act. - Clarify if flood risk applies to the campground or broader Cadell; explain “additional land” reference. - Area 5 (proposed Township Zone) is mostly government-owned—consider if zoning aligns with current land use.	Area 5 and 6 comments related to Morgan – page reference is wrong in submission – Page 44 is Cadell information.	
	Bowhill (pp.104–108) North-west of Bowhill Engineering site is native vegetation—acknowledge ecological values and consider Conservation Zone inclusion.	Update section 4.10.5 to acknowledge native vegetation, seek its protection. Also speak to value as a buffer.	Update to section 4.10.5 confirmed
	River Murray (p.18) Include the Landscape SA Act 2019 in water governance references; it plays a key role in water allocation and planning.	Update section 2.5.5 to reflect legislation.	Update to section 2.5.5 confirmed
	Mannum (pp.73–77) - Clarify which land is proposed for rezoning near Baseby Court and what zone(s) apply. - Baseby Court may already be suitably zoned; new shack development must meet flood resilience policies.	Land identified on corresponding map - no changes proposed.	N/A
	Shack Settlements (pp.108–112) - Shack rezoning should fully avoid 1% AEP flood-prone areas. - River structures and vegetation clearance are common with new shack development—prefer	Update section 4.11.1 to specifically mention avoiding 1% AEP flood-prone areas.	Update to section 4.11.1 confirmed

	cleared blocks to minimise impact.		
	Flooding • Strategy should strengthen language from “may require” to “must” for stormwater upgrades and flood mitigation. • Flood resilience must go beyond floor levels—consider power, sewerage, access, and stormwater discharge during high river levels. • Clarify flood risk management for Cadell campground and caravan park redevelopment—include resilience measures. • Guiding principles are sound but need clearer implementation—especially for low-lying areas. • Define what constitutes “safe peak flow levels” and ensure DEW collaboration. • Do not support flood levees for shack areas—seek alternative resilience options. • Recommend a consolidated flood resilience plan for riverfront areas.	• Language is considered appropriate due to various unknown factors. • Update section 2.2.1 to speak to a broad approach to flood resilience which considers infrastructure and access/egress. • Update Cadell Development Opportunity 1 – to identify flood risk management as a key consideration for the locality. • Expand on 4.11.2 to provide further guidance as it relates to implementation. • Refine 4.11.2 – further clarity regarding term safe peak flows. • Remove ‘flood levees’ from section 4.11.2.	• Update to section 2.2.1 confirmed – Include commentary concerning access/egress. • Update to section 4.2.7 confirmed – flooding considerations for Cadell. • Various updates to section 4.11.2 confirmed
	Water Licensing • Revise language to reflect that potable water access is essential, not optional, for new developments. • Infrastructure for water supply should be framed as a requirement, not just an opportunity.	• Language is considered appropriate – it already conveys the importance of potable water access and the necessity of supporting infrastructure for	N/A

		new developments. The existing language appropriately reflects these elements as essential components, rather than optional considerations.	
Department for Infrastructure and Transport (DIT)	Freight Corridors The Department highlights the importance of protecting identified transport and infrastructure-focused corridors, particularly for freight where conflict with the community can be considerable. This was a primary concern expressed by the freight industry and has been incorporated into the State Freight and Supply Chain Strategy.	Introduce additional section under 2.5.5 regarding the 'High Productivity Vehicle Network Project' and the importance of protecting / leveraging off this corridor.	Update to section 2.5.5 and chapter 5 confirmed.
	High Productivity Vehicle Network Project With respect to existing key heavy vehicle routes such as Mannum Road, Ridley Road and Halfway House Road which are approved for up to PBS Level 3A vehicles, any proposed growth in proximity to these roads will need to ensure that these corridors are appropriately protected to ensure that their ongoing freight use is not compromised in any way.	Introduce additional section under 2.5.5 regarding the 'High Productivity Vehicle Network Project' and the importance of protecting / leveraging off this corridor.	Update to section 2.5.5 and chapter 5 confirmed.
	Blanchetown Proposed rezoning from Rural to Deferred Urban Zone north of the	Update section 4.3.5 (no .3) to specifically mention ensuring an appropriate	Update to section 4.3.5 confirmed – Emphasize interface with highway and

	township requires careful consideration of interface with the Sturt Highway. • Rezoning to Strategic Employment Zone on the northern side of the highway is discouraged due to severance by a high-speed freight route. • Recommendation: Extend Strategic Employment Zone on the southern side instead.	interface with the Sturt Highway. • Update section 4.3.5 (no .3) to reflect expansion of strategic Employment Zone on the southern side of the Sturt Highway. • Update commentary to discuss updated commentary to reflect current land uses.	employment expansion to the south.
	Mannum • Future growth to the north should be master-planned with transport integration, especially for public and active transport. • Ensure future access and building setbacks support good transport outcomes.	• Update section 4.6.7 (no .6) make specific reference to road network. Protect this transport infrastructure and network.	Update to section 4.6.7 confirmed.
	Truro • Growth to the south and implementation of the Truro Township Master Plan is contingent on funding for the Truro Bypass. • Department support the intent to provide for future growth in Truro and would encourage further consideration of whether opportunities for additional growth are likely to occur in the event of the Truro Bypass being constructed. This would enable a long-term master for this town to be pursued.	• Update section 4.4.7 (no .1) to highlight that although the Truro Bypass forms part of the Greater Adelaide Freight Bypass the timing for the project will be determined as part of ongoing negotiations with the Australian Government. • Given community feedback around Truro, suggest that the Strategy be reworded to remove reference to the funding	Update to section 4.4.7 confirmed.

		being a prerequisite to growth/investment.	
	Cambrai, Keyneton & Sedan • Ensure no adverse impacts on adjacent arterial roads. • For Keyneton: Future growth should be concentrated on one side of Stott Highway to minimise road impacts and ensure integration.	• Update section 4.7.5 (no .1) to mention any structure planning being considerate of the important road network and not to impede on it. • Keyneton – Any potential future growth will be by default concentrated to the northern side of the Stott Highway due the township boundaries associated with the character preservation district. Mention this in 4.7.5.	Update to section 4.7.5 confirmed – Also reference to protecting the freight network included.
Survey – Summary of Key Comments / Requests			
Survey	Key Issues / Concerns / Opportunities	Response / Approach	
	Reinstating the historic railway line could reconnect Morgan and nearby towns, boosting regional activity and restoring their role as key river ports.	Noted – no change proposed. Significant proposition not evidence to support its viability.	N/A
	Bowhill could be considered a future opportunity to deliver a balanced mix of residential options, supporting rural lifestyle preferences. As housing prices rise and central townships become less affordable, outer areas like Bowhill may play an increasingly important role in providing accessible and	Concerns regarding: • Services available • Creation of potential interface issues with local engineering business. Adequate guidance section 4.11	N/A

	affordable housing across the region.		
	A proposed walking trail from Morgan Wharf along the river cliff to the SA Water site would offer significant benefits to both residents and tourists. The addition of exercise equipment along the route would further promote health and wellbeing.	Noted – no change proposed. Under 3.2.2 the strategy speaks to promoting and maintaining walking and cycling trails. Considered sufficient.	N/A
	Reduce regulation to promote growth of holiday homes in Mannum.	Noted – no change proposed.	N/A
	Realign Council boundary to capture other side of Blanchetown on opposite side of river in Loxton Waikerie Council.	Noted – no change proposed.	N/A
	The Truro Township Master Plan should be implemented regardless of any funding.	Update strategy to reflect this sentiment. As indicated above.	Update to section 4.4.7 confirmed – implementation of master plan not linked to other opportunities.
	Allow Dutton township to expand as more people are looking to purchase land in Dutton and build for a rural lifestyle / Allow more subdivision of rural land in Dutton	Little supported anticipated for rural living allotments in productive agricultural area.	N/A
	Truro development needs to include realignment to the Barossa Council.	Noted – no change proposed.	N/A
	Swan Reach - Should also encourage and facilitate development of other areas such as 12 Anzac Avenue concept plan, and infill developments	Noted – no change proposed. Land already within the Township Zone and can accommodate residential development.	N/A

	Council should consider shifting its growth focus toward smaller towns across the region. While Mannum has experienced substantial investment and development, the time is right to prioritise further afield communities to ensure balanced regional growth and equitable access to infrastructure, services, and housing opportunities.	No changes anticipated and strategic approach has been a key part of the project.	N/A
	The claim about Mannum Waters Marina being "limited by reliance on a vacuum pumping truck system" is incorrect. The marina is full, and expansion is not financially viable—berths are selling at near-original 2012 construction costs. The vacuum truck system has operated effectively for 12 years, while inground systems pose challenges in this setting, including vacuum maintenance over long distances, flood risks, and costly upkeep. (Statement from Financial Director, Tallwood Pty Ltd)	Update section 4.6.7 to consider both the written and survey submission. Relocation of wastewater treatment plant is a priority for the developer.	Update to section 4.6.7 confirmed – reword to better align with written submission.
	Blanchetown as there is ample work in this district and outside	Noted – no change proposed. Opportunities for expansion of residential and employment land proposed.	N/A
Summary of Changes			
Other	Key Issues / Concerns / Opportunities	Response / Approach	
	Incorrect information under electricity section for Morgan	Correct data to be inserted.	Update to section 4.2.9 confirmed.

Adelaide

27 Halifax Street
Enter via Symonds Place
Adelaide SA 5000
(08) 8333 7999

Melbourne

Level 3 107 Elizabeth Street
Melbourne VIC 3001
(03) 8593 9650

Perth

Level 17 1 Spring Street
Perth WA 6000
(08) 6285 3177



urps.com.au