Mid Murray Council

Mid Murray Growth Management and Housing Strategy

URPS

Mid Murray Growth Management and Housing Strategy

30 June 2025

Photos courtesy of David Hartley.

Acknowledgement of Country

We acknowledge and pay respect to the Traditional Custodians of the land and waters, the Ngadjuri, Peramangk and Kaurna peoples whose ancestral lands we meet on. We acknowledge the deep feelings of attachment and relationship of the Ngadjuri, Peramangk and Kaurna peoples to their Country and pay our respects to their Elders past and present. We also extend that respect to all First Nations peoples.

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Executive Summary

The Mid Murray Council, along with the broader Murray Mallee Region, is an economically and ecologically diverse area. It boasts natural resources, strong connectivity to Greater Adelaide, and key regions, including the Adelaide Hills, the Barossa, and Murray Bridge, which support its aspirations for growth.

Purpose of the Strategy

The Mid Murray Growth Management and Housing Strategy provides a framework for land use planning, infrastructure investment, and service provision within the Mid Murray Council area. It supports Council, State Government, businesses, and the community in achieving sustainable growth by leveraging the region's strengths its idyllic landscapes, natural resources, productive land, resilient communities, and available infrastructure.

Community-Driven Planning

The Strategy was developed through an iterative process involving stakeholder and community engagement. Contributors provided insights, challenged assumptions with evidence and analysis, and tested ideas with the broader community. Community feedback emphasized the need for improvements to infrastructure i.e. roads, open spaces, recreation facilities, utilities as well as community services.

Demographic Trends and Workforce Challenges

The Mid Murray Council area is experiencing a demographic shift, particularly as it relates to an ageing population, which poses challenges to maintaining a sustainable workforce.

- In 2021, 39.9% of Council's population was aged 60+, compared to 32.3% in the broader region.
- Only 15.6% of Mid Murray's population was aged 0-17, lower than the regional average of 19.6%.

These trends highlight a growing retiree and senior population while the younger workforce and families decline, impacting economic sustainability and workforce renewal. An increasing demand for aged care services is expected to strain local resources and infrastructure.

Population Growth and Land Supply

Projections indicate Mid Murray's population will grow to 10,613 by 2041 (+15.8% from 2021, an increase of ~1,449 people). These projections may be reviewed following recent anticipated growth in Murray Bridge.

A detailed analysis of vacant residential land across key townships suggests land supply is not a barrier to growth. Of note Mannum has ample vacant residential land to support 1,485 allotments within the Suburban Neighbourhood Zone, exceeding the projected need for ~690 additional dwellings.

Opportunities for Residential and Employment Growth

The Strategy outlines key principles for supporting residential growth, prioritising:

› Mannum, Swan Reach, and Truro as focus areas for Council investment.

Regarding employment land, there is a reasonable provision across the Council area. However, continued employment land planning is essential for long-term economic sustainability.

› Truro and Mannum are identified as key employment expansion areas, with opportunities to leverage its strategic positioning, infrastructure, and accessibility to ensure that employment lands align with workforce needs.

› The Dark Sky Reserve presents significant economic development opportunities across several industries including tourism, science and defence.

› The Rural Intensive Enterprise Zone (west of Morgan) holds significant economic potential for intensive agricultural production, processing, and ancillary industries. Unlocking this potential could boost local and state economies.

Regional Infrastructure and Development Challenges

A 2023 report by Regional Development Australia – Murraylands and Riverland identified key infrastructure gaps, summarised below:

› Water and Energy: Reliable water and affordable energy are critical for investment and growth. The region has strong potential for solar and hydrogen fuel projects, but high costs and unreliable power networks pose risks to progress.

› Telecommunications: Fast, reliable broadband is vital for education, business growth, and regional development. Continued investment and advocacy are needed to close existing gaps.

› Transport: Efficient freight transport is essential for regional industries' competitiveness. Key routes include the Mallee, Sturt, Dukes, and Karoonda Highways. Expanding transport options is crucial for sustained economic growth.

› Social Infrastructure and Housing: Increasing the supply of affordable and diverse housing is key to attracting and retaining younger, skilled workers, ensuring long-term prosperity.

Conclusion: A Strategic and Sustainable Approach

By taking a targeted, strategic approach, the Mid Murray Council can support long-term economic resilience, ensuring growth aligns with local identity and regional opportunities. Strengthening connections to nearby growth centres, while preserving Mid Murray's unique appeal, will be critical for navigating this period of transition.


MURRAY
PRINCESS

01 Introduction

1.1 Why Plan?

The Mid Murray Growth Management and Housing Strategy (the Strategy) serves as a framework to guide land use planning, infrastructure investment, and service provision within the Mid Murray Council area. The Strategy will support the Council, State Government, businesses, and the community in identifying desired growth outcomes and integrating this growth with the region's strengths, including its idyllic landscapes, natural features, productive land, resilient communities, and existing infrastructure.

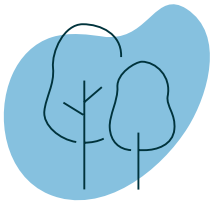
To promote synergy between Council's strategic documents, the strategy has also been centred around the themes identified in Council's Strategic Plan 2024-2028:



Sustainability



Prosperity



Liveability

1.2 How Was the Strategy Developed

Our Strategy was developed through an iterative process, with ideas continuously refined through stakeholder and community engagement. A diverse group of contributors shared insights, challenged them with evidence and analysis, and then tested and validated them with the community.

1.2.1 Stimulating ideas with evidence and analysis

Baseline investigations provided essential context and technical insights while also challenging and testing key issues and ideas. This analysis focused on:

- Population and economic trends.
- Key legislative matters and requirements (e.g. consistency with State Planning Policies).
- Residential and employment land supply.
- Environmental opportunities and constraints.
- Available infrastructure.

1.2.2 How We Engaged and What We Heard

We engaged with the Mid-Murray community from 1 to 22 November 2024 to understand community views on growth specifically, where it should occur and the infrastructure needed to support it. A total of 110 contributions were received through a survey, community workshops, and written submissions.

While these contributions provide valuable insights, they represent a small sample of the overall population. Therefore, the statements in the Early Engagement Summary Report reflect the views of those who participated and may not necessarily represent the broader community's perspectives or what is practically achievable. More information is available in the report on Council's website.

We heard that growth is good when it...

- Provides employment and supports industry and tourism.
- Improves local infrastructure or services.
- Creates permanent residents that pay rates.
- It's planned or managed.
- Supports young people and families to stay.
- Provides affordable and diverse housing.
- Considers local heritage and identity.
- Considers the environment.
- Protects farming land and operations.
- Supports declining towns.
- Improves community connection and vibrancy.
- It benefits and considers the quality of life of residents.
- Is supported by State and Federal Government.

Where should growth go and what infrastructure is needed

The towns most often suggested for accommodating growth were Mannum, Morgan, Truro and Swan Reach. People told us that improvements are needed to roads, open space and recreation facilities, community facilities and utilities. An overview of suggestions for each of these towns is provided on the next page (Table 1).

Where should employment land go

Through the survey, some participants shared their views on where additional employment land should be located. Common suggestions included:

- **Tourism development** in Blanchetown, Mannum, Swan Reach, Keyneton, Truro, along the River and to support the Dark Sky Reserve.
- **Service station and highway** development in Blanchetown.
- **Manufacturing** in Blanchetown, north Morgan, Mannum and Truro.
- **Logistics** in Truro.
- **Farming** in Cambrai/Sedan, between Mannum and Palmer and hobby farms outside Mannum

Shack settlements for more housing

Survey participants indicated that shack settlement areas may be appropriate for more housing. The most commonly suggested locations each mentioned by only a small number of participants (3 to 6 people) were Swan Reach, Bowhill, and Morgan. A similar number of participants (4 people) felt that any further development along the river and floodplain is not appropriate. While the survey sample has provided insight into community perspectives, the feedback has not been broadly tested. As such, these views are considered alongside, but do not outweigh, independent analysis and professional expertise in informing future planning decisions.

Town	Why	What infrastructure is needed
Mannum	It offers available land, employment opportunities, essential services, and infrastructure. It is a popular tourist destination with easy access to both Adelaide and Murray Bridge.	› Utilities were a high priority in Mannum and Truro compared to other towns. › Stormwater management ranked as a higher priority in Mannum than in other towns. › Social infrastructure needs include childcare and independent living accommodation. › Improved water, power supply, wastewater management (e.g., Mannum Waters Marina), and telecommunications (e.g., blackspots). › Enhanced transport infrastructure and services, including public transport (e.g., taxis/buses to Murray Bridge and Adelaide), better roads, parking, footpaths, and kerbing. › More open spaces, parks, and greener streets.
Morgan	The community aims to prevent decline, leveraging the river as a draw for tourism. Local employment opportunities include the school, ferry, prison, council, and farming. The area offers available land, a school with capacity, basic facilities, a supermarket, and a council office.	› Pedestrian and cycle paths were a higher priority in Morgan compared to other towns. › Social infrastructure needs include health services, ambulance, a medical centre, and an education hub. › Improved wastewater, power supply, and telecommunications. › Enhanced transport options, including community and public transport, as well as better roads.
Truro	The Truro community seeks growth, benefiting from its easy access to the Barossa, Adelaide, Riverland, and Clare regions. It has no vacant housing, however benefits from an existing subdivision, a CWMS, recreation facilities, a school, and a location on an interstate freight route.	› Utilities were a higher priority in Mannum and Truro compared to other towns (survey results). › Improved utilities i.e. power supply, internet, television and phone reception. › Main street upgrades, including a pedestrian over/underpass and enhanced local shops and hospitality (e.g., chemist, supermarket, café, pub). › Enhanced open spaces, such as park and playground improvements and railyard activation. › Improved transport infrastructure, including public transport to Barossa, footpaths and a freight depot. › Expanded social infrastructure, including childcare, a tertiary hub, aged care housing and services, police, and sports facilities (e.g., tennis, basketball). › Development of a waste transfer station.
Swan Reach	It offers local employment opportunities, including the Dark Sky Reserve, potato farming, and almond production. The town needs affordable housing, is a desirable tourism and lifestyle destination, and has potential as a retirement community. With available land, essential services such as a school, ambulance, hotel, and fuel, the community is eager to foster growth.	› Social infrastructure and services including health, support, ambulance, medical and study hub. › Better water and power supply as well as improved telecommunications and a wastewater management system (i.e. CWMS). › Transport infrastructure and services including community and public transport (e.g. bus, taxi) and better roads, footpaths, kerbing and stormwater.

Table 1: Infrastructure suggestions

02 Council Area

2.1 Council Area

The Mid Murray Council area extends from the Riverland through the Murraylands to the eastern slopes of the Mount Lofty Ranges, encompassing 220 km of the River Murray. It includes several townships and numerous settlements, including shack areas (Table 1). The largest town within the Local Government Area (LGA) is Mannum, which serves as a key service hub for both the LGA and broader region. The Council's larger townships have developed along two main corridors: the ridge line of the Mount Lofty Ranges and the River Murray. Growth rates across these townships vary, with some experiencing growth while others are in decline. The LGA benefits from a strong tourism and holiday home sector, driven by its natural landscape, the River Murray and proximity to Greater Adelaide.

The Mid Murray region has a rich and diverse history, shaped by its connection to the River Murray and surrounding landscapes. It is the traditional land of the Ngarrindjeri, Peramangk, and Nganguraku peoples, whose deep cultural and spiritual ties to the river and land continue to this day. European settlement began in the early to mid-1800s, with the river playing a vital role in transport, trade, and agriculture. Paddle steamers once travelled the Murray as key freight and passenger vessels, and many historic river towns emerged during this era. Today, the region's heritage is reflected in its preserved architecture, cultural sites, and strong sense of identity rooted in both Indigenous and colonial history.

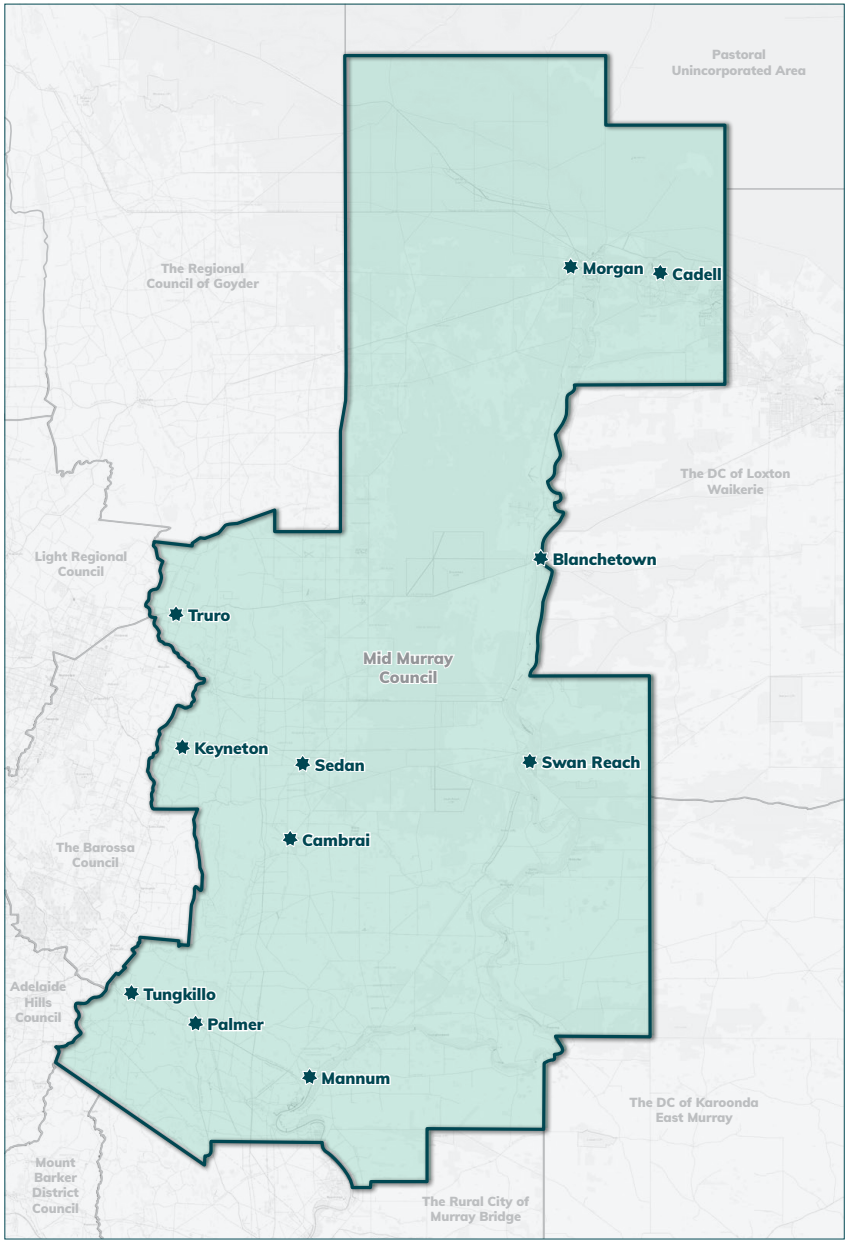


Figure 1: Study Area – Mid Murray Council LGA

The settlement hierarchy of the Mid Murray Local Government Area (LGA) below aligns with the Regional Plan and is classified as follows:

Townships	Function as the primary hubs for population, services, and infrastructure, supporting the wider region with essential facilities such as schools, healthcare, and retail.
Settlements	Play a secondary role, offering limited services and housing options, and often act as local centres for surrounding rural areas.
Shack settlements	Typically low-density, recreational or holiday-based communities with minimal infrastructure. They are not intended for substantial growth or permanent population increases.

Planning decisions are guided by this hierarchy, with growth and investment focused primarily in townships.

The Mid Murray LGA can be broadly divided into three key geographical areas:

Ranges

The Mount Lofty Ranges form the western entry point to the Council area when travelling west to east. These ranges serve as a natural divide between regions, where the Barossa Valley and Adelaide Hills transition into the plains. The area is a significant agricultural zone and is also emerging as a hub for renewable energy, particularly wind power, due to its favourable wind conditions.

Plains

Situated between the ranges and the river, the plains are predominantly used for agriculture. However, some areas are considered marginal due to lower rainfall, which can affect productivity.

River

The River Murray is a major attractor to the region, supporting tourism, agriculture, and lifestyle opportunities. It also hosts a high number of non-permanent residents who contribute to the area's recreational and seasonal economy.

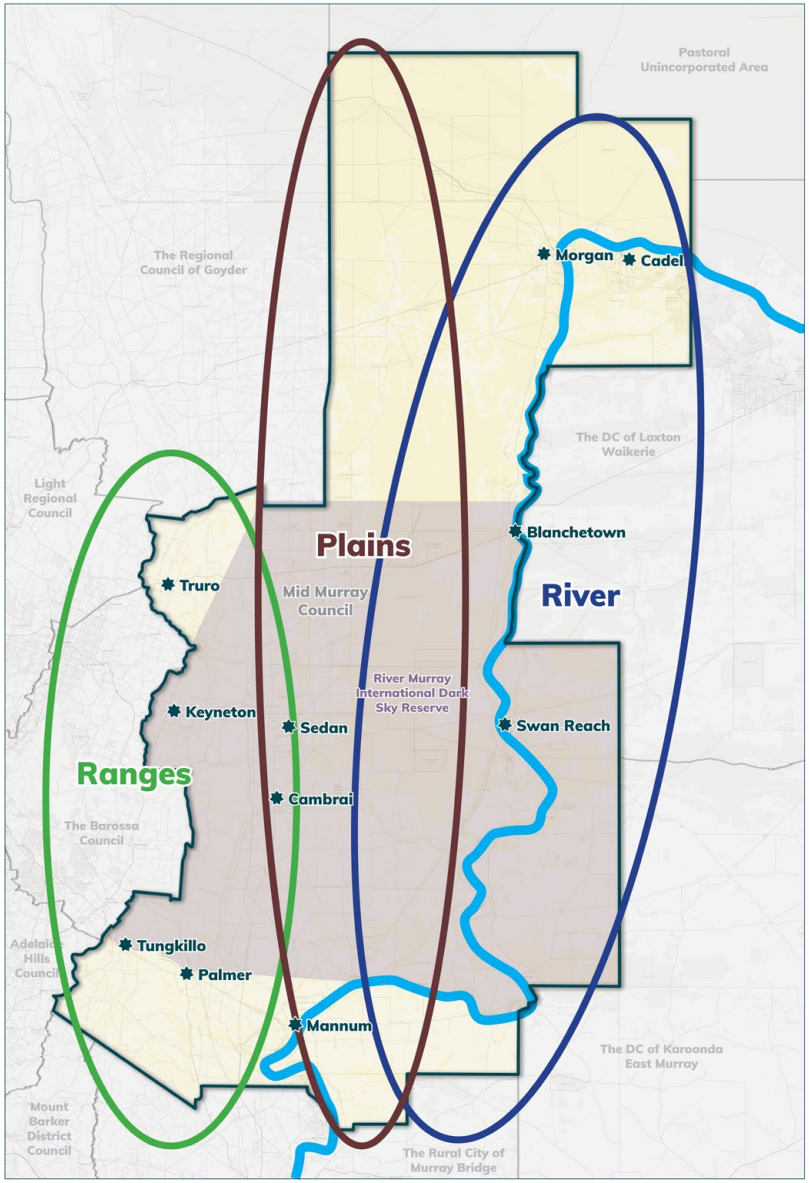


Figure 2: Study Area – Mid Murray Geographical Areas

2.1.1 Mid Murray Council Community Snapshot



POPULATION

- 9,164 people (2021 Census)
- Higher growth rate from 2011-2021 (+12.6%) compared to SA (+11.6%)
- Projected population of 10,613 by 2041 (+15.8% growth rate from 2021) under medium series (Plan SA 2021)



AGE

- Higher median age (54 years) compared to SA (41 years)
- Smaller proportions of young people aged 0-24 years old (20.6% compared to 28.7% for SA). Higher proportions of older people and retirees aged over 50 years old (56.4% compared to 39.3% for SA).
- Ageing population with a 40.3% increase of retirees and older people aged 55+ years and 6.1% decrease of young people aged 0-19 years from 2011 to 2021



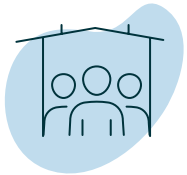
EDUCATION

- Lower levels of university educational attainment (7.5% with a Bachelor Degree level and above compared to 22.7% for SA)
- Higher proportions of Certificate III or IV educational attainment (22.1% compared to 17.6% for SA)



WORK

- Top industries of employment include Agriculture, Forestry and Fishing (18.6%), Construction (16.2%) and Public Administration and Safety (7.5%) (profile.id 2021)
- 10.8% of residents within the region worked outside the area (profile.id 2021)
- Lower median weekly household income ($1,045) compared to SA ($1,282)



HOUSEHOLDS

- 62.9% of occupied dwellings were family households
- Higher single/lone person households (34.7%) compared to the state (28.5%)



HOUSING

- Higher proportion of separate houses (94.0%) compared to SA (78.0%). Lower proportion of semi-detached, row or terrace houses, etc. (1.7%) than SA (14.6%)
- More 1–2-bedroom houses (24.8%) than SA (21.3%). Less 3 or more bedrooms houses (72.6%) than SA (77.2%)
- Larger proportion of unoccupied private dwellings (45.0 %) than SA (10.8%)



HOUSING COST

- 47.9% houses owned outright, 20.5% owned with a mortgage and 16.2% rented
- Lower median monthly mortgage payment ($1,083) compared to SA ($1,500)
- Lower median weekly rent ($201) compared to SA ($300)



CULTURE

- Top ancestries include English (42.0%), Australian (39.1%) and German (15.8%)
- 2.5% of the population are Aboriginal and/or Torres Strait Islander
- Top languages other than English spoken at home were Tagalog (0.2%), German (0.2%) and Mandarin (0.2%)

2.2 Environmental Considerations

2.2.1 Recent flood events

The recent River Murray flood event, peaking in late December 2022/January 2023 and causing impacts into early 2023, was one of South Australia's most devastating disasters. It was the largest flood event since 1956 and third-highest flood ever recorded in the region. Agricultural areas, residential land and natural reserves were inundated with homes, businesses and infrastructure damaged and livelihoods upended throughout Mid Murray Council and surrounding areas. The impacts of such large flood events are devastating and ongoing, with many affected residents still recovering. Some impacts will continue to be felt including permanent loss of some businesses and residents, increases in insurance premiums and much more.

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. Safe access and egress during flood events must also be a key planning consideration.

Given Mid Murray Council has the largest length (220km) of River of any local government area, this is a major consideration for the council and its future growth.

2.2.2 Climate change

Climate change will continue to cause changing weather patterns in the coming years. Climate projections published by South Australia's Department for Environment and Water indicate the region will experience more intense heavy rainfall events, declining average rainfall, more drought, higher temperatures and more dangerous fire weather[1]. More frequent and intense heavy rainfall events will increase the flooding risk of Mid Murray Council.

Other high risks such as drought, riverbank collapse, extreme rainfall events, and bushfire as identified in the Murray Mallee Emergency Management Plan also require consideration. Drought will reduce water availability for agriculture and domestic use, particularly where communities rely on local extraction rather than SA Water supply. Lower river levels may also impact river-based tourism. Potential riverbank collapse should be factored into development, building, and road approvals.

Bushfire risk and the need for accessible "havens of last resort" and community evacuation centres must also be included in planning to support safe evacuation during emergencies.

Future development must consider and respond to these trends to protect the safety and sustainability of the region's communities, economies natural resources and biodiversity.

[1]Department for Environment and Water (2022). Guide to Climate Projections for Risk Assessment and Planning in South Australia 2022, Government of South Australia, through the Department for Environment and Water, Adelaide. Available at <https://data.environment.sa.gov.au/Content/Publications/Guide%20to%20climate%20projections%20for%20risk%20assessment%20and%20planning%20in%20South%20Australia%202022.pdf>

2.2.3 River Murray / Water allocation

The Murray-Darling Basin is a very productive agricultural zone and its rivers have been used to boost agricultural outputs through irrigation. Agriculture is the largest industry of employment in the region. However, the Australian Government has committed to reducing the amount of water being extracted from the Murray-Darling Basin to maintain the environmental health of the river system in the face of a drying climate, historic overuse and changing water management and land-use practises.

The government is using several strategies to achieve this. One of the most significant is a voluntary buy-back scheme whereby the government buys back water entitlements from farmers in exchange for a payout. Once an entitlement is transferred to the Commonwealth, the farmer loses their right to extract that water and the water will be kept in the river rather than used for farming. This and other strategies are required at an increasing rate to meet the government's current target of returning 450 GL of water to the environment by 2027, with only a 6% of this achieved as of September 2024 .

The Department for Environment and Water notes that there should always be water available for purchase from the River Murray . However, there has been a documented shift towards a reducing supply of water for consumptive purposes such as irrigation (due to recovery of consumptive water for environmental purposes) and increasing demand on the remaining consumptive water that has led to increased water prices (due to increased frequency of years of relatively low water availability, and an increase in water intensive permanent commodities like nuts). So, in the future, it is possible that there may be an inability to meet the total immediate demand for water allocation e.g. in consecutive dry years and/or periods of unprecedented drought. Even in years of relatively good water availability, it may be more difficult to purchase specific types of water or relatively small volumes of water.

It is also noted that there have been concerns regarding the ability of the Marne and Saunders water resources to continue meeting both human and environmental needs. Consequently, a water allocation plan for this resource has been developed.

While considered necessary to protect our water sources and the plants and animals they support, water recovery can have social and economic impacts for communities including Mid Murray Council. Farmers who sell water entitlements may move out of the region, reducing regional populations. Water costs and availability of remaining water is likely to impact on farmers remaining in the region. With less water available for farming overall, agricultural systems may be required to change cropping types and irrigation techniques. Alternatively, the economy of the region may need to diversity towards sectors that require less water consumption. The Australia Government has programs and funding available that working with communities to find local solutions that build capacity, help diversify economies and prepare for a future with less water.

2.2.4 Environmental Action

Recognising the diverse environmental factors influencing the region, it is essential to promote urban development that is responsive to local conditions. Looking ahead, Council is committed to fostering sustainable urban growth by guiding the planning and development of future growth areas in alignment with sound environmental principles, including:

- Undertaking early investigations into potential site contamination, particularly in areas with a history of industrial use
- Incorporating Water Sensitive Urban Design (WSUD) principles into all developments to manage stormwater sustainably, enhance water quality, and support biodiversity
- Collaborating with SA Water and developers to prioritise the implementation of Community Wastewater Management Systems (CWMS) over individual on-site systems, ensuring adequate capacity and environmental safeguards;
- Supporting the transition to a circular economy by integrating waste minimisation, recycling, and resource recovery infrastructure into growth area planning; and
- Avoiding land use conflicts by ensuring that sensitive uses are not located in proximity to existing EPA-licensed activities, thereby protecting both community health and the operational viability of licensed industries.
- Prioritising the use of native plants in public realm projects to boost biodiversity and climate resilience.
- Protect areas of high biodiversity value by applying the native vegetation mitigation hierarchy avoid, minimise, restore, and offset to ensure ecologically sensitive areas are preserved and impacts are responsibly managed.

[2]Department for Climate Change, Energy, the Environment and Water [2024], Australian Government water purchasing in the Murray–Darling Basin, Australian Government, available via <https://www.dcceew.gov.au/water/policy/water-recovery/government-water-purchasing#:~:text=To%20300%20September%202024%2C%20the,water%20has%20been%20recovered%20overall.>

[3]https://www.environment.sa.gov.au/topics/river-murray/water-allocation/water-markets-and-trade/commonly-asked-questions#:~:text=along%20the%20river%3F-,Yes.,and%20independently%20of%20each%20other.

2.3 Infrastructure Services

Mid Murray's townships generally benefit from essential utilities such as electricity, communications, and potable water services. However, it is important to note that this infrastructure is typically concentrated in specific areas and has limited capacity to support future growth without augmentation. This is a critical consideration in planning, as the ability to expand services is essential for accommodating both residential and employment-related development.

Mid Murray Council owns and manages 29 Community Wastewater Management Systems (CWMS) and one non-potable water supply system, located predominantly in shack areas. The Council is responsible for operating these common sewerage systems across the region while SA Water maintain their sewer network in parts of Mannum. These networks play a vital role in maintaining public health and promoting environmental sustainability.

Another key component of Mid Murray Council's infrastructure is its extensive road network, spanning 3,383 kilometres, making it the second largest of any local government area in South Australia. This network is a critical asset that connects communities across a vast region. It includes 350 kilometres of sealed roads, 2,714 kilometres of sheeted and formed unsealed roads, and 21 bridges and major culverts. Valued at over $87 million, the road system not only facilitates daily transportation but also supports local economies and ensures access to essential services throughout the region. The infrastructure analysis was conducted by FMG Engineering.

2.4 Community Services

A community service analysis was undertaken as part of the background analysis in support of this strategy. This analysis provides an overview of available services in the Mid Murray LGA relating to education, health and emergency services.

In summary the Mid Murray Council area provides a range of essential education, health, and emergency services to support its dispersed population. There are eleven public schools within the region, including preschools, primary, and R-12 schools, all operating under the Department for Education. Most schools have significant capacity for growth, with Mannum Community College being the most utilised. While no TAFE SA campuses are located within the Council area, nearby campuses in Berri, Barossa, and Murray Bridge offer vocational training opportunities. Library services are provided across several towns with state government support.

Health services are delivered primarily through the Riverland Mallee Coorong Local Health Network, with Mannum District Hospital being the only hospital within the Council boundary. It provides acute, outpatient, aged care, and mental health services. Additional hospitals and GP clinics in nearby towns supplement healthcare needs. The Mannum Medical Centre is the region's main general practice facility, with four GPs and a new facility under construction. Despite an overall adequate supply of GPs, there is community feedback noting limited access to broader health services, requiring residents to travel outside the area. Health and education infrastructure thresholds suggest that, while current services are sufficient for the population, future planning must consider geographic accessibility and emerging needs.

2.5 Strategic Overview

2.5.1 Population Forecast and Trends

The Mid Murray Council area is experiencing demographic shifts, particularly due to an ageing population, which poses challenges for maintaining a sustainable workforce.

According to the 2021 Census, the LGA had 9,164 residents living in 7,416 dwellings, with an average household size of 2.07 people. Between 2011 and 2021, the population grew modestly by 1,034 people (12.7%), reflecting an average annual growth rate of 1.2% (Profile.id 2021).

A key shift is the increasing proportion of older residents. In 2021, 39.9% of the population was aged 60 years or older, compared to 32.3% in the broader region. Meanwhile, only 15.6% of the Mid Murray population was aged 0 to 17, lower than the regional average of 19.6%. This highlights a growing population of retirees and seniors, while the proportion of younger families and children has declined.

Key age structure changes from 2011 to 2021 include:

- Retirees and seniors (60 to 84 years) increased by 22.75%.
- Parents and middle-aged workforce (35 to 49 years) decreased by 17%.
- Children and teenagers (0 to 17 years) decreased by 6.9%.

Migration patterns in the Mid Murray Council area reflect broader regional trends. While 58.6% of the population did not change their address, there was a notable net inflow of 368 people aged 55 to 64, suggesting the area's appeal to older individuals drawn by its rural setting and lifestyle. Conversely, there was a net outflow of 955 people aged 12 to 24, consistent with the trend of young people leaving rural areas for opportunities in urban centres (Profile.id 2021).

These trends are concerning for the Mid Murray Council area, as the shrinking proportion of younger workers and families, coupled with an ageing population, poses challenges to economic sustainability and workforce renewal. Additionally, the growing demand for aged care services is expected to increase pressure on local resources and infrastructure.

An analysis of population data from 2011 to 2021 shows that Mannum experienced the highest rate of population growth, with an increase of 373 people or 17%. Minor growth was also recorded in Palmer and Swan Reach. In contrast, populations in Blanchetown, Cadell, Morgan, Sedan, and Truro remained relatively stable, while Keyneton, Tungkillo, and Cambrai saw a decline in population.

Table 2 contains the State Government's population projections for the Mid Murray LGA. These are the medium series projections, which anticipate the local population will grow to 10,613 by 2041 (+15.8% from 2021) representing an increase of approximately 1,449 people[4]. It's noted the projections may be subject to review following recent announcements regarding anticipated growth for Murray Bridge.

Mid Murray Population Projections 2021-2041					
Year	2021	2026	2031	2036	2041
Population	9350	9815	9969	10300	10613

Table 2: Population Projections –Mid Murray Council LGA

According to projection data from Place Forecast, the largest growth cohort over the next 15 years is expected to be those aged 55 and over (figure 2). This will further reinforce the trends outlined above.

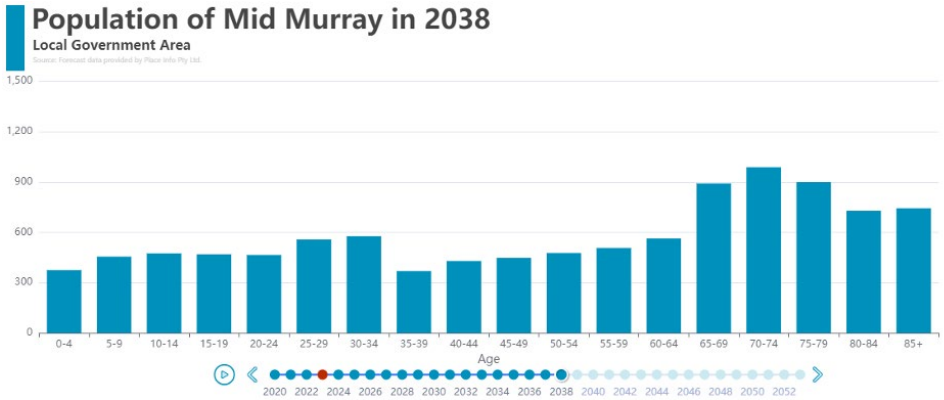


Figure 3: Population Forecast 2038 / Age Profile– Mid Murray

[4]https://plan.sa.gov.au/state_snapshot/population/population-projections

2.5.2 Dwelling Demand

Analysis of residential occupancy data from the 2021 Census provides valuable insights into anticipated dwelling demand, moving beyond reliance solely on population projections or qualitative data. The data shows that many towns within the Council area have a relatively high proportion of unoccupied dwellings, largely due to the prevalence of holiday homes particularly along the River Murray. Blanchetown and Swan Reach are notable examples, with more than 65% of dwellings unoccupied, highlighting a highly transient and seasonal population. This reflects the unique context of the Mid Murray region, where a significant number of ratepayers are non-residents who primarily use their properties for recreational or holiday purposes. While these property owners may not permanently reside in the area, they still contribute to demand for infrastructure and services such as waste collection, road maintenance, emergency access, and recreational facilities especially during peak holiday periods. Future planning must consider both the permanent and non-resident populations to ensure services and infrastructure are suitably managed.

In contrast, the percentage of unoccupied dwellings decreases in townships and settlements located away from the river, which are less popular as holiday destinations. Truro, for instance, has the lowest rate of unoccupied dwellings in the Council area, at just 7.5%. This relatively low figure suggests a stronger demand for housing in this township.

The data suggests that the Council area is a popular destination for second or holiday homes. Although general occupancy rates point to modest demand for new dwellings, local sentiment indicates that population growth in key centres has outstripped housing supply, leading to affordability and availability challenges. This housing shortage has a direct impact on businesses and community services, with many jobs remaining unfilled due to the lack of affordable housing for workers. Addressing this issue by increasing the availability of affordable and diverse housing options is crucial for attracting and retaining a younger, skilled workforce, thereby supporting the region's economic growth and long-term prosperity[5].

The below projection data from Place Forecast presents recently developed dwelling projections in support of their population projections. The dwelling projections are based on building approvals data, which is reported by councils to the ABS and integrated at the SA1 level. Since the ABS does not provide SA1-level building completions, completion times and rates are estimated using historical state-based data. These estimates are applied to approvals to project completions.

[5]Murraylands and Riverland Regional Profile 2023- Regional Development Australia Murraylands and Riverland South Australia

Building completions are then added to baseline dwelling estimates from the 2021 Census to generate future dwelling projections. As dwellings drive population growth, these projections inform population forecasts by estimating occupied dwellings and applying average household size, helping to assess migration trends.

The figures below compare the number of dwellings in the Council LGA using data from 2021 with the projected numbers for 2053. Growth is entirely concentrated in occupied private detached dwellings, which are expected to increase by 1,843 (46%), and unoccupied private detached dwellings, which are projected to rise by 1,872 (67%). This suggests that the demand for secondary or seasonal residences is expected to grow at a faster rate than dwellings intended for full-time occupancy.

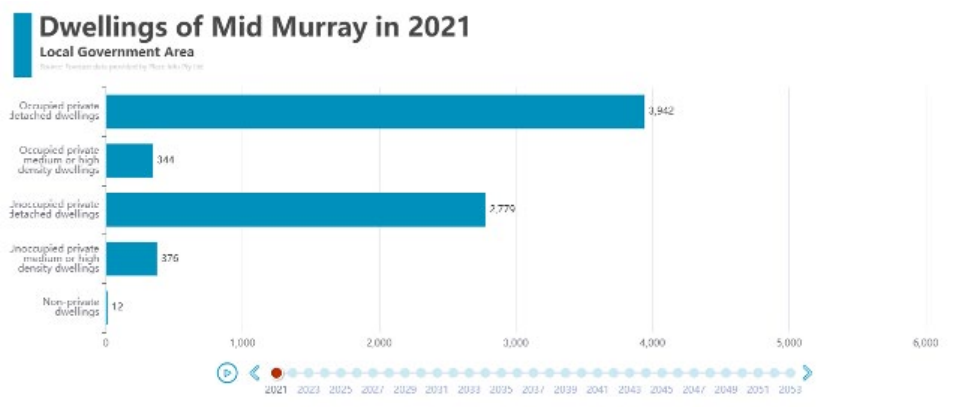


Figure 4: Dwelling demand Mid Murray 2021

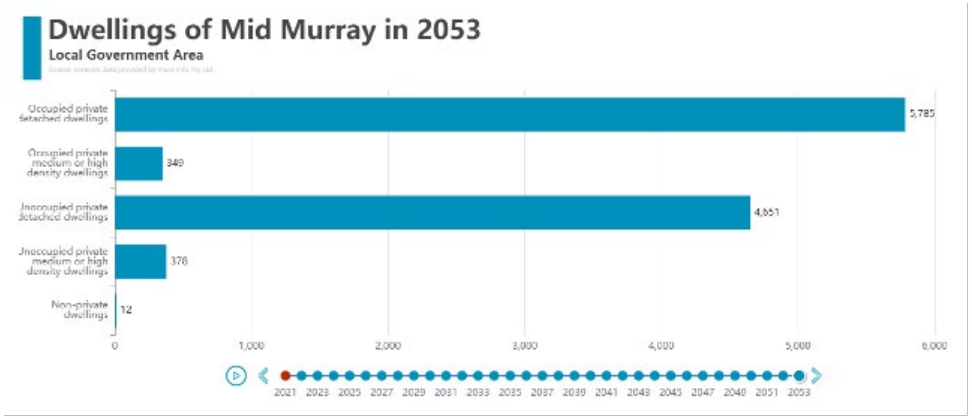


Figure 5: Dwelling demand Mid Murray 2053

2.5.3 Future Role of Murray Bridge

Murray Bridge is located about 33 km south of Mannum, within the Rural City of Murray Bridge. It has been identified in the Greater Adelaide Regional Plan Discussion Paper as a key area for greenfield and satellite city growth. Future residential development could see Murray Bridge expand by an additional 8,000 dwellings over the next 30 years.

Murray Bridge will play a crucial role in Greater Adelaide's future by helping manage growth within the metropolitan region, offering more affordable housing options while maintaining the appeal of a highly liveable urban centre. This planned growth will leverage the existing physical, social, and economic infrastructure, while allowing for strategic investments to support the expanding community over time.

The growth of Murray Bridge is expected to have positive flow-on effects for the Mid Murray region, providing increased services and opportunities, and attracting a diverse range of new residents. This expansion will strengthen the broader region.

Mid Murray residents are likely to travel to Murray Bridge for additional services and employment opportunities, and there is potential for the Mid Murray region to benefit from this growth. Additionally, some Murray Bridge residents, seeking a lifestyle that may be impacted by the area's growth, could relocate to the Mid Murray Council area.

2.5.4 Employment Lands

The development and consumption of employment land are shaped by various factors, including:

- The business climate
- Market demand
- Government policies
- Emerging technologies

While historical consumption rates of employment land over a 5–10-year period can provide some insight into future demand, it is important to recognise that these rates are inherently variable. Past trends do not guarantee future patterns, and predicting new employment investments remains challenging due to the complex factors influencing business decisions.

Currently, the State Government's monitoring and analysis of employment land focuses exclusively on Greater Adelaide, a focus that is unlikely to shift in the short term.

Advice from Regional Development Australia Murraylands and Riverland identified several economic opportunities, but no immediate demand or active pipeline projects were found that would necessitate additional employment land. Feedback from engagement activities and workshops emphasised the importance of locating employment land near key transport routes. The Mid Murray Council has proactively invested in its freight route network to support local industries, ensuring the efficient movement of goods and capitalising on its proximity to markets.

As discussed in section 2.5, employment patterns in the region have faced challenges, including declines in agriculture and manufacturing. These losses have been balanced by growth in sectors such as health care and social assistance, construction, and accommodation and food services, resulting in a stable overall employment rate. With continued reductions in primary and secondary production anticipated and a modest supply of vacant employment land already available, a pragmatic approach that identifies suitable land for development is considered appropriate.

This strategy outlines areas best suited for industrial and employment-related land uses based on the following criteria:

- Proximity to key road networks
- Availability of infrastructure
- Established status as significant employment generators
- Minimal interface with sensitive uses
- Preservation of the district's character values
- Proximity to a working population

By focusing on these factors, this approach ensures that employment land development aligns with the region's strategic priorities and supports sustainable economic growth.

2.5.5 Infrastructure Gaps

In 2023, Regional Development Australia – Murraylands and Riverland published its regional profile, offering a snapshot of the organisation's research and analysis. The profile highlights key infrastructure gaps, summarised below:

Water and Energy

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, Landscape SA Act 2019 and River Murray Act 2003*. Despite these frameworks emphasizing community consultation, many residents feel their voices are not reflected in resulting policies and plans.

Addressing this issue requires a fundamentally new approach to engagement one that includes industries, governments, residents, and Traditional Owners while prioritising long-term social infrastructure development.

Reliable and affordable energy is critical to attracting investment and fostering growth. The region holds significant potential for solar energy and hydrogen fuel projects, aligned with national and state energy strategies. However, a lack of detailed information from energy providers, along with high costs and unreliable power networks, poses a risk to regional progress.

Telecommunications

Significant improvements in mobile coverage have been achieved across the region through the Australian Government's Mobile Black Spot Program. Additionally, the rollout of the NBN has enhanced broadband connectivity, positioning the region ahead of many others.

However, gaps in connectivity remain. Fast and reliable broadband is crucial for distance education, business growth, and overall regional development. Continued investment and advocacy are essential to address these gaps and further strengthen the region's telecommunications infrastructure.

Mid Murray Council has developed an NBN Digital Plan to identify and advance opportunities for improving digital connectivity and capability across the region. This Plan incorporates extensive data and analysis to assess the current availability of services, identify underserved communities, and explore potential enhancements. The findings reveal significant opportunities for a digital uplift within the Mid Murray region.

The Plan outlines key challenges and opportunities, along with actionable recommendations to improve digital connectivity through the NBN. Implementing these recommendations will make the Mid Murray region a more attractive place to live and work by enabling remote work opportunities, attracting skilled professionals, fostering economic diversification, and improving the region's access, affordability, and digital capability scores.

Social Infrastructure and Housing

Population growth in the Murraylands and Riverland region has outpaced housing supply, creating challenges in affordability and availability. This housing shortage negatively affects business operations and community services, as many jobs remain unfilled due to a lack of affordable housing for workers.

Expanding the supply of affordable and diverse housing is essential to attract and retain a younger, skilled workforce, ensuring the region's economic growth and long-term prosperity.

Transport

Efficient freight transport is vital to the economic prosperity of the Murray Mallee region. Road transport remains the primary mode for moving goods, with key routes including the Mallee Highway, Sturt Highway, Dukes Highway, and Karoonda Highway.

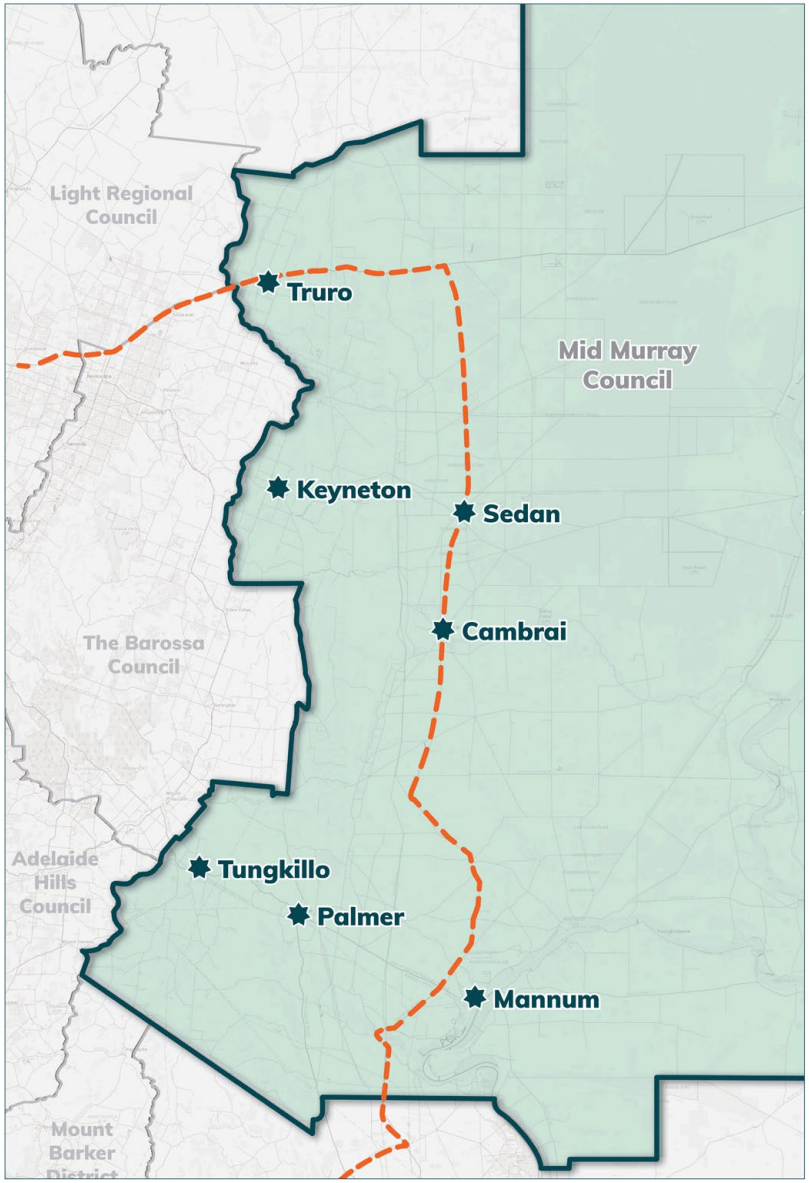
However, these roads are increasingly shared by residents, tourists, and freight vehicles, placing growing pressure on infrastructure and necessitating regular maintenance and upgrades. Safety enhancements such as wider lanes and additional overtaking lanes are urgently required to support this mixed usage.

The 2019 Murraylands and Riverland Infrastructure Audit identified further priorities to improve safety and efficiency, including the development of truck rest stops and township bypasses.

Transport and logistics play a critical role in the competitiveness of regional industries. Expanding and diversifying transport options to meet rising production demands is essential for sustaining economic growth and ensuring customer satisfaction.

The draft Murray Mallee Regional Plan presents a major opportunity through the High Productivity Vehicle (HPV) Network Business Case, which proposes upgrades to key freight corridors including the Sturt Highway, Dukes Highway, and Princes Highway. This enhanced network is designed to function as a bypass of Adelaide, significantly improving freight efficiency across the region.

A substantial portion of this corridor passes through the Mid Murray Council area, intersecting or running adjacent to townships such as Mannum, Cambrai, Sedan, and Truro. Given its anticipated State significance, it is crucial to protect this corridor from incompatible development. Safeguarding its strategic value will help unlock further opportunities for economic growth within the Council area.



Proposed High Productivity Vehicle Network (Indicative)

2.6 Economic Outlook

2.6.1 Economic structure

Like many parts of regional South Australia, the Mid Murray region consists of a series of townships that emerged as centres providing a range of services for those living in surrounding agricultural districts. The reduction in the importance of agriculture in South Australia is reflected in historic Census data which shows the share of total workers employed in primary sectors declining from 22% in 1933 to less than 4% today[6].

This reduction has resulted primarily from improvements in technology which allow single agricultural workers to productively manage ever larger tracts of farmland. As the need for human labour has declined, so too has the number of families living in the vicinity of service centres like Morgan, Swan Reach and Truro.

This trend is ongoing in Mid Murray, with the number of residents employed in primary production declining from 750 in 2006 to just over 600 in 2021[7]. Importantly, decline in workforce does not equate to a decline in agricultural sector output, with ongoing growth supported by productive investments in capital.

The consequences for regional service centres, however, is that fewer payments to local workers in the form of wages translates into lower expenditure flows into townships, reducing demand for retail and many population services.

These challenges are reflected in a comparison of regional employment between 2006 and 2021, which shows significant declines in the number of residents employed in agriculture and manufacturing.

Over the period however, the number of employed residents has remained steady, with these losses offset by increases in the number of people employed in health care and social assistance, construction, and accommodation and food services.

This data hints at a shift away from primary and secondary (manufacturing) activities and towards the provision of services. With declines in primary and secondary production likely to continue, the region's economic future is contingent on the continued replacement of these jobs with service sector opportunities.

2.6.2 Labour market

The regional labour market has grown strongly in recent years, driven by a generally robust South Australian economy. In the three years to June 2024, the number of employed Mid Murray Council residents rose by around 560 to just under 4,300 – an increase of 15%. Over this same period, the unemployment rate has declined from 7.7% to 2.9%, reflecting a critical regional worker shortage. While low unemployment rates are good for workers, they can represent a challenge for regional businesses who are unable to access to the labour and skills they need to sustain and expand their activities.

Mid Murray Council's population is dispersed across a large number of small settlements. According to the 2021 Census, Mannum (pop. 2,537) is the only settlement in the LGA with a population of more than 600. With scale important in supporting long-term viability, this presents a challenge for Council which must address the challenge of dispersing resources and community services across dozens of small settlements. Many of these settlements also experience significant seasonal variation in visitation, with a large number of shacks in along parts of the River Murray.

[6]ABS Census (2021)

[7]ABS Census (2006 and 2021)

2.6.3 Summary of strengths, weaknesses, opportunities and threats

In considering the economic outlook for the community of Mid Murray, a SWOT analysis is helpful in identifying present features likely to influence its economic trajectory, as well as trends likely to influence its future. These economic factors have important implications for regional planning.

Strengths	Weaknesses
› The **River Murray** is a major attractor to the region, attracting large numbers of visitors and boosting the appeal of the region as a place to live. › The **River Murray International Dark Sky Reserve** is one of only 15 in the world, presenting a genuinely unique visitor experience. › **Proximity to Adelaide** means the Mid Murray Council region is well-positioned to attract visitors relative to competing regions. › The **Barossa Wine Zone** and the **Eden Valley GI** each extend into the Mid Murray Council area.	› **Population is seasonal**, with a large number of shacks in the vicinity of River Murray townships. › **Few centres of scale** with only Mannum having a permanent population of greater than 600, with population spread across a broad region. › **Limited diversity of accommodation** with the bulk of accommodation provision in the form of shacks and caravan parks. › **Worker shortages** present a challenge to the regional economy.
Opportunities	**Threats**
› **Growth of Murray Bridge** will present opportunities for growth in centres in the south of Mid Murray. › The **ageing population** presents opportunities for businesses targeting older cohorts. › Capitalising on the region's key strengths to **build and diversity the region's tourism offer.**	› Ongoing **decline in agricultural employment** will result in economic and population decline in smaller centres. › The **ageing population** also presents a risk to Council, with settlements needing to adapt to meet the needs of this growing cohort. › The **impacts of climate change** are unclear but present a risk to regional agricultural output in particular as well as biodiversity and natural assets more generally.

Table 3: SWOT analysis

2.6.4 Catalyst Projects / Opportunities for Mid Murray

The following projects and initiatives represent significant opportunities for the Mid Murray Council area. While not all are located within the Council's boundaries, they offer substantial potential for employment and investment that will benefit local residents and contribute to broader economic growth.

Council supports these initiatives, acknowledging their wide-reaching benefits, including job creation, increased regional investment, and the potential to stimulate complementary industries and services. Such projects can also strengthen the region's infrastructure, attract new businesses, and enhance the overall quality of life for the community.

River Murray International Dark Sky Reserve

The River Murray International Dark Sky Reserve, Australia's first of its kind, is part of a select group of extraordinary dark sky reserves worldwide. Spanning approximately 80 kilometres along the River Murray, the Reserve encompasses small townships, conservation parks, farmland, and some of the darkest skies on Earth. Accredited by the International Dark-Sky Association in October 2019, it offers diverse opportunities including scientific research, sustainable tourism, education and even military applications. It has become a world-class destination for scientific activity and nature-based experiences, serving as a domestic and international hub for astronomy research, education, cultural exchange, tourism, and environmental stewardship. The Reserve's pristine night skies continue to attract stargazers, astrophotographers, researchers, and educators, enhancing regional economic growth while promoting the protection of natural and cultural values.

Project Energy Connect – The Interconnector

ElectraNet and Transgrid have partnered to deliver an energy interconnector between the power grids of SA and NSW, with an added connection to Victoria. The $2.3 billion project will provide renewable energy produced in SA to the coal-dominated power grid of NSW. It provides significant opportunities for growth in renewable energy sector.

Thomas Foods Murray Bridge

Thomas Foods International (TFI) has officially commenced operations at its state-of-the-art meat processing facility in Murray Bridge, the company's largest-ever investment, replacing the plant lost to a fire in 2018. In Stage One, TFI aims to employ up to 350 staff, with production scaling to process 600 cattle daily. Featuring advanced technology and first-class amenities, the facility is designed to support efficient operations and worker well-being. TFI is prioritising local hires to bolster the regional workforce. As global demand for food continues to grow, TFI is poised to expand further, cementing its role as a key employer in the area.

Truro Freight Route

Although funding for the Truro Freight Route project was withdrawn in November 2023, the initiative has since been incorporated into a Strategic Business Case for a High Productivity Vehicle (HPV) Network. This inclusion ensures the project remains under active consideration for future funding opportunities.

If progressed, the Truro Freight Route is expected to deliver significant benefits, including enhanced freight efficiency, improved road safety, and opportunities for local economic growth within the Truro township. By addressing key transport and logistical challenges, the project has the potential to strengthen the region's infrastructure and support long-term development.

In addition, during the preparation of this draft growth strategy, the Draft Murray Mallee Regional Plan was released for public consultation. This draft identifies a potential Greater Adelaide Freight Bypass route, which would connect Murray Bridge to Truro and continue west through the Barossa to Greater Adelaide. This presents another potential avenue to advocate for the Truro Freight Route as part of future regional transport planning. It may also present an opportunity to explore a transport hub along this proposed route.

Circular Economy Precincts

Several circular economy projects are proposed for the broader region, reflecting growing interest in sustainable initiatives. In Murray Bridge, a hard and soft plastics recycling facility has been identified as investment-ready, while a bioreactor project in Waikerie is under consideration to generate energy from organic waste. These projects demonstrate the potential of circular economy solutions to address local environmental challenges, reduce waste, and contribute to energy sustainability. In addition to their environmental benefits, these initiatives present significant opportunities for job creation and economic growth, positioning the region as a leader in innovative, sustainable practices.

Renewable Energy Nodes

This project underscores the need for SA Power Networks to upgrade electricity transmission infrastructure and for private investment in battery storage to unlock the full potential of regional renewable energy projects, including wind and solar farms. These developments, if constructed are expected to generate nearly 500 construction jobs and ongoing operational roles, while delivering cleaner energy and insulating the regional electricity market from fuel price volatility. With a total investment exceeding $900 million, these projects will drive economic growth, enhance energy security, and position the region as a leader in renewable energy innovation.

03 The Strategy

3.1 Vision

Central to this project is the Council's overarching purpose statement:

"Our Purpose – Work collaboratively to strengthen and enrich our community."

To complement this purpose statement and establish clear objectives, a project vision was developed. The following three objectives form the project's vision:

1. Provide strategic direction for land use and infrastructure planning.
2. Enhance investment certainty by identifying where growth is anticipated and the necessary infrastructure to support it.
3. Enable Council to target infrastructure expenditure more effectively and align it with growth priorities.

3.2 Council Wide Objectives and Strategies

Guided by the three key pillars of Sustainability, Liveability and Prosperity in Council's Strategic Plan the following overarching objectives and strategies have been developed to guide Council in working towards a collective vision for Mid Murray Council.

3.2.1 Theme 1 – Sustainability

Objectives

1. Prepare communities, industries, and landscapes for climate change by building resilience and adaptability across the region.
2. Secure sustainable water supplies to support primary production, industry, and community needs.
3. Focus population and economic growth in key areas that preserve the region's unique landscape and protect biodiversity.
4. Ensure new developments are climate-ready and retrofit existing infrastructure to enhance resilience across the economy, community, and environment.
5. Protect people, property, and the environment from natural hazards such as flooding and bushfires by identifying and mapping these risks within the Planning Rules.
6. Support education and workforce development programs that align with the needs of emerging and high-value sectors, ensuring a skilled and adaptable workforce.

Strategies

1. Explore opportunities in sustainability-focused markets, including renewable energy, low-impact agriculture, eco-tourism, and sustainable produce, to boost regional competitiveness and economic resilience.
2. Incorporate biodiversity-sensitive and water-sensitive urban design principles to enhance township liveability, improve cooling and biodiversity, and increase resilience to climate impacts.
3. Collaborate with Nganguraku, Ngarrindjeri, Peramangk, Ngaiawang, Ngarkat, and Ngadjuri peoples to integrate cultural knowledge, traditional practices, and co-management approaches into environmental preservation and regeneration initiatives.
4. Promote the adoption of circular economy principles, encouraging recycling, upcycling, and sustainable resource management to reduce waste and support local industries.
5. Support renewable energy projects and community energy initiatives, including solar, wind, and energy storage systems, to reduce carbon emissions and provide affordable energy solutions.
6. Develop education and outreach programs to increase community awareness and participation in sustainable practices, including water conservation, habitat restoration, and low-carbon lifestyles.
7. Protect and enhance ecosystems and habitats through targeted conservation projects, ensuring long-term environmental health and resilience.
8. Encourage workforce development and skills training to education providers and industry to ensure the local workforce is equipped to meet the needs of emerging and high-demand sectors.

3.2.2 Theme 2 – Liveability

Objectives

1. Promote housing diversity to meet the needs of a changing demographic and attract new residents to the region.
2. Integrate land use and transport infrastructure to ensure safe, efficient, and reliable connectivity for people and businesses.
3. Plan and deliver essential infrastructure and services to support sustainable growth in new development areas.
4. Prioritise placemaking in townships to foster vibrant economic and tourism activity.
5. Strengthen the region's sense of community, values, and identity by building on its unique character and heritage.
6. Expand the availability of rental and affordable housing stock to address housing accessibility challenges.
7. Develop attractive and engaging civic centres and commercial areas to enhance liveability and drive economic activity.

Strategies

1. Foster partnerships with local businesses and educational institutions to create targeted training programs and pathways to employment in emerging and high-demand industries.
2. Invest in enhancing town centre amenities to create vibrant, attractive, and functional spaces that support local businesses, tourism, and community engagement.
3. Develop adaptive and contemporary planning policies that encourage the use of sustainable and innovative construction methods, ensuring resilience to environmental and economic challenges.
4. Leverage technology and digital infrastructure to support modern business needs, education delivery, and remote work opportunities, making the region more competitive and connected.
5. Investigate rate-related initiatives that will encourage greater permanent residency within the large stock of holiday homes and houseboat moorings.
6. Support the provision and expansion of public transport services to improve accessibility for residents and visitors across the region.
7. Promote and maintain walking and cycling trails to encourage active transport, nature-based tourism, and local exploration.

3.2.3 Theme 3 – Prosperity

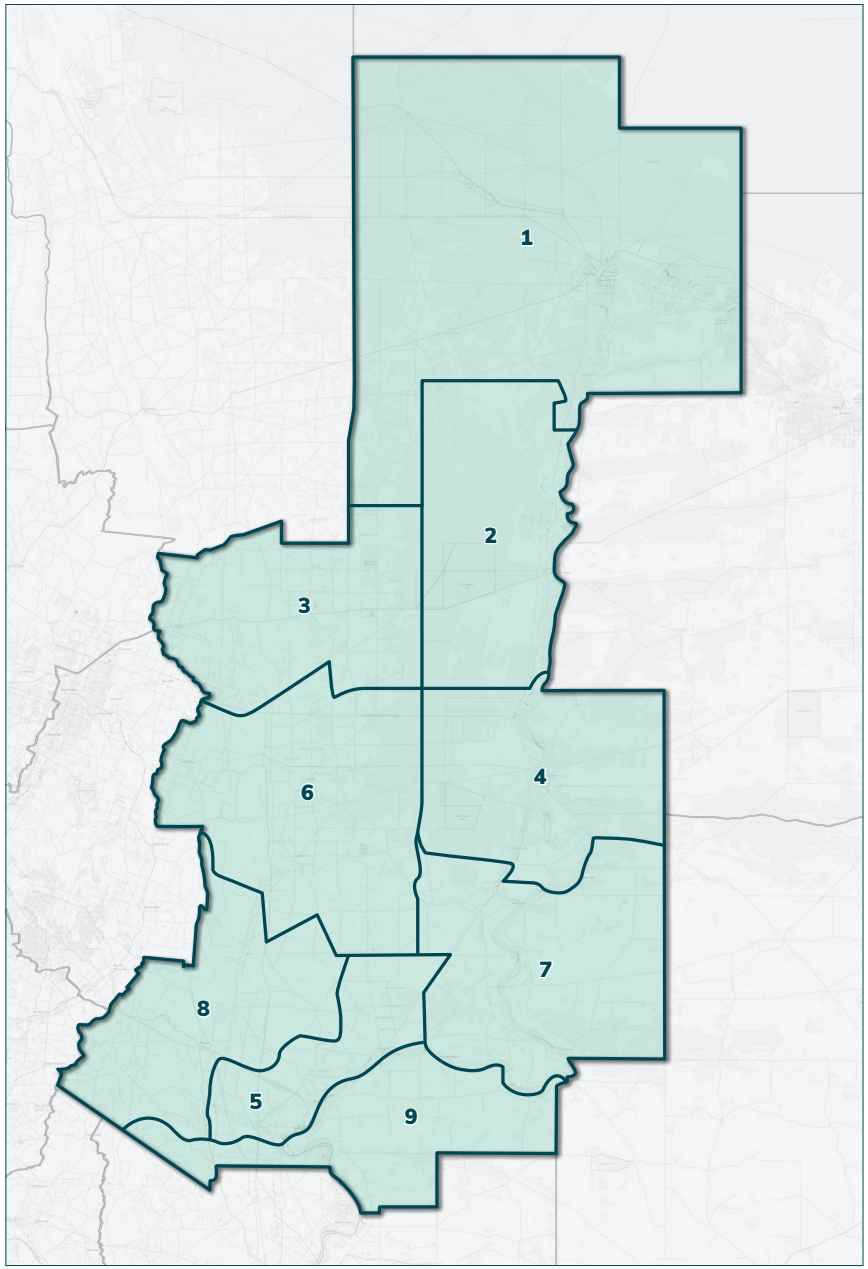
Objectives

1. Enhance the region's reputation as a producer of high-quality, sustainable, and innovative goods, including premium agricultural and artisanal products.
2. Maintain a well-planned supply of urban-zoned land for residential, commercial, and industrial use to support economic activity and long-term growth.
3. Grow high-value industries such as tourism, events, and nature-based experiences by leveraging the region's natural and cultural assets.
4. Attract and retain residents to sustain essential services, create diverse employment opportunities, and support a thriving workforce.
5. Invest in digital infrastructure to attract talent, support local businesses, and drive growth in knowledge-based and under-represented sectors.
6. Promote entrepreneurship and small business growth through incentives, industry collaboration, and strategic employment land planning near key transport routes.
7. Improve the availability and quality of regional housing to attract workers, professionals, and families, ensuring sustainable community development.

Strategies

1. Foster stronger and more collaborative partnerships between businesses, the Regional Development Australia (RDA), and Council to drive shared economic goals, innovation, and regional competitiveness.
2. Facilitate and attract public and private investment in utilities and service infrastructure, ensuring these are aligned with current and future growth areas to support regional development.
3. Review and implement options for affordable housing solutions to attract and retain workers essential to key sectors, including health, education, and primary production, ensuring long-term economic and social sustainability.
4. Promote local investment opportunities by creating an investment prospectus showcasing key sectors, shovel-ready projects, and growth potential in the region.
5. Encourage innovation hubs and co-working spaces to support entrepreneurship, collaboration, and the growth of knowledge-based industries, leveraging remote work trends and digital technologies.
6. Leverage tourism as an economic driver by supporting the development of iconic attractions, events, and regional branding that highlight the area's unique culture, heritage, and natural assets.
7. Support the development of local supply chains and value-adding initiatives, particularly in agriculture and manufacturing, to enhance regional economic resilience and self-sufficiency.
8. Collaborate with the Nganguraku, Ngarrindjeri, Peramangk, Ngaiawang, Ngarkat, and Ngadjuri peoples to integrate cultural knowledge, traditional practices, and co-management approaches into the International Dark Sky Reserve, enriching the experience with Indigenous perspectives.
9. Undertake an economic impact analysis to evaluate the contribution of tourism to the regional economy, including employment, local business revenue, and infrastructure demand.

04 Planning Areas



The Council has divided its jurisdiction into nine planning areas to align with various strategic planning efforts. These planning areas are illustrated in figure 3 and listed as follows:

1. Morgan-Cadell and Surrounds
2. Blanchetown and Surrounds
3. Truro and Surrounds
4. Swan Reach and Surrounds
5. Mannum and Surrounds
6. Keyneton-Sedan-Cambrai
7. Walker Flat-Nildottie-Purnong
8. Tungkillo-Palmer-Sanderston
9. Ponde-Younghusband

Figure 6: Planning Areas

4.1 Strategic Focus

The Mid Murray Council encompasses a broad mix of townships, settlements, and diverse shack communities, each contributing to the unique character of the region. While investment will continue across the entire LGA, strategic planning is essential to guide sustainable development that maximises economic, social, and environmental outcomes. Opportunities for housing and employment growth have been identified across most of the nine planning areas whether through enhancing existing areas or exploring new ones. While the Strategy identifies focus areas that are particularly well-positioned to attract additional investment due to their infrastructure, location, and capacity for growth, this does not preclude opportunities in other parts of the LGA. Should funding and support become available, outcomes identified in other locations can also be pursued. The Strategy takes a balanced, region-wide approach, ensuring that while targeted investment may be prioritised, the broader vision supports growth and prosperity across the entire LGA.

4.1.1 Residential Growth

Mannum, Truro, and Swan Reach are best positioned to accommodate residential expansion due to their existing infrastructure, access to essential services, and economic potential:

- Mannum will remain the primary residential growth area, given its established services, proximity to larger population centres, and diverse housing opportunities.
- Truro presents opportunities for housing development, particularly where it complements existing infrastructure and its strategic connection to the Barossa region and access to Adelaide.
- Swan Reach provides a balance of residential opportunities and employment prospects, making it ideal for those seeking a rural lifestyle with access to a local school.
- Several townships within the LGA present growth potential for various reasons, including their proximity to regional centres, the availability of appropriately zoned land, and existing infrastructure that does not require additional Council investment. Looking ahead, it is anticipated that some settlements will maintain a stable population, while others may experience gradual decline.

4.1.2 Employment Growth

Employment land planning is critical to fostering long-term economic sustainability across the Mid Murray region. While Truro and Mannum have been identified as key locations for employment expansion due to their strategic positioning, infrastructure, and accessibility other towns also play an important role in the local economy. Bowhill and Swan Reach, for example, are home to significant employers such as Bowhill Engineering and Costa Group, which provide valuable local jobs and contribute to regional productivity. Additionally, Blanchetown's location along a major highway and its function as a service centre position it as a potential employment and logistics hub. As such, the Strategy recognises a broader distribution of employment opportunities beyond the main centres, supporting economic growth across the entire LGA.

- Truro benefits from its proximity to the Sturt Highway, making it an ideal location for transport, logistics, and industrial development.
- Mannum, with its established industries and infrastructure, remains a strong employment hub, offering diverse opportunities in manufacturing, tourism, and service industries.

These townships collectively provide the foundation for economic expansion, ensuring that employment lands are well-located, accessible, and aligned with the needs of the regional workforce.

4.1.3 Focus Areas

While Mannum, Truro, and Swan Reach will receive priority for infrastructure and development support, Council remains committed to enabling broader regional growth where feasible. By focusing investment and planning in these key townships, the region can accommodate both population and economic expansion in a way that is coordinated, sustainable, and beneficial for the wider community.





Morgan - Cadell and Surrounds

4.2 Morgan-Cadell and Surrounds

The Morgan-Cadell planning area is at the most northern part of the LGA consisting of the following housing areas.

Townships	Settlements	Shack Settlements
Cadell	Murbko	North West Bend/Beaumonts
Morgan	Mount Mary	Morphett Flat/Brenda Park
		Cadell Lagoon
		Cosey Corner
		Freemans Landing
		Idyll Acres
		Pelican Point
		Scotts Creek
		Wombats Rest

The key township of Morgan is located 175 kilometres from Adelaide, nestled along the banks of the River Murray. It serves as a gateway to the outback and other popular holiday destinations along the river. Morgan is a key service centre for the northern part of the Local Government Area (LGA) and provides a range of amenities, including a primary school.

The town features scenic riverfronts, a heritage railway station precinct, and historical sites such as the Morgan Wharf, home to the PS Canally restoration project. Visitors can explore the charming Railway Terrace, the Station Master's House, and other original buildings that offer a glimpse into the town's rich past.

Morgan also hosts vibrant community events such as the annual Day on the Farm and the Lion's Easter Bazaar. Accommodation options include riverside caravan parks and bed and breakfasts, making it an inviting destination for tourists.

Nearby, the town of Cadell named after Captain Francis Cadell is renowned for its production of citrus and dried fruit. To the north, the small localities of Murbko and Mount Mary contribute to the region's rural character. Murbko is known for its peaceful riverside settings and relaxed lifestyle, while Mount Mary features a historic hotel and serves as a quiet stopover point.

In addition, the area is home to nine shack settlements that line the River Murray, offering picturesque retreats and recreational opportunities for both residents and visitors seeking a more laid-back, riverside experience.

4.2.1 Local Population Analysis

The table below provides an overview of population trends in the townships of Cadell and Morgan over the ten-year period from 2011 to 2021. In summary, the data shows modest growth in these townships.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Cadell	441	548	547	Cadell and Morgan experienced relatively stable populations between 2011-2021. The sharp increase between 2011-2016 for Cadell was associated with a boundary shift. Note: suburb boundary was modified between 2011-16
Morgan	323	339	326	

Table 4: Local Population Analysis – Morgan-Cadell

4.2.2 Residential Land Supply

A detailed analysis of vacant residential land within the townships of the planning area has been undertaken, with key findings summarised below. This analysis estimates potential residential yields based on the minimum allotment sizes specified for each zone. Where no minimum allotment size is defined, potential yields have not been calculated.

Land supply Tables 5 and 6 include both maximum and adjusted yield calculations to provide a more realistic perspective. The adjusted yields follow the methodology used in the State Government's land supply report, applying a 30% discount to account for infrastructure requirements, market conditions, and land that may not be brought to market. Unlike maximum yield estimates, adjusted yields do not assume parcel amalgamation.

Both Morgan and Cadell have substantial vacant land near their town centres:

Cadell: Much of the Rural Living Zone south of Mackintosh Road remains undeveloped. However, current zoning under Limited Land Division restricts further subdivision, which could limit growth opportunities.

Morgan: The western Rural Living Zone has potential for up to 65 new 2.5-hectare allotments. Additionally, the township zone on the river's eastern bank could accommodate 37 allotments, subject to a minimum size of 1,200m² (due to the absence of wastewater infrastructure). A largely vacant Strategic Employment Zone in the town centre provides opportunities for growth.

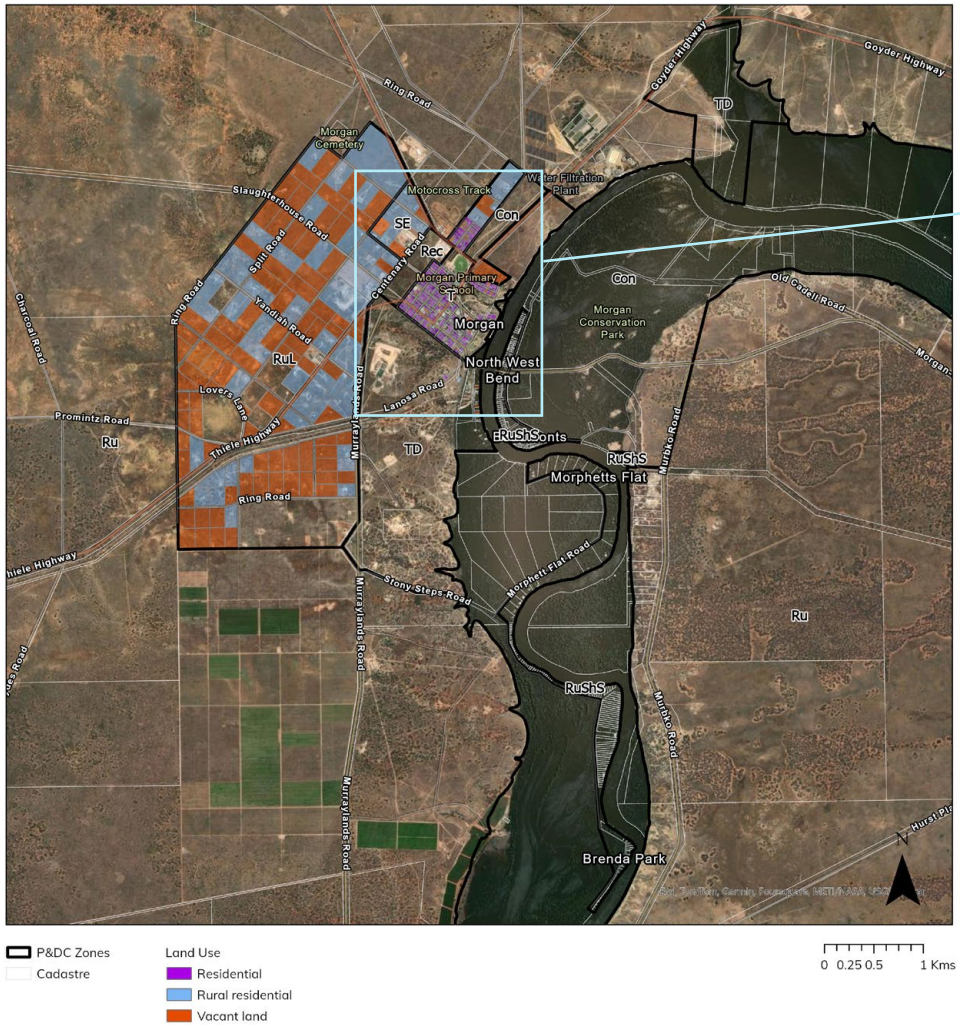


Figure 7: Vacant Land Analysis – Morgan

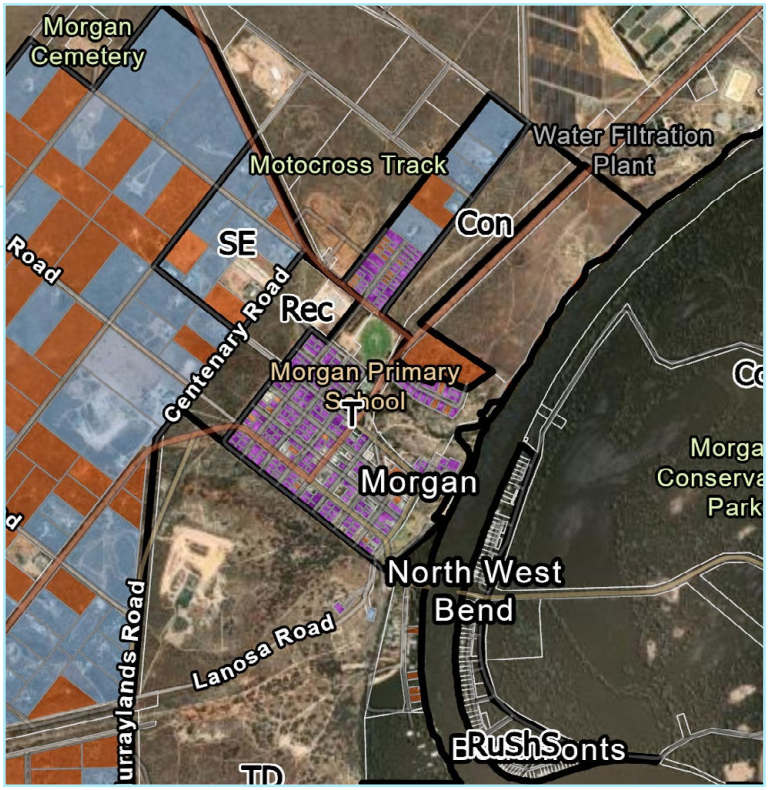


Figure 8: Vacant Land Analysis – Morgan Township

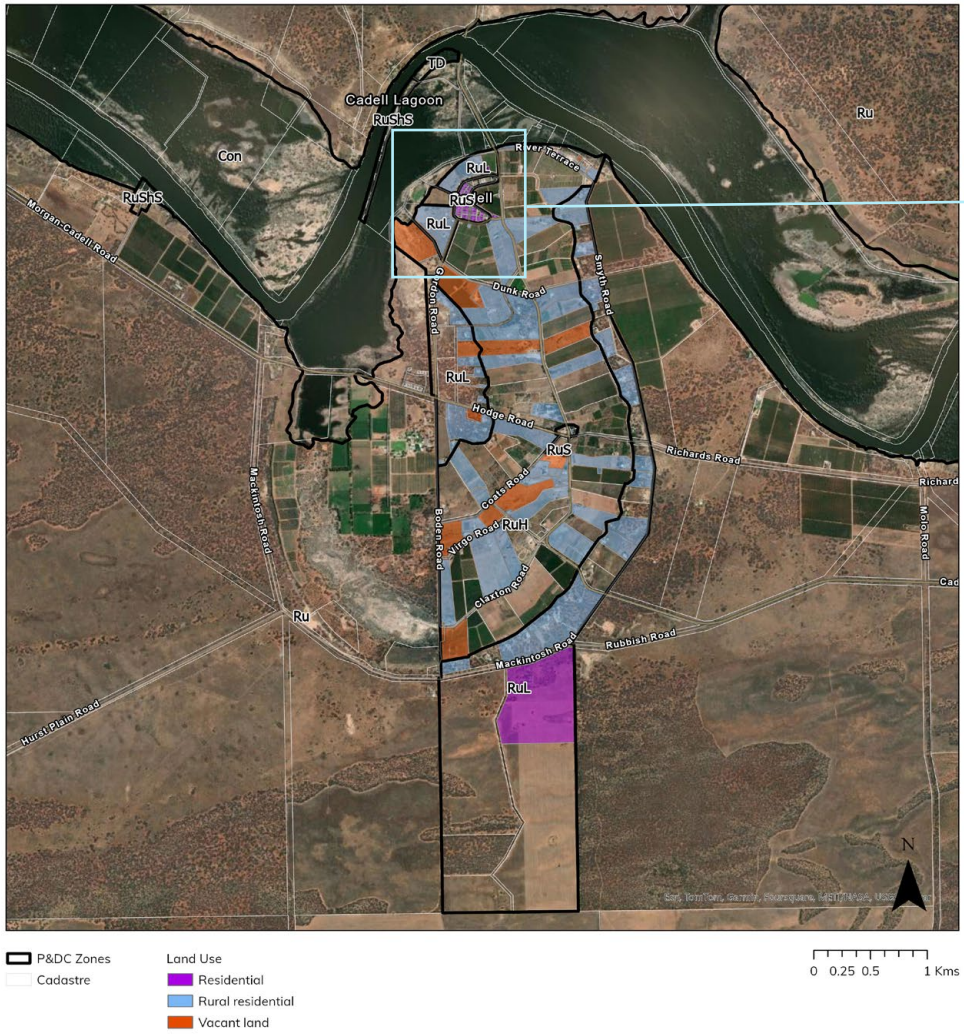


Figure 9: Vacant Land Analysis – Cadell

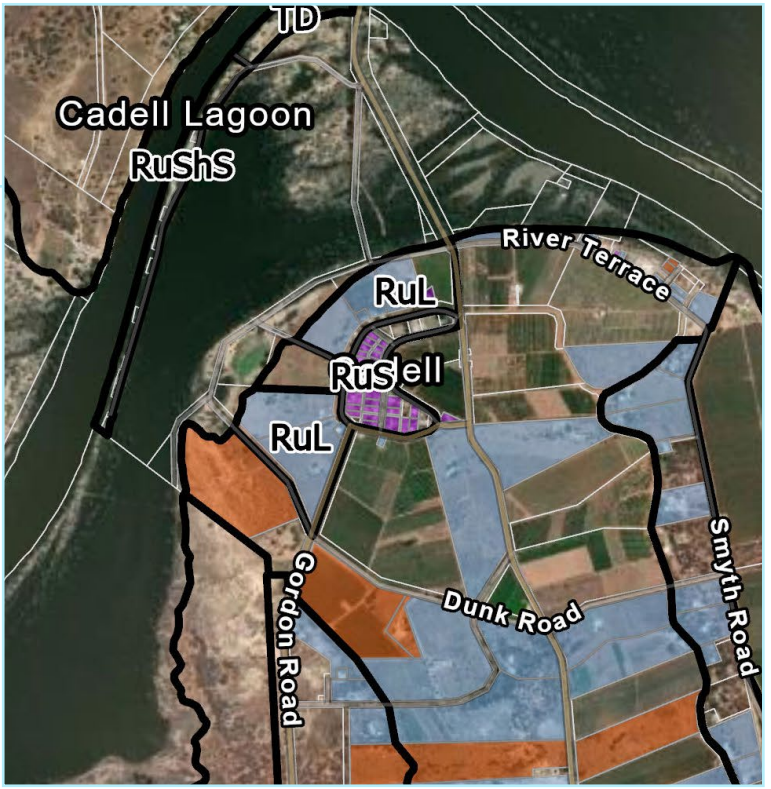


Figure 10: Vacant Land Analysis – Cadell Township

Cadell - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Rural Living	269.8	2.8	267	124	93
Rural Horticulture	320.5	55.8	264.7	-	-
Rural Settlement	11.6	0	0.09	-	-

Table 5: Vacant Land Analysis – Cadell

Morgan - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Rural Living	298.6	292.0	6.6	66	46
Strategic Employment	51	5.1	-	-	-
Township	5.5	5.5	-	37	27

Table 6: Vacant Land Analysis – Morgan

**Note where potential yields are not provided it is due to the zone not having a minimum allotment size.*

**The assessment relies on rates data. Some areas that may appear vacant in the analysis are likely being used for alternative purposes, such as primary production, and therefore may not be accurately identified.*

4.2.3 Dwelling Demand

Residential occupancy data from the last census indicates that 35%-40% of dwellings were unoccupied, a high percentage that often points to their use as holiday homes or short-term accommodation.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Cadell	142 (60.2%)	94 (39.8%)
Morgan	154 (64.4%)	85 (35.6%)

Table 7: Residential Occupancy Data (2021 Census)

4.2.4 Township Objectives

Growth objectives for Morgan and Cadell are as follows:

1. **Drive Economic Growth:** Unlock the potential of nearby employment lands by leveraging investments in significant infrastructure.
2. **Maximise Strategic Location:** Position Morgan as the northern gateway to the Riverland, capitalising on its unique location.
3. **Enhance Lifestyle Appeal:** Showcase the townships' picturesque River Murray setting to attract residents, visitors, and investors.
4. **Enable Land Development:** Support growth through strategic zoning, urban design, and infrastructure planning.
5. **Boost Connectivity:** Improve transport and freight links to enhance accessibility for people, goods, and services.

4.2.5 Township Overview

Morgan serves an important role as a connection point along the River Murray. The compact township is set back from the riverfront and is designed in an orderly grid layout.

Environment and Heritage

Morgan's natural environment makes it a popular destination for tourists. The wetlands of Morgan Conservation Park provide excellent opportunities for canoeing and birdwatching, with the park featuring a network of lagoons, swamps, and anabranches framed by river red gum woodlands.

Historically, Morgan was a critical trade hub, with its rail terminal and wharf playing a pivotal role in freight transport. At its peak, Morgan was Australia's second-busiest port, behind Port Adelaide. However, the decline of rail transport due to improved road infrastructure led to the closure of the Morgan railway line in 1969. Today, Morgan is best known for its tourism and recreational offerings.

Community Services

Morgan provides a range of services for residents and visitors, including:

- Administrative agencies and services
- Supporting health services
- A primary school
- Retail outlets
- A supermarket, hotels, and cafes
- Accommodation and tourism services
- Sporting and recreational facilities, including trails
- Landings for water sports and houseboat moorings

For additional services, residents typically travel to larger townships nearby.

4.2.6 Development Challenges

Further growth of the Morgan township is constrained by native vegetation, which is present in large extents to all sides of the town. Besides those homes directly on the river front, the town and surrounds were largely excluded from the 2022/2023 or 1956 flood extents.

A water filtration plant is present to the east of the town.

4.2.7 Development Opportunities

1. Review the Rural Intensive Enterprise (RuIE) Zone

The RuIE Zone, located west of Morgan, is a significant area with the potential to drive local economic growth. The zone is intended to support multi-purpose intensive agricultural production and processing facilities.

It is an appropriate time to undertake a review of the zone to assess whether it has achieved its intended outcomes. Evaluating development progress, infrastructure delivery, and industry uptake will help identify any gaps and opportunities for further activation. The review should also consider the transitional impacts associated with the implementation of the Planning and Design Code, ensuring that policy objectives remain relevant and effective. Additionally, the review should include an assessment of the area's environmental significance to support informed and sustainable planning decisions.

There remains strong potential to unlock additional economic value from the zone. Addressing key infrastructure needs particularly access to reliable water and power will be critical. The nearby interconnector project may provide a strategic opportunity to access significant electrical infrastructure, supporting both land development and the attraction of industry.

Future activation efforts should also focus on engaging with stakeholders to identify funding opportunities, address servicing constraints, and streamline planning and approval processes to accelerate investment and development within the zone.

2. Support Infill Development Through Structure Planning

Undeveloped land within the Township Zone, northeast of Morgan, represents an opportunity for coordinated and sustainable development. This area, comprising a single allotment, provides an ideal platform for structure planning to integrate the land with the existing township. The allotments waterfront positioning should also boost market appeal. Structure planning should prioritise:

- Connectivity to existing infrastructure and services.
- Alignment with community needs and demographic shifts.
- The creation of walkable neighbourhoods, green spaces, and well-connected road networks to enhance liveability.

Targeted planning and stakeholder engagement can ensure the area contributes meaningfully to the township's growth and vitality.

3. Reconsider/Rezone Part of the Recreation Zone

The Recreation Zone to the west of Morgan is underutilised. Land adjacent to existing recreational assets, such as the Morgan Sporting Complex and Skate Park, should be retained to support community needs. However, the remainder of the zone could be rezoned for alternative uses that better align with regional priorities. Key considerations for this rezoning include:

- Evaluating biodiversity and native vegetation considerations to ensure ecological values are preserved.
- Exploring mixed-use or residential development opportunities that enhance economic and social outcomes.
- Engaging with the community and environmental experts to balance development with sustainability.

4. Rezone Rural Living Zone to Rural Neighbourhood

The Rural Living Zone to the west of Morgan contains numerous vacant properties and enforces a minimum allotment size of 2.5 hectares, limiting its development potential. Intensifying zoning provisions to allow smaller allotments can increase residential density and attract a wider range of residents while preserving the semi-rural appeal.

A shift to a Rural Neighbourhood Zone, with a minimum allotment size of approximately 5,000m², would:

- Retain the appeal of larger allotments appealing to regional buyers.
- Ensure allotments remain self-sufficient, accommodating on-site waste management systems.
- Address regional housing shortages by boosting residential yields without consuming additional rural land.

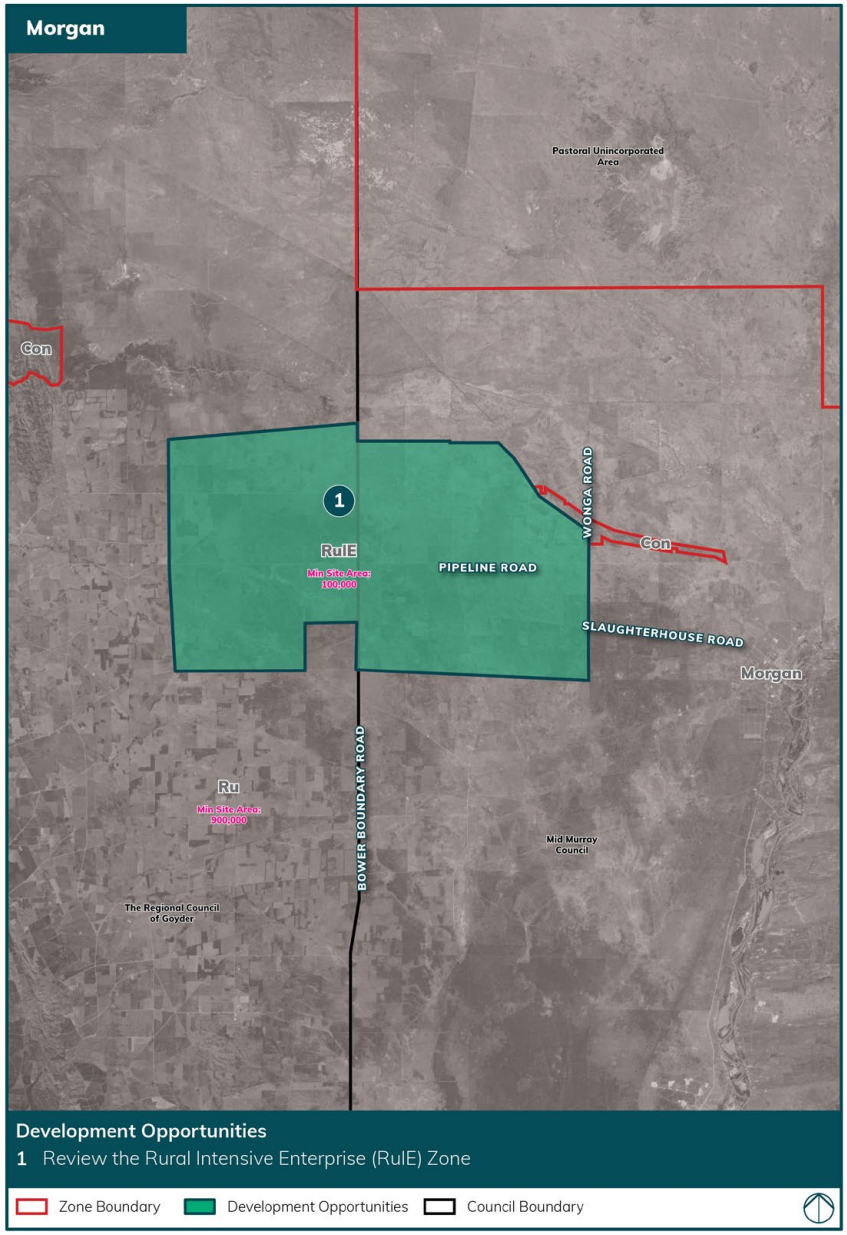
5. Structure Plan and Rezone Part of the Tourism Development Zone

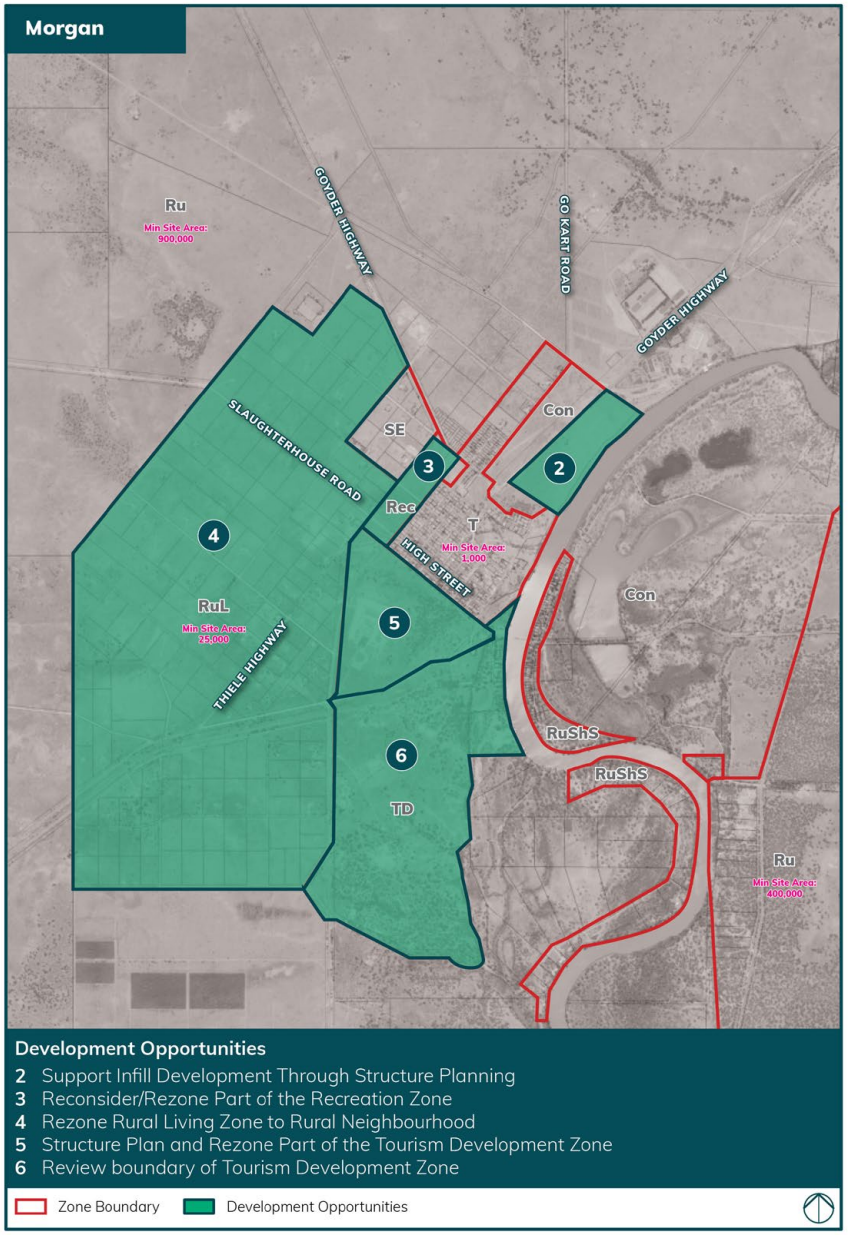
The Tourism Development Zone south of Morgan is not being utilised for its zoning purpose, with an operational quarry and the Morgan transfer station occupying the area. A structure planning exercise is essential to reassess the highest and best use of this land and align it with broader regional goals. Opportunities include:

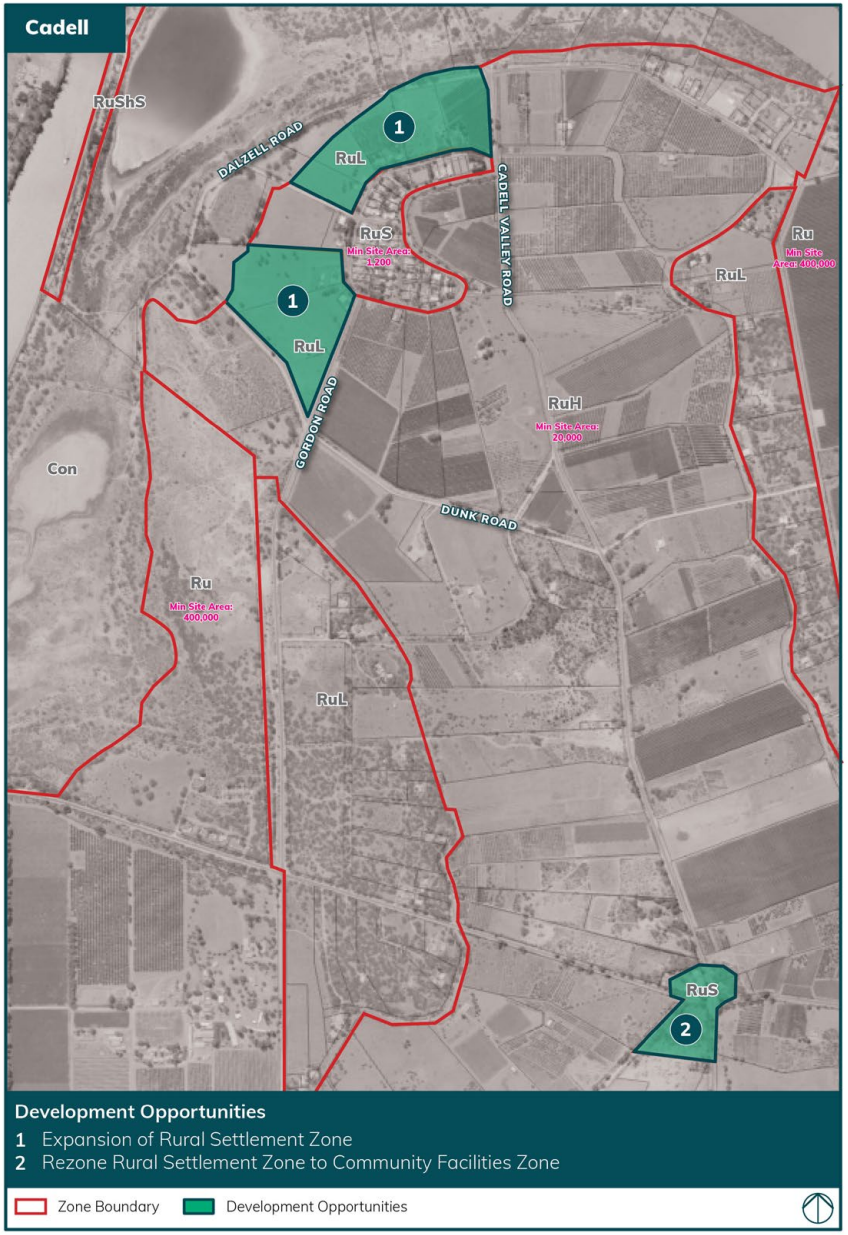
- Extending the Township Zone from the north to support residential or mixed-use developments.
- Expanding the Rural Shack Settlement Zone from the east to attract tourism and recreational activities.
- Exploring synergies between tourism and other industries, such as eco-tourism or hospitality, to capitalise on Morgan's natural and cultural assets.
- Identifying and safeguarding areas of high biodiversity value.

6. Review boundary of Tourism Development Zone

The Tourism Development Zone along the western bank of the River has evolved organically and is not currently being utilised for its intended purpose. As part of the review, consider whether expanding the Township Zone over this area would better support a more structured and coordinated approach to development across the township.


Morgan
Pastoral Unincorporated Area
Con
1
RuIE
Min Site Area: 100,000
PIPELINE ROAD
WONGA ROAD
Con
SLAUGHTERHOUSE ROAD
Morgan
BOWER BOUNDARY ROAD
Ru
Min Site Area: 900,000
Mid Murray Council
The Regional Council of Goyder
Development Opportunities
1 Review the Rural Intensive Enterprise (RuIE) Zone
Zone Boundary
Development Opportunities
Council Boundary


Morgan
Ru
Min Site Area: 900,000
GOYDER HIGHWAY
GO KART ROAD
GOYDER HIGHWAY
SLAUGHTERHOUSE ROAD
SE
3
2
Con
Rec
T
Min Site Area: 1,000
HIGH STREET
4
RuL
Min Site Area: 25,000
THIELE HIGHWAY
5
Con
RuShS
RuShS
6
TD
Ru
Min Site Area: 400,000
Development Opportunities
2 Support Infill Development Through Structure Planning
3 Reconsider/Rezone Part of the Recreation Zone
4 Rezone Rural Living Zone to Rural Neighbourhood
5 Structure Plan and Rezone Part of the Tourism Development Zone
6 Review boundary of Tourism Development Zone
Zone Boundary
Development Opportunities



Cadell

1. Expansion of Rural Settlement Zone

Two small Rural Living Zones border the Rural Settlement Zone at the core of the township. It is recommended that these areas be rezoned to Rural Settlement to support the township's expansion. This change could facilitate the development of housing in locations that naturally complement the existing township and its facilities. As part of this rezoning process, flood risk management should be a key consideration to ensure that future development is resilient, sustainable, and appropriately located.

2. Rezone Rural Settlement Zone to Community Facilities Zone

South of Cadell lies a small Rural Settlement Zone that includes the former primary school and the sporting oval. Given the existing facilities on the site and the potential for future service-based uses, rezoning the land to the Community Facilities Zone is expected to better support and streamline future development.

4.2.8 Infrastructure Opportunties

The infrastructure opportunities outlined below should be considered in conjunction with the development opportunities identified above.

Morgan Development Opportunity 1

This land is not well serviced across its large area; however, it does contain two key infrastructure elements water transfer mains and above-ground high-voltage (HV) lines running east to west through the centre of the site along Pipeline Road. This presents a unique opportunity to “tap into” these resources, unlocking significant supply for the area, which would otherwise require intensive resources to reach its full potential. Further advocacy by the Council to SA Water (SAW) and SA Power Networks (SAPN) could help de-risk the zone by improving service provisions.

Morgan Development Opportunity 2

- The Goyder Highway corridor presents a strong development opportunity, as town water supply and high-voltage cabling already run along the adjacent highway. This reduces the need for significant new infrastructure (pending confirmation of treatment plant capacity).

Morgan Development Opportunities 3, 4, and 5

- Development in these areas is currently limited by a lack of potable water infrastructure.
- A coordinated infrastructure plan should be developed in partnership with SA Water to:
  - Identify feasible water supply solutions.
  - Establish a logical staging and release strategy to ensure efficient and cost-effective development.

Cadell Development Opportunity 1

While the area proposed for expansion is modestly serviced, its proximity to existing township infrastructure such as road access, water supply, and community facilities presents an opportunity to support low-density growth. Expansion of the Settlement Zone in this location could provide a logical extension of the township, with minimal servicing upgrades required. Further engagement with infrastructure providers may help to facilitate and de-risk future development.

4.2.9 General Infrastructure Considerations / Supporting Infrastructure

Morgan	
Infrastructure	**Requirements**
Potable Water	The SA Water network in this township is well serviced, according to Aquamaps. The SA Water pump station for the Morgan-to-Whyalla system is in Morgan, with a 1050MSCL and 750MSCL network transferring potable water from the River Murray to northwestern townships. There is limited service to the north and south of the developed area. Water supply should not be a concern for future growth, though augmentations may be required for new service connections.
Wastewater	There is no SA Water sewer network in this township; all properties use on-site wastewater systems. Future growth will likely rely on on-site wastewater solutions, such as surface or subsurface drainage (e.g., septic systems). The LGASA and Council has undertaken investigative studies on the viability of a CWMS from an environmental perspective to improve service within several townships, including Morgan. These may proceed to the next phase once funding is identified and allocated through the LGASA's State CWMS priority program.
Communication	Generally serviced by NBN Fibre
Electricity	Low voltage assets are observed within the developed area only. › 11kV feeders available (township and along the river) › 19kV SWER above ground feeders not available › 33kV sub-transmission line not available › 66kV available along Murraylands Road and Goyder Highway › Available Import Capacity: between 0-0.5 MVA – only at the vicinity of developed Township (11kV) and zero along the river. Further analysis from SAPN on network capacity is required to determine possible infrastructure requirements associated with growth. Given the HV infrastructure available it is probable that minimal augmentation would be required to support smaller development.
Flooding	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.
Transport	Morgan has a ferry that provides access to Morgan Cadell Road. The nearest flood-resilient crossing over the River Murray is in Blanchetown, approximately 35 km away. The town is accessible via the B81 (Thiele Highway) from Eudunda. There is no existing public transport.

Cadell	
Infrastructure	**Requirements**
Potable Water	The SA Water network in this township, as shown on Aquamaps, is limited to the developed area, extending south via a 100PVCM pipe to Hedge Rd. There are also mains at Oxford Landing Rd and Ramco School Rd, south of the township. Other areas, such as along Gordon Rd, Cadell Valley Rd, River Tce, and Dearden Tce, may require further augmentation, potentially from the existing water source (150CICS). Growth outside these areas could necessitate extensions or upgrades to the existing mains, depending on service capacity. The township also has a water transfer station.
Wastewater	There is no SA Water sewer or CWMS network in this township, which currently relies on on-site wastewater systems for wastewater. Future growth can likely use on-site wastewater solutions, such as surface or subsurface drainage (e.g., septic systems).
Communication	Most of the township is serviced by NBN Fibre to the Node (FTTN) using existing copper infrastructure, while new developments are built with Fibre to the Premises (FTTP) technology. Some remote areas within the township lack NBN coverage, and properties on the outskirts rely on NBN Satellite or Fixed Wireless services.
Electricity	High-voltage assets are mainly located along the riverside edge of the township, with a mix of above and below ground infrastructure. Overhead high-voltage lines also run parallel to Oxford Landing Rd and Ramco School Rd. Low-voltage assets are concentrated in the developed areas. A single substation is near the northeastern border of the township. Further analysis by SAPN is needed to assess network capacity and potential infrastructure requirements for future growth.
Flooding	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.
Transport	Access to Goyder Highway north of Cadell is by Ferry located at Cadell Valley Road. The nearest flood resilient crossing of the River Murray is at Blanchetown, approximately 45 kilometres away. Road access to the town is via the A20 and the Morgan-Cadell Road. There is no existing public transport.





Blanchetown and Surrounds

4.3 Blanchetown and Surrounds

The Blanchetown planning area, located adjacent to the River Murray, consist of the following housing areas.

Townships	Shack Settlements
Blanchetown	McBeans Pound
	Riverbanks Estate
	Shacksite Reserve

Blanchetown is the principal township of the area, located approximately 130 km from Adelaide along the Sturt Highway. It is home to Lock 1 the first of 13 locks and weirs constructed on the River Murray completed in 1922. The town offers scenic views from both the original Blanchetown Bridge, built in 1963, and the newer bridge, completed in 1998.

A popular tourist destination, Blanchetown is known for the historic Blanchetown Hotel, which features open rafters, original stonework, and an extensive collection of historic photographs. The town is also surrounded by a range of attractions that enhance its appeal as a holiday and houseboating destination, including riverside reserves such as Burke Salter Wines, Brookfield Conservation Park, and McBeans Pound. Residential and tourism-focused developments like Riverbanks Estate and nearby Shacksite Reserve further support the area's role as a key recreational hub along the River Murray.

4.3.1 Local Population Analysis

The following table provides an overview of population trends in the township of Blanchetown over the ten-year period from 2011 to 2021. In summary, the data shows modest growth in the township.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Blanchetown	210	245	247	Blanchetown experienced a stable population between 2011-2021. There was a reasonable increase between 2011-2016, the rate of growth slowing over the following five years.

Table 8: Local Population Analysis – Blanchetown

4.3.2 Residential Land Supply

A detailed analysis of vacant residential land in the township has been conducted, with findings summarised below. This analysis estimates potential residential yields based on the minimum allotment size specified for each zone. Where no minimum allotment size is defined, potential yields are not provided.

The land supply tables also include adjusted yield calculations for a more realistic perspective. This approach aligns with the State Government's land supply report, which applies a 30% adjustment (or discount) to account for infrastructure requirements, market conditions, and land that may not be brought to market. Unlike maximum yield calculations, adjusted yields do not assume parcel amalgamation.

Blanchetown has moderate land supply within its township zone, capable of supporting 15 additional allotments (minimum size: 1,200m²).

- The Rural Shack Settlement Zone offers potential for holiday home development.
- The Strategic Employment Zone and expansive Rural Living Zone east of the main settlement remain mostly undeveloped, presenting additional opportunities.

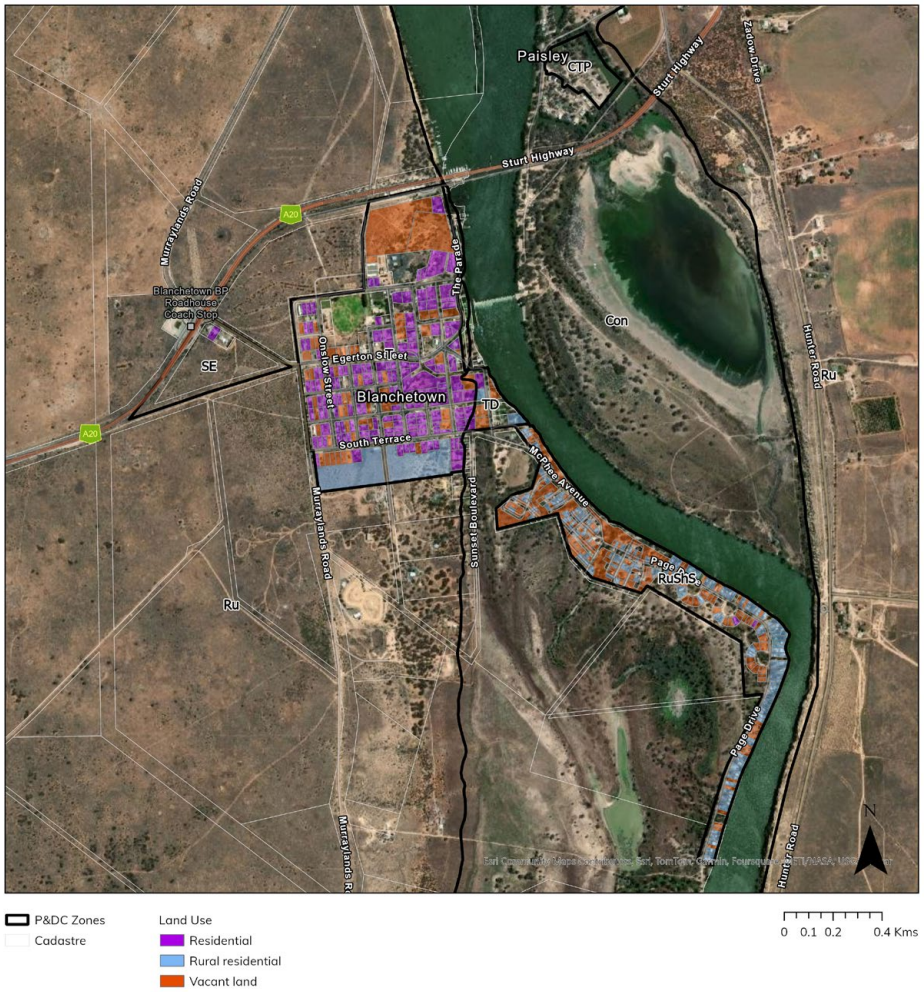


Figure 11: Vacant Land Analysis – Blanchetown

Blanchetown - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Rural Shack Settlement	4.72	4.7	0.02	-	-
Tourism Development	0.7	0.7	0	-	-
Township	8.3	5.2	3.1	40	27

Table 9: Vacant Land Analysis – Blanchetown

**Note where potential yields are not provided it is due to the zone not having a minimum allotment size.*

**The assessment relies on rates data. Some areas that may appear vacant in the analysis are likely being used for alternative purposes, such as primary production, and therefore may not be accurately identified.*

4.3.3 Dwelling Demand

Residential occupancy data from the last census indicates that over 65% of dwellings were unoccupied, a high percentage suggesting that many are used as holiday homes or short-term accommodations. This points to Blanchetown's local population being largely semi-permanent.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Blanchetown	116 (33.2%)	233 (66.8%)

Table 10: Residential Occupancy Data (2021 Census)

4.3.4 Township Objectives

Growth objectives for Blanchetown are as follows:

1. Promote Economic Growth

Encourage investment in tourism, retail, and services that align with Blanchetown's regional significance and natural assets.

2. Maintain Basic Infrastructure and Services

Maintain existing and essential infrastructure such as roads, water supply, and wastewater management, while promoting access to critical services in larger centres.

3. Enhance Liveability and Sustainability

Implement small-scale projects aimed at improving the liveability, such as maintaining the public realm, supporting local businesses, and adopting sustainable waste management practices.

4. Support Aging in Place

Where possible facilitate aging in place by providing resources and partnerships to assist older residents in accessing necessary support services and maintaining their independence within the community.

4.3.5 Development Opportunities

Blanchetown

1. Promote Redevelopment of Caravan Park

Council advocate for the reopening and redevelopment of the Caravan Park. This project should focus on enhancing its appeal as a tourist destination while delivering economic benefits to the local community. An update should include upgrading existing facilities, incorporating modern amenities, and promoting the park as a premier attraction for visitors seeking a riverside experience.

2. Structure Plan Vacant Zoned Land in the Township

Blanchetown contains several larger allotments with the capacity to accommodate residential growth. Should demand increase Council should conduct preliminary engineering investigations to inform development design, assess infrastructure feasibility, and explore opportunities for collaboration with landowners on local infrastructure improvements.

3. Rezone Land to Deferred Urban

Consult with the Crown about rezoning identified land (in full or part) to Deferred Urban. This approach will strategically preserve the area for future urban development while maintaining its current use in the short term. It provides flexibility for accommodating future growth and infrastructure expansion in a coordinated manner.

A critical consideration in this process is ensuring an appropriate interface with the Sturt Highway. Any future development must respect the highway's function and character, incorporating suitable buffers, access controls, and land use transitions to protect both traffic efficiency and safety.

The rezoning process will involve comprehensive consultation to ensure alignment with regional and Council objectives. It will also need to be cognisant of Council's irrigation area, ensuring that existing infrastructure and land uses are appropriately managed throughout the transition.

4. Improve the Boat Ramp and Marina Facilities

Upgrading the boat ramp and surrounding facilities, along with improvements to the small marina area to the north, will enhance accessibility and safety for both residents and visitors. Proposed enhancements include improved car and house boat parking arrangements, updated signage, better lighting, and the addition of seating or shaded areas. These upgrades will support recreational activities, boost tourism, and encourage greater use of the waterways, contributing to local economic growth.

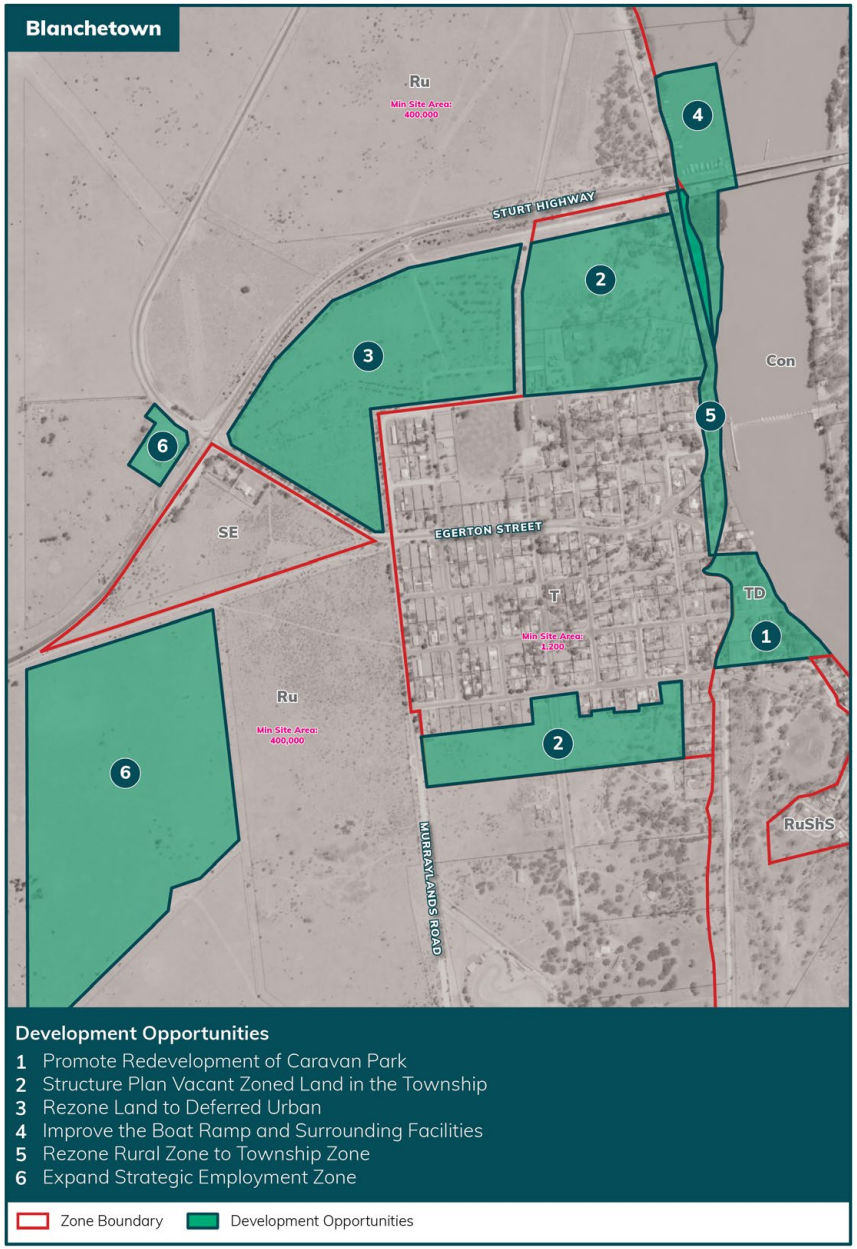
5. Rezone Rural Zone to Township Zone

In Blanchetown, there is an irregularly shaped parcel of land along the riverbank currently zoned Rural. The application of this zoning in this location is considered inappropriate and inconsistent with the goal of supporting development along this key part of the township. Expanding the Township Zone to include this area would help create a more consistent and coherent policy framework.

6. Expand Strategic Employment Zone

Expand the Strategic Employment Zone to the southern side of the Sturt Highway, while also incorporating the existing service station. This expansion would support the development of employment-generating land uses in a location with strong regional and interstate connectivity.

It is essential that any future development in this area ensures no adverse impact on the function, safety, or efficiency of the Sturt Highway. Careful planning and design will be required to manage access, traffic movements, and land use interfaces to protect the integrity of this key transport corridor.



4.3.6 General Infrastructure Considerations / Supporting Infrastructure

Blanchetown	
Infrastructure	**Requirements**
Potable Water	The SA Water network in this township is limited to the developed areas, as indicated by SA Water Aquamaps. There is no SA Water infrastructure for properties southeast of town, such as those along Page Dr. While the developed areas have sufficient infrastructure, other parts of Blanchetown, including areas along Murraylands Rd (west), South TCE (south), and North TCE (north), are not currently serviced. These areas may require additional augmentation, potentially from the existing water source point (150CICS). Significant growth beyond these areas could necessitate substantial upgrades to the current mains, depending on service capacity.
Wastewater	There is no SA Water sewer network in this township, though a CWMS network exists in the Shack areas. The township currently relies on on-site wastewater systems for wastewater. The LGASA and Council has undertaken investigative studies on the viability of a CWMS from an environmental perspective to improve service within several townships, including Blanchetown. These may proceed to the next phase once funding is identified and allocated through the LGASA's State CWMS priority program. Future growth near the existing town could potentially connect to the upgraded CWMS, though the capacity of the downstream WWTP would need to be confirmed. Alternatively, on-site wastewater systems, such as surface or subsurface drainage (e.g., septic systems), may be used for new developments.
Communication	NBN coverage is limited, with adequate service along the river but insufficient coverage to the west and east of the developed township. Some remote areas lack service entirely, and coverage within the township itself is inconsistent, leading to areas with poor connectivity.
Electricity	High-voltage assets are primarily located along the eastern edge of the township, with a mix of above and below ground infrastructure. Low-voltage assets are confined to the developed areas (town and houses). A single substation is located near McBean Pond and Blanchetown, between Murraylands Rd and Poultry Farmlands. Further analysis from SAPN is needed to assess network capacity and infrastructure requirements for future growth.
Flooding	The Shack settlements are particularly prone to flooding. According to recent Council data, some shacks were washed away during recent flood events. New development in these areas may be restricted or require additional land to manage floodwaters safely. Before the floods, Blanchetown had three caravan parks, but two have since closed. A forensic study by FMG (2023-2024) found that most houses along Page Drive and McPhee Avenue were inundated during the floods.
Transport	The township has convenient access to Sturt Highway. There is access to the north and south via Murraylands Rd along the River Murray.



Truro and Surrounds

4.4 Truro and Surrounds

The Truro planning area, located on the upper western boundary along the Mount Lofty ranges, consists of the following housing areas.

Townships	Settlements
Truro	Dutton

Truro is located approximately 80 km northeast of Adelaide along the Sturt Highway, situated on the ridge of the Mount Lofty Ranges. It was founded around 1848 by John Howard Angas. Once a copper mining hub, with the Whealbarton mine operating from 1842 to the 1970s, the town is now largely focused on crop farming. Given its proximity to the Barossa Valley, there are also some established wineries nearby.

Tourists and visitors can explore historic walks such as the Truro Walk and Barton Drives. Pioneer Park in the town centre celebrates the area's heritage and offers a picnic gazebo, along with a link to the Lavender Federation Walking Trail. Truro is a popular stop for those traveling between Adelaide and the Riverland.

The nearby locality of Dutton also adds to the region's rural charm and historical significance. Located to the north, Dutton is known for its heritage buildings and agricultural roots, further enriching the broader region's cultural and historical context.

4.4.1 Local Population Analysis

The following table provides an overview of population trends in the township of Truro over the ten-year period from 2011 to 2021. In summary, the data shows a stable population in township.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Truro	395	404	396	Truro experienced a stable population between 2011 and 2021, with a small increase from 2011 to 2016, followed by a return to the original number by 2021.

Table 11: Local Population Analysis – Truro

4.4.2 Residential Land Supply

A detailed analysis of vacant residential land in the township has been conducted, with findings summarised below. This analysis estimates potential residential yields based on the minimum allotment size specified for each zone. Where no minimum allotment size is defined, potential yields are not provided.

The land supply tables also include adjusted yield calculations for a more realistic perspective. This approach aligns with the State Government's land supply report, which applies a 30% adjustment (or discount) to account for infrastructure requirements, market conditions, and land that may not be brought to market. Unlike maximum yield calculations, adjusted yields do not assume parcel amalgamation.

Truro's Deferred Urban Zone (60 hectares) is earmarked for future residential growth once current land supplies are exhausted.

- Existing Township, Rural Neighbourhood, and Rural Living Zones provide sufficient capacity for current population trends.
- A small Strategic Employment Zone in the northwest is suited for light industrial uses but unlikely to accommodate major development in its current form.

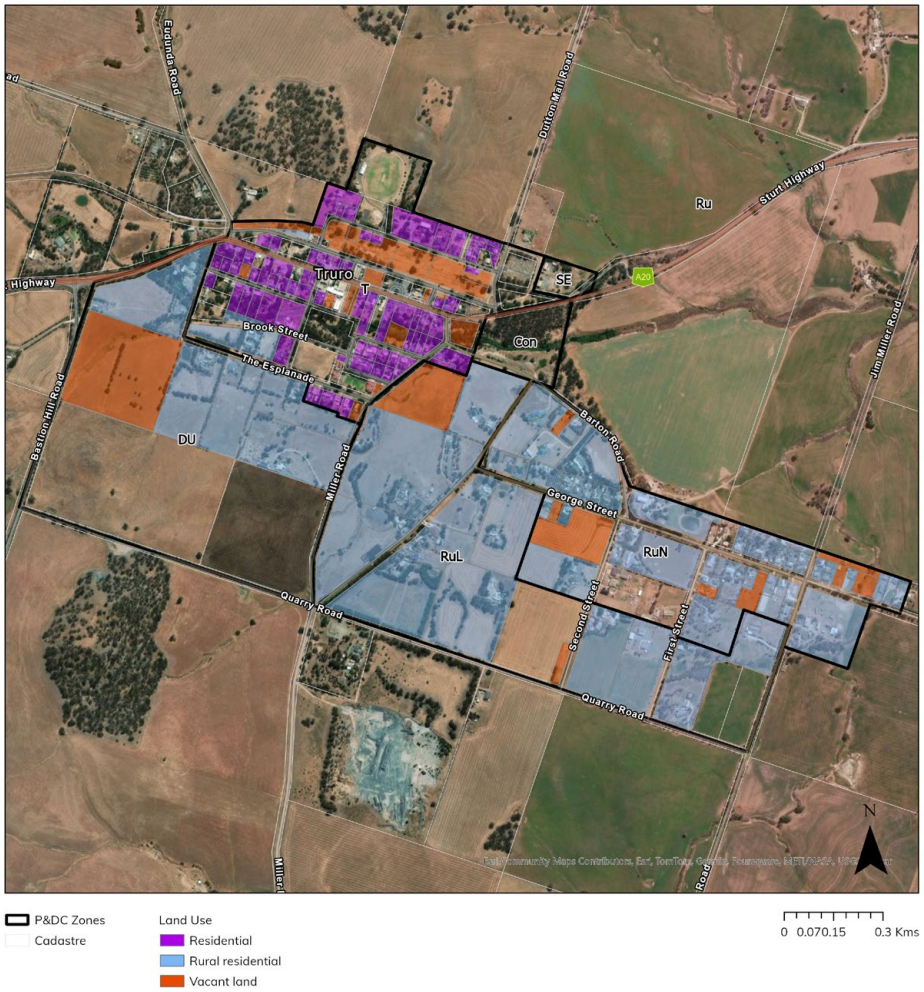


Figure 12: Vacant Land Analysis – Truro

Truro - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Rural Living	47.7	3.7	44	111	83
Rural Neighbourhood	17.2	5.0	12.2	80	58
Township	3	1.6	1.4	22	18
Deferred Urban	46	8.6	37.4	-	-

Table 12: Vacant Land Analysis – Truro

**Note where potential yields are not provided it is due to the zone not having a minimum allotment size.*

**The assessment relies on rates data. Some areas that may appear vacant in the analysis are likely being used for alternative purposes, such as primary production, and therefore may not be accurately identified.*

4.4.3 Dwelling Demand

Residential occupancy data from the last census shows high occupancy rates, indicating that Truro is not typically used for holiday homes or short-term stays. Furthermore, the high occupancy percentage suggests a strong demand for housing in Truro.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Truro	135 (92.5%)	11 (7.5%)

Table 13: Residential Occupancy Data (2021 Census)

4.4.4 Township Objectives

Growth objectives for Truro are as follows:

1. **Leverage Strategic Location:** Maximise Truro's position within the Barossa Zone to provide new urban land, alleviating pressure on the limited supply within the Barossa Character Preservation District.
2. **Facilitate Land Development:** Support strategic growth with zoning, urban design, and infrastructure planning that responds to market needs.
3. **Invest in Public Spaces:** Implement the Truro Masterplan (October 2023) to foster community vitality, enhance sustainability, and support the town's growth and prosperity.
4. **Improve Connectivity:** Advocate for the Truro freight route to strengthen connections between Adelaide, the Riverland, and interstate routes, improve main street amenity and safety.
5. **Promote Economic Growth:** Encourage investment in tourism, retail, and services that align with Truro's regional significance and natural assets.

4.4.5 Township Overview

Truro serves as a gateway to the Riverland or the Barossa. This strategic location contributes to a bustling main street, which forms the core of the township and connects to the Sturt Highway. Primarily an agricultural and pastoral community, Truro is characterised by its crop farming. The township caters to its relatively small population and provides a popular stop for along their journey.

Environment and Heritage

Nestled in the Mount Lofty Ranges, Truro offers a scenic natural environment. The Lavender Federation Walking and Cycling Trails provide opportunities to explore the surrounding hills, while several waterholes and creeks enhance the area's charm. Historically, Truro was a mining town with copper extraction playing a significant role until the mine's closure in the 1970s. Since then, broadacre farming has been the primary economic driver of the town.

Community Services

As a gateway to the Riverland and Barossa, Truro is a popular stopping point for travellers. Services available include:

- A primary school
- A service station
- Local sports and recreation facilities, including trails
- A bakery and café
- Small-scale retail and service outlets

4.4.6 Development Challenges

Small pockets of vegetation exist around the town and should be preserved, although they are unlikely to pose a significant impediment to development.

4.4.7 Development Opportunities

1. Implement recommendations from the Truro Township Master Plan (Oct 2023)

The Truro Township Master Plan was developed to support the Department for Infrastructure and Transport's proposed freight route bypass project. Its primary objective is to ensure the bypass integrates seamlessly with the area's natural topography and rural character.

In November 2023, the Australian Government released the outcomes of its Infrastructure Investment Program Review, which recommended that the Truro Bypass project not receive funding at that time. However, the project has since been included in a Strategic Business Case for a High Productivity Vehicle Network, allowing it to be reconsidered for future funding opportunities.

To support progress, it is recommended that Council continues to advocate for the bypass through upcoming funding programs and election cycles, as the project represents a significant opportunity for Truro, its community, and visitors.

Critically, the implementation of the Truro Township Master Plan is contingent on the bypass project receiving formal government funding. The recommendations within the Master Plan are designed to enhance community vitality, sustainability, and long-term growth.

It is important to note that the implementation of the Township Master Plan is not linked to the progression of the following opportunities.

2. Prepare structure plan and rezone land in the Deferred Urban Zone

While there is capacity within Truro's existing Township Zone, it is recommended that a structure plan be developed for the Deferred Urban Zone located in the southwest of the township. This area, encompassing approximately 62 hectares, lies just outside the Barossa Character Preservation District. As such, it presents a significant opportunity to cater to residents of the Barossa region, particularly given the restrictions on residential development within the preservation district.

A well-planned development in this area has the potential to attract new residents by offering a thoughtfully designed and appealing living environment. As part of the structure planning process, Council should conduct preliminary engineering investigations to inform the design, ensure infrastructure feasibility, and identify opportunities for collaboration with landowners on local infrastructure improvements.

These investigations must also consider environmental factors, including the creeklines that cross portions of the area.

These investigations could help position the site as an attractive option for potential investors and developers. By addressing infrastructure needs and integrating sustainable, high-quality planning principles, the development could enhance Truro's appeal, supporting its long-term sustainability.

3. Rezone Rural Living Zone to Rural Neighbourhood Zone

The Rural Living Zone to the east of Truro contains numerous vacant properties and enforces a minimum allotment size of 4,000m2, limiting its development potential. Intensifying zoning provisions to allow smaller allotments can increase residential density and attract a wider range of residents while preserving the semi-rural appeal.

A shift to a Rural Neighbourhood Zone, with a minimum allotment size of approximately 2,000m², would:

- Retain the appeal of larger allotments appealing to regional buyers.
- Ensure allotments remain self-sufficient, accommodating on-site wastewater management systems.
- Address housing shortages by boosting residential yields without consuming additional rural land.

4. Expand Strategic Employment Zone

Expand the Strategic Employment Zone on the eastern side of Truro township, which currently accommodates the Country Fire Service (CFS) and the local Council depot. This expansion is particularly important given the limited supply of employment land across the Barossa region. Most zoned employment land in the region is either fully developed or occupied, while the remaining undeveloped land is largely not serviced and unavailable for sale or development.

The proposed expansion provides a valuable opportunity to create additional space for industrial and employment uses. Its strategic location near the Sturt Highway ensures excellent connectivity, making it an attractive option for businesses seeking access to regional and interstate markets. By opening this area for industrial purposes, Council can seek to support economic growth, and foster job creation within the township and broader region.

5. Plan for Long-Term Residential Growth North of the Township

Identify and safeguard land to the north and northeast of Truro township, but below the proposed bypass corridor, as a potential long-term residential growth front. This area presents a logical extension of the township, offering proximity to existing infrastructure and services while maintaining a clear separation from the freight route.

While this area is not expected to accommodate immediate development, it should be recognised as a strategic growth front that may take precedence in the future particularly if residential demand in Truro accelerates. Early planning will help ensure that any future expansion is coordinated, sustainable, and responsive to community needs.

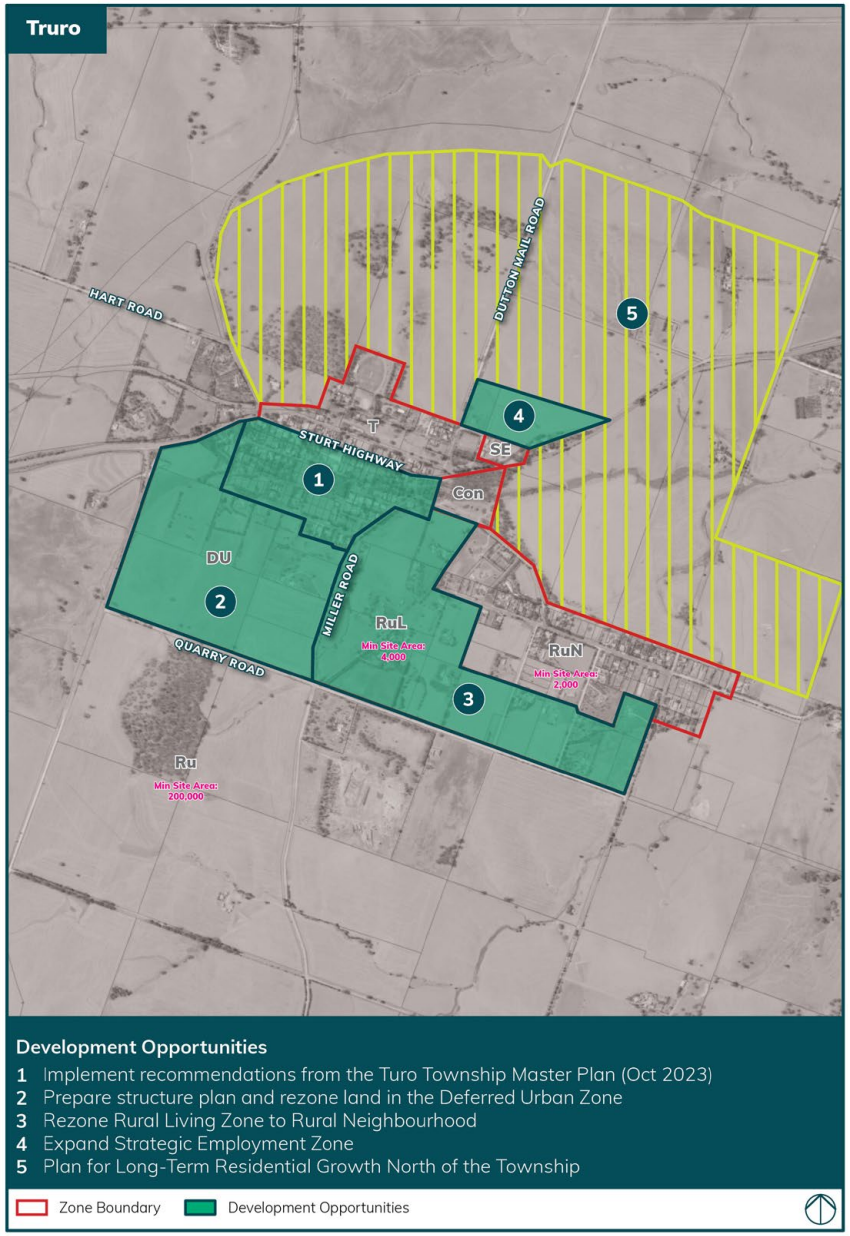
Future investigations should evaluate land suitability, infrastructure capacity, environmental impacts, and flood risk, ensuring these factors are aligned with broader strategic planning objectives. This will ensure that any future development supports housing diversity and reinforces Truro's role as a local service centre.

4.4.8 Infrastructure Opportunities

The infrastructure opportunities outlined below should be considered in conjunction with the development opportunities identified above.

Development Opportunities 2 and 4

Development in this area may be constrained by the existing 80mm SA Water potable water supply. Council-led discussions with SA Water should be undertaken to support the zone expansion, rezoning proposal, and ensure long-term viability.



4.4.9 General Infrastructure Considerations / Supporting Infrastructure

Truro	
Infrastructure	**Requirements**
Potable Water	The SA Water network services the developed areas of the township, as shown on Aquamaps, with limited coverage in other areas. Water supply should not be a concern for growth, though augmentations may be needed for future service connections.
Wastewater	There is no SA Water sewer network in this township. Wastewater is managed through the CWMS system, which pumps to the Barossa Council network. Future growth will require assessment of capacity by both Mid Murray and Barossa Councils. If the CWMS lacks capacity, on-site wastewater management systems like surface or subsurface drainage (e.g., septic systems) may be needed.
Communication	Generally serviced by NBN Fibre. Areas away from the township have poorer coverage.
Electricity	Low-voltage assets are observed only within the developed area (existing township and houses). › 11kV above ground feeders available around township and along Sturt Hwy to the west of township › 19kV SWER above ground feeders available in different part of town › 33kV sub-transmission line not available › 66kV not available › Minor infrastructure to the east, northeast, and southeast › No Substation near township › Available Import Capacity: greater than 1.5MVA – for (11kV) line Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	SAPPA and Water Connect flooding map does not suggest any flooding concern within this township however there are watercourses within this township which their vicinity may be flood plain during great storm events. No comment from Council on flooding.
Transport	Truro is located near the boundary of the Barossa Valley, approximately 15 km from Nuriootpa along the A20 (Sturt Highway). There is no existing public transport.





Swan Reach and Surrounds

4.5 Swan Reach and Surrounds

The Swan Reach planning area, located along the mid-section of the River Murray, consists of the following housing areas.

Townships	Shack Settlements
Swan Reach	Big Bend/Big Bend Landing
	Langs Landing
	Marks Landing
	McAuleys
	Punyelroo North
	Punyelroo South
	Swan Reach Reserve

Swan Reach was settled in 1899 and is a popular river shack and camping destination known for its panoramic views and peaceful riverside charm. The town comes alive during the summer months, drawing holidaymakers who are drawn to its natural beauty and relaxed atmosphere. A defining feature of the locality is its seven distinct shack areas, each nestled along the river and surrounded by striking cliffs, bushland, and open water. These scenic settings make the area an ideal location for shacks, where families and visitors can unwind, reconnect with nature, and enjoy the timeless appeal of life by the river.

The region is also rich in wildlife, with black swans, kangaroos, emus, echidnas, and the Southern Hairy-nosed Wombat South Australia's State animal frequently spotted in the area. The Punyelroo Caves offer a unique attraction for tourists, adding to the area's sense of adventure and natural wonder. Outdoor activities such as boating and skiing at Len White Reserve, fishing, and a round on the 9-hole golf course are all part of the Swan Reach experience. The town also offers free camping, quirky bric-a-brac stores, and a museum that showcases its history and community spirit.

4.5.1 Local Population Analysis

The table below provides an overview of population trends in the township of Swan Reach over the ten-year period from 2011 to 2021. In summary, the data shows modest growth in the township.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Swan Reach	223	209	274	Census data shows that Swan Reach's population fluctuated somewhat over the ten years between 2011 and 2021. These variations are likely influenced by residential occupancy rates, with approximately 65% of private dwellings unoccupied, suggesting many are holiday homes. This, in turn, impacts the census results.

Table 14: Local Population Analysis – Swan Reach

4.5.2 Residential Land Supply

A detailed analysis of vacant residential land in the township has been conducted, with findings summarised below. This analysis estimates potential residential yields based on the minimum allotment size specified for each zone. Where no minimum allotment size is defined, potential yields are not provided.

The land supply tables also include adjusted yield calculations for a more realistic perspective. This approach aligns with the State Government's land supply report, which applies a 30% adjustment (or discount) to account for infrastructure requirements, market conditions, and land that may not be brought to market. Unlike maximum yield calculations, adjusted yields do not assume parcel amalgamation.

Significant capacity exists within the Township Zone; however:

- Much of this land contains native vegetation, potentially reducing yields.
- Large portions of the Rural Living Zone are used for horticulture, which, while beneficial, limits its availability for residential development.

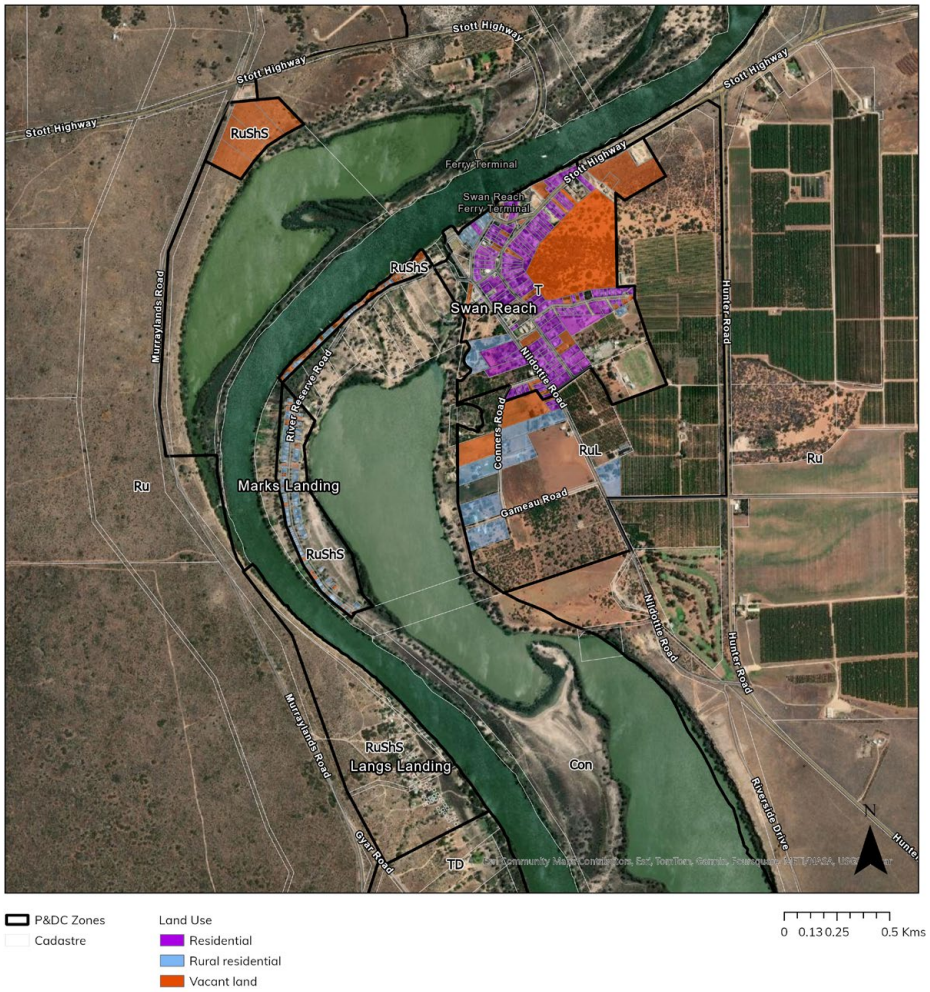


Figure 13: Vacant Land Analysis – Swan Reach

Swan Reach - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Rural Living	111.9	4.6	107.3	219	167
Township	23.1	18.1	5	222	166
Rural Shack Settlement	10.34	10.3	0.04	-	-

Table 15: Vacant Land Analysis – Swan Reach

**Note where potential yields are not provided it is due to the zone not having a minimum allotment size.*

**The assessment relies on rates data. Some areas that may appear vacant in the analysis are likely being used for alternative purposes, such as primary production, and therefore may not be accurately identified.*

4.5.3 Dwelling Demand

Census data shows that Swan Reach's population fluctuated somewhat over the ten years between 2011 and 2021. These variations are likely influenced by residential occupancy rates, with approximately 65% of private dwellings unoccupied, suggesting many are holiday homes. This, in turn, impacts the census results.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Swan Reach	105 (34.7%)	198 (65.3%)

Table 16: Residential Occupancy Data (2021 Census)

4.5.4 Township Objectives

Growth objectives for Truro are as follows:

1. **Leverage Strategic Location:** Promote Swan Reach's unique location and lifestyle to attract residents, visitors, and investors.
2. **Protect Environmental Assets:** Preserve the River Murray and minimise development impacts on the dark sky, maintaining Swan Reach's charm while supporting sustainable economic growth.
3. **Facilitate Land Development:** Support strategic growth through zoning, urban design, and infrastructure planning aligned with community and economic needs.
4. **Invest in Public Spaces:** Enhance Swan Reach's character and liveability by upgrading streetscapes, parks, and recreational areas.

4.5.5 Township Overview

Swan Reach is situated on the eastern bank of the River Murray, with a ferry providing an important connection to the western banks. This smaller township extends along the riverbanks and spreads inland around large areas of native vegetation. Surrounded by vineyards and fruit orchards, Swan Reach plays a key role in supporting primary producers as well as tourism activities.

Environment and Heritage

Swan Reach is celebrated for its dramatic towering cliffs, including Big Bend, which features the tallest cliffs along the entire length of the River Murray. The Swan Reach Conservation Park is an iconic example of Australia's semi-arid mallee environment. The park's remote location and pristine skies make it one of the best spots for stargazing. Swan Reach is adjacent to the core site of Australia's first International Dark Sky Reserve, established to protect and promote this exceptional feature.

The township also boasts several historic buildings that highlight its rich history and provide visitors with insights into its storied past. These historic sites are accessible to tourists, adding cultural depth to the area's natural appeal.

Community Services

As a smaller service centre, Swan Reach provides essential amenities, including:

- A general store and post office
- A hotel and café
- An area school and kindergarten
- Local-level sports and recreation infrastructure, including trails
- Golf Course
- Bowling Green
- Ambulance
- Community Fire Service
- Museum.

4.5.6 Development Challenges

Swan Reach is located next to and across a flood plain. Numerous properties located on Marks Landing, Langs Landing and on the edge of the main township were inundated by the 2022 and 1956 floods. Further expansion in these areas would be at high risk of future flooding.

Despite the known flood risks, there continues to be strong demand for riverfront shacks and holiday homes, particularly in areas with direct access to the river. This demand highlights the importance of balancing lifestyle and tourism appeal with responsible land use planning and flood risk management. Development in flood-prone areas should only proceed where appropriate mitigation measures are in place and where risks can be acceptably managed.

Native vegetation is present along the river and to the east of the township, limiting expansion in some areas. There are large agricultural areas to the east of the town.

4.5.7 Development Opportunities

1. Structure Plan and Rezone land West of Nildottie Road

The land west of Nildottie Road presents a significant opportunity for well-planned urban development. This area consists of several allotments, each of a reasonably large size, resulting in a small number of landowners. This limited ownership structure could simplify the planning and development process.

South of Gameau Road, a portion of the land formerly used as an orchard now appears to be no longer farmed. This suggests that its redevelopment would not result in the loss of an active employer within the town. Additionally, the area benefits from its close proximity to the River Murray, an attractive feature likely to drive market interest.

With an area exceeding 60 hectares, this land represents a substantial growth opportunity for the town. The presence of an area school further enhances the site's appeal, making it a favourable location for residential or mixed-use development that supports community expansion and vitality.

2. Rezone Swan Golf Club from Rural to Tourism Development Zone

Engage with the Swan Reach Golf Club to explore the potential for establishing a planning framework that supports opportunities for growth. One option to consider is the application of the Tourism Development Zone, which prioritises a range of tourist accommodations, services, and facilities. However, it is important to note that this zoning does not accommodate residential development.

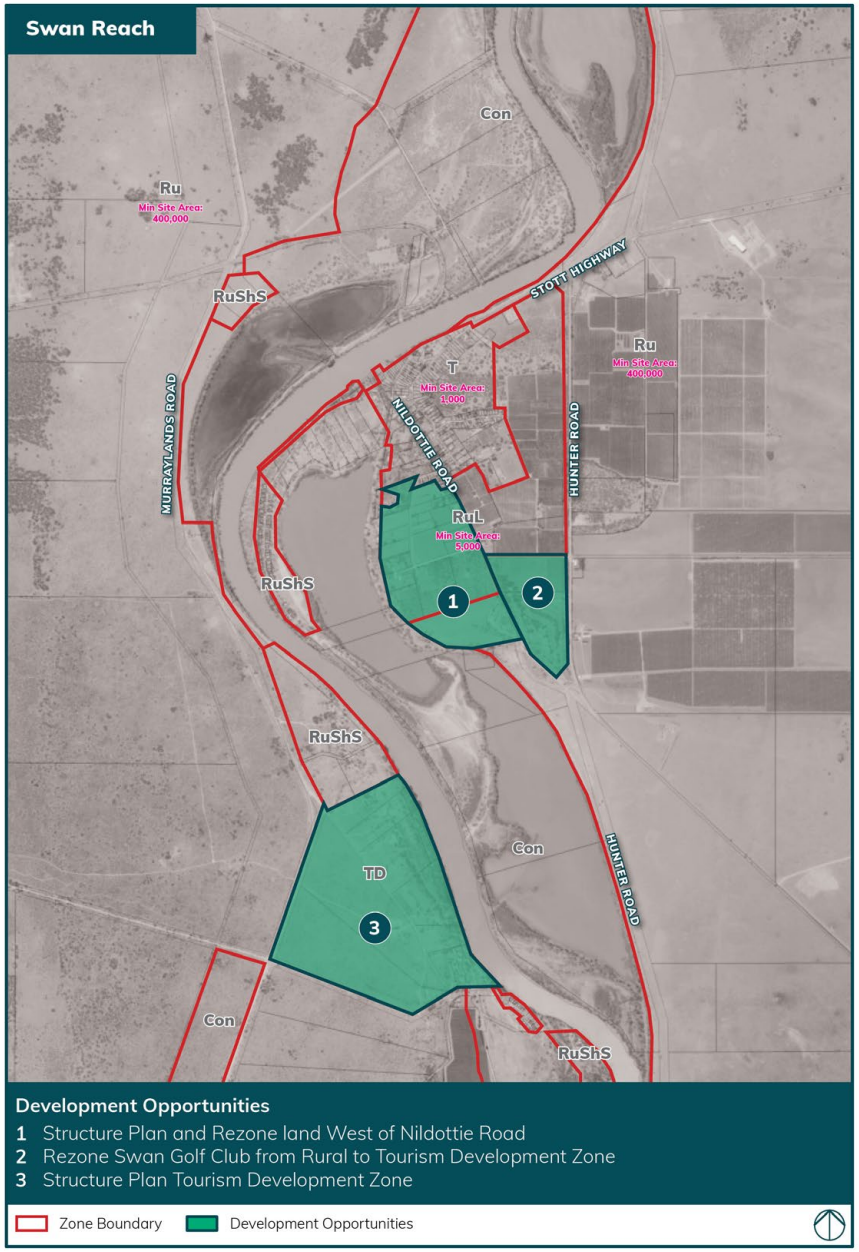
Alternatively, the Golf Course Estate Zone may be a viable option, as it envisions the development of golf facilities alongside tourism/residential-oriented projects. Unlike the Tourism Development Zone, this zoning also allows for residential development. While this could provide additional capacity to support residential growth, it introduces complexities that will require further analysis and careful consideration to ensure alignment with broader community and planning objectives.

Collaboration with key stakeholders will be critical in determining the most suitable approach to balancing tourism, recreation, and residential development opportunities within the area.

3. Structure Plan Tourism Development Zone

The Tourism Development Zone located south of Swan Reach in Punyelroo encompasses the Punyelroo Caravan Park. However, the majority of the zone consists of large allotments currently used for residential purposes. This location offers spectacular views of the River Murray and lies within the heart of the internationally recognised River Murray International Dark Sky Reserve, enhancing its appeal as a unique destination.

Given its exceptional natural and environmental attributes, collaboration with landowners and the South Australian Tourism Commission should be initiated to explore opportunities for attracting investment. This area holds significant potential to support the development of a regionally iconic tourist destination, leveraging its scenic beauty and dark sky designation to appeal to both domestic and international visitors. A coordinated approach to planning, marketing, and stakeholder engagement will be essential to unlock the full potential of this zone as a key contributor to regional tourism and economic growth.



4.5.8 Infrastructure Opportunities

The infrastructure opportunities outlined below should be considered in conjunction with the development opportunities identified above.

Swan Reach Development Opportunity 1 and 2

- A design process to deliver a CWMS for the township is currently underway.
- The site is located beyond the current extent of the town's potable water mains. This means it does not have a direct connection to the town's water supply infrastructure.
- Some private irrigation infrastructure exists and may offer limited support for development. However, a significant extension of the water mains is likely required, involving substantial investment and engineering.
- Developers should coordinate with SA Water for detailed assessments.
- Key considerations include:
  - Clarifying the remaining capacity of the water treatment station.
  - Determining the costs associated with extending the mains into this area.
  - Ensuring that adequate water pressure is maintained, especially in the higher elevation parts of the site.
  - High voltage power is already available throughout the site. This existing power infrastructure should not be a significant constraint on development.

Swan Reach Development Opportunity 3

Little infrastructure is available to support development in this area. Significant augmentation or off-grid solutions will need to be implemented for water and wastewater, and extensions will be required for power.

4.5.9 General Infrastructure Considerations / Supporting Infrastructure

Swan Reach	
Infrastructure	**Requirements**
Potable Water	The SA Water network is well-serviced within the developed areas of the township, with limited service elsewhere. A raw water transfer station is located in the township. Water supply is unlikely to be a concern for growth, though augmentations may be required for future service connections.
Wastewater	There is no SA Water sewer network in this township. CWMS is available in the shack area, noting Council, through the LGASA is undertaking a concept detailed design for a CWMS to service the township. Currently, on-site wastewater management systems handle wastewater.
Communication	NBN coverage is limited, with adequate service along the river but insufficient coverage to the west and east of the township. Some remote areas lack service entirely, and coverage near the township varies, resulting in areas with poor connectivity. Internet connection via Starlink is an alternative option some residents have taken up with success.
Electricity	Low-voltage assets are observed only within the developed area (existing township and houses). › 11kV above ground feeders available around township › 19kV SWER above ground feeders available in different part of town (mostly along Scott Hwy) › 33kV sub-transmission line only available along Murraylands Rd › 66kV not available › No infrastructure in east, west and northeast of greater town › Substation at the intersection of Scott Hwy and Murraylands Rd › Available Import Capacity: greater than 1.5MVA – for (11kV) line Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	There are some flooding issues along the River Murray, particularly in the southern part of the township. Stormwater infrastructure may need upgrades to address increased impervious surfaces and flooding. Stricter detention/retention storage requirements may be necessary for future developments.
Transport	The ferry connects the town to Angaston-Swan Reach Road, providing access to Stott Highway. Access from Adelaide is via Blanchetown. There is no existing public transport.





Mannum and Surrounds

4.6 Mannum and Surrounds

The Mannum planning area, located along the southern stretch of the River Murray, consists of the following housing areas.

Townships	Shack Settlements
Mannum (Incorporating Port Mannum and Mannum Wates Marina)	Baseby Reserve (effectively within Mannum township)
	Pellaring Flat
	Rocky Point

Mannum is the largest town in the council area and serves as a key service hub. Located along the River Murray, it is a popular holiday destination, particularly during the summer months when its population swells with seasonal visitors. The town's historical landmarks such as the Mannum Dock, Mary Ann Reserve, and the historic paddle steamer PS Marion are major attractions, offering a glimpse into the region's rich riverboat heritage. A free 24-hour ferry service further enhances Mannum's appeal.

The town is well-equipped with two hotels, a community club, supermarkets, and a range of specialty shops, making it a vibrant centre for both residents and tourists. To the south of the township, the Mannum Waters Marina development continues to evolve as a residential and houseboat-focused precinct, complementing the town's river lifestyle. Additionally, the locality features three established shack settlements, these areas contribute to the town's laid-back holiday atmosphere and provide popular retreats for families, boating enthusiasts, and those seeking a quiet escape by the water.

4.6.1 Local Population Analysis

The following table provides an overview of population trends in the township of Mannum over the ten-year period from 2011 to 2021. In summary, the data shows modest growth in the township.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Mannum	2,164	2,398	2,537	The township of Mannum experienced the greatest growth in the Council area between 2011-2021, growing by 373 people or approx. 17%. This growth has been largely accommodated across various neighbourhood type zones across the township.

Table 17: Local Population Analysis – Mannum

4.6.2 Residential Land Supply

A detailed analysis of vacant residential land in the township has been conducted, with findings summarised below. This analysis estimates potential residential yields based on the minimum allotment size specified for each zone. Where no minimum allotment size is defined, potential yields are not provided.

The land supply tables also include adjusted yield calculations for a more realistic perspective. This approach aligns with the State Government's land supply report, which applies a 30% adjustment (or discount) to account for infrastructure requirements, market conditions, and land that may not be brought to market. Unlike maximum yield calculations, adjusted yields do not assume parcel amalgamation.

Mannum has ample land supply to meet growth projections:

- The Suburban Neighbourhood Zone contains enough vacant residential land to support 1,485 allotments. Additional zones could yield up to 579 allotments.
- The Rural Living Zone on the town's western fringe may constrain growth and could warrant rezoning to better support future needs.
- The Mannum Waters Marina development has been progressing for several years and, once complete, is expected to accommodate over 550 residential allotments.

Projected population growth for the Council area (1,449 people by 2041) requires approximately 690 additional dwellings, well within Mannum's capacity.

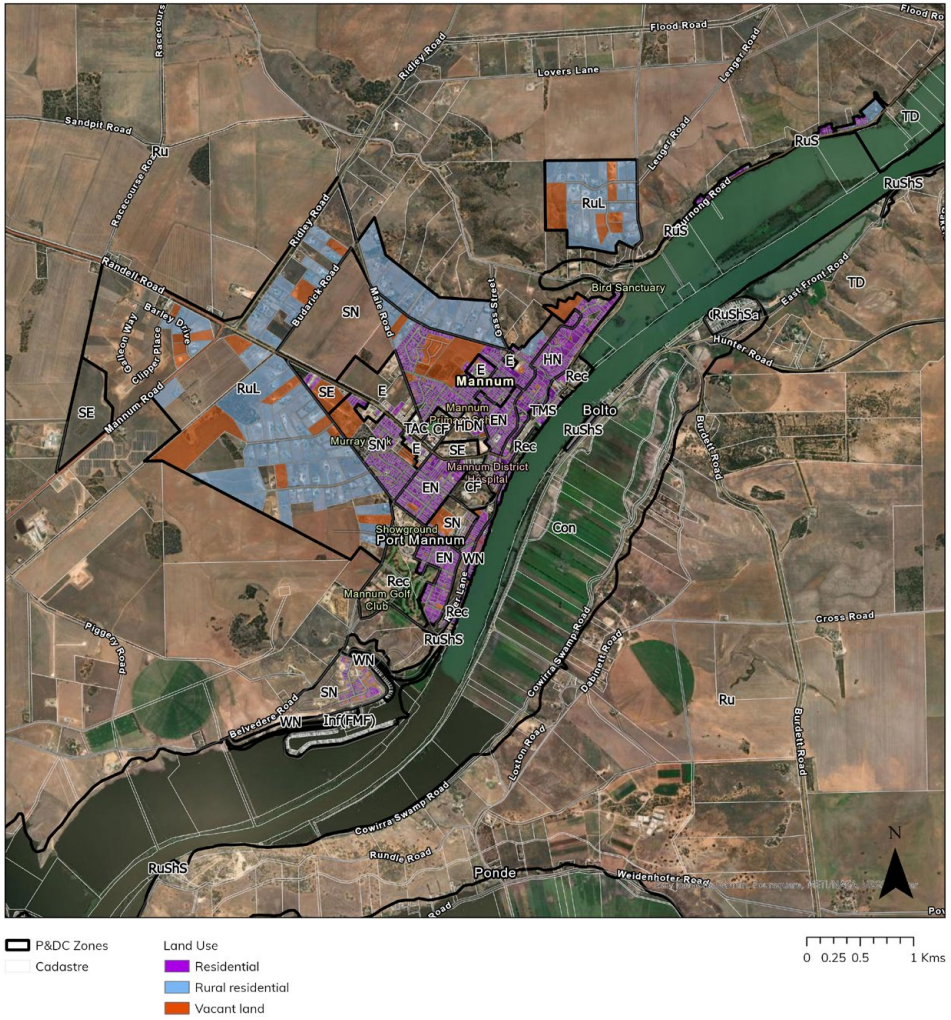


Figure 14: Vacant Land Analysis – Mannum

Mannum - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Established Neighbourhood	2.2	2.2	0	29	21
Hills Neighbourhood	5.6	5.6	0	63	46
Housing Diversity Neighbourhood	1.1	1.1	0	36	28
Rural Living	156	59.2	96.8	63	48
Suburban Neighbourhood	94.7	27.8	66.9	2064	1585
Waterfront Neighbourhood	0.2	0.2	0	3	2
Rural Shack Settlement	0.5	0.5	0	-	-
Strategic Employment	5.7	5.7	0	-	-
Township Main Street	0.4	0.4	0	-	-
Community Facilities	0.0	0.0	0	0	0
Employment	0.7	0.6	0.1	-	-

Table 18: Vacant Land Analysis – Mannum

**Note where potential yields are not provided it is due to the zone not having a minimum allotment size.*

**The assessment relies on rates data. Some areas that may appear vacant in the analysis are likely being used for alternative purposes, such as primary production, and therefore may not be accurately identified.*

4.6.3 Dwelling Demand

Residential occupancy data from the latest census indicates relatively high occupancy rates, reflecting a mix of both permanent and non-permanent residents in Mannum. Additionally, the high occupancy percentage suggests strong demand for housing in the area.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Mannum	1,134 (79.7%)	289 (20.3%)

Table 19: Residential Occupancy Data (2021 Census)

4.6.4 Township Objectives

Growth objectives for Mannum are as follows:

1. **Leverage Strategic Location:** Harness Mannum's proximity to regional centres and major employers to enable sustainable, well-serviced growth.
2. **Enhance Lifestyle Appeal:** Highlight Mannum's River Murray location and lifestyle to attract residents, visitors, and investors.
3. **Facilitate Land Development:** Enable strategic growth through zoning, urban design, and infrastructure planning tailored to community and economic needs.
4. **Invest in Public Spaces:** Upgrade streetscapes, parks, and recreational areas to enhance Mannum's character, liveability, and appeal.
5. **Promote Economic Growth:** Drive investment in tourism, retail, and services that align with Mannum's regional role and natural assets.
6. **Improve Connectivity:** Enhance transport and freight links to ensure seamless access for people, goods, and services.
7. **Protect Environmental Assets:** Preserve the River Murray and cultural heritage to maintain Mannum's charm and promote sustainable growth.
8. **Foster Community Wellbeing:** Advocate/Support health, education, and recreational facilities to support an engaged and thriving community.

4.6.5 Township Overview

Located on the western bank of the River Murray, Mannum is well-connected to Adelaide and Murray Bridge, making it a convenient destination for both residents and visitors. The town plays a vital role in servicing the Mid Murray Council region and is strategically positioned for those exploring the surrounding areas.

Mannum, including its nearby shack settlements (Pellaring Flat, Rocky Point), experiences significant population growth during the summer months, as tourists and seasonal residents are drawn to the area.

Environment and Heritage

Mannum's picturesque location along the River Murray provides a stunning natural environment and scenic backdrop. The township stretches north to south along the riverbanks, taking advantage of the area's unique landscape. Beyond its natural beauty, Mannum is also an important agricultural hub, with primary production land surrounding the township.

The combination of its natural environment, proximity to the river, and established services makes Mannum an attractive place for both residents and tourists. South of the township lies the Mannum Waters Marina, a facility designed to accommodate houseboat moorings and enhance river-based tourism. Just outside the town, the Mannum Waterfalls Reserve offers a geological wonder, with impressive granite outcrops rising from the plains around Reedy Creek to create natural waterfalls.

Community Services

As the largest township in the Mid Murray Region, Mannum serves as a key service hub for the community. It offers a wide range of amenities, including:

- Administrative agencies and services
- Hospital and allied health services
- Aged care facilities
- A Community College (catering from Reception to Year 12)
- Retail outlets and essential services
- Supermarkets, hotels, and cafes
- Accommodation and tourism services

4.6.6 Development Challenges

Land to the south of the river in Mannum is located within a flood plain and currently used for agriculture. This area was inundated during the 2022/23 floods. It is unlikely to be suitable for development despite the small number of shacks currently present along the southern waterfront.

There are patches of native vegetation particularly to the northeast of the existing township which will act as a constraint for future development. The block of vacant land just east of Sickerdick Street also contains native vegetation.

4.6.7 Development Opportunities

1. Designate Long-Term Growth Area

Land south of Mannum is ideally positioned to support long-term residential growth due to favourable topography, infrastructure access, and proximity to the established township. To protect this land for future residential use and avoid conflicting land uses, it is recommended that the area be rezoned to Deferred Urban. This designation ensures that the land is preserved for growth while recognizing that the current supply of residential land is sufficient for the near term.

2. Develop an Urban Design Framework

Develop an urban design framework and main street master plan to support the growth, vibrancy, and long-term function of the Mannum town centre. While focused on the Township Mainstreet Zone, the project should extend beyond the immediate zoning boundaries to consider the broader town centre context. The framework should identify opportunities for redevelopment, uplift, and mixed-use development, and provide a clear vision to attract investment and guide future growth. It will also inform Council's priorities for public realm improvements and infrastructure upgrades. This can include flood mitigation infrastructure to provide the town centre with greater protection from future flooding events. Promoting increased population densities and residential diversity is essential for establishing vibrant, walkable neighbourhoods that support active transport, foster community life, and strengthen the customer base for local businesses.

3. Utilise Housing Diversity Neighbourhood Zone

The Housing Diversity Neighbourhood Zone at the centre of Mannum contains significant vacant land, offering opportunities to accommodate a diverse range of housing types. This zone is well-suited to supporting aged accommodation or a retirement village due to its central location and zoning intentions. Collaboration with landowners and aged care providers can ensure the land is utilised effectively, addressing the housing needs of an aging population while fostering community cohesion and accessibility.

4. Advocate for Upgrades to Adelaide and Randell Roads

Adelaide and Randell Roads serve as critical transport corridors for Mannum, connecting key residential and employment land parcels. To encourage investment and development in these areas, upgrades to these roads are essential. Improved road infrastructure will reduce the financial burden on local developers, making these areas more attractive for development and investment, while enhancing accessibility for the broader community.

5. Upgrade Male Road

Male Road is a vital thoroughfare for Mannum, connecting key residential and employment land parcels that are yet to be developed. Upgrading this road to a standard capable of supporting anticipated development yields will incentivise investment and reduce infrastructure costs for local developers. This improvement will enhance accessibility, support ongoing and future developments, and align with the town's strategic growth objectives.

6. Expand Strategic Employment Zone

As market demand for employment land emerges, areas near the intersection of Mannum and Randell Roads should be prioritised for Strategic Employment Zone expansion. These locations are strategically positioned along key arterial routes, offering strong connectivity to major centres and regions.

To ensure the long-term functionality and efficiency of the transport network, any expansion must be carefully planned to protect existing transport infrastructure, manage traffic impacts, and maintain freight and logistics efficiency. This approach will support economic growth, attract businesses, and reinforce Mannum's role as a regional employment hub while safeguarding critical transport corridors.

7. Structure Plan Suburban Neighbourhood Zone

Mannum's substantial residential land supply is concentrated in several larger undeveloped allotments. As demand for residential development intensifies, structure planning is critical to ensure high-quality outcomes. A comprehensive plan should address infrastructure integration, stormwater management, traffic flow, open space needs, and vegetation protection. This process will provide a strategic framework for growth, guide development, and identify long-term investment opportunities for the Council to support sustainable and desirable outcomes.

8. Streamline Zoning and Address Planning Anomalies

Undertake a comprehensive review of existing zoning within and surrounding Mannum to identify and resolve inconsistencies or anomalies that may hinder cohesive development or conflict with strategic land use objectives. Streamlining zoning will improve clarity, reduce administrative complexity, and ensure alignment with the desired future character of the township. This approach will support more efficient development assessment processes and increase confidence for both investors and the community. An example being the Employment Zone on Wanke Road.

9. Upgrade Ramm Road

Ramm Road provides important access to emerging residential areas south of Mannum and will play a critical role in supporting future township expansion. Upgrading the road to a standard that accommodates anticipated traffic volumes and development yields will improve safety, enhance connectivity, and reduce infrastructure delivery costs for future developers. This investment will reinforce the strategic intent for growth in the southern area and enable the orderly and efficient rollout of development.

10. Integrate Baseby Reserve Shack Settlement

Rezone the Baseby Reserve Shack Settlement to incorporate it into the Mannum Township, reflecting its established settlement pattern, proximity to town, and serviceability. This adjustment will enable more appropriate planning controls, support infrastructure provision, and facilitate infill and renewal opportunities that align with the township.

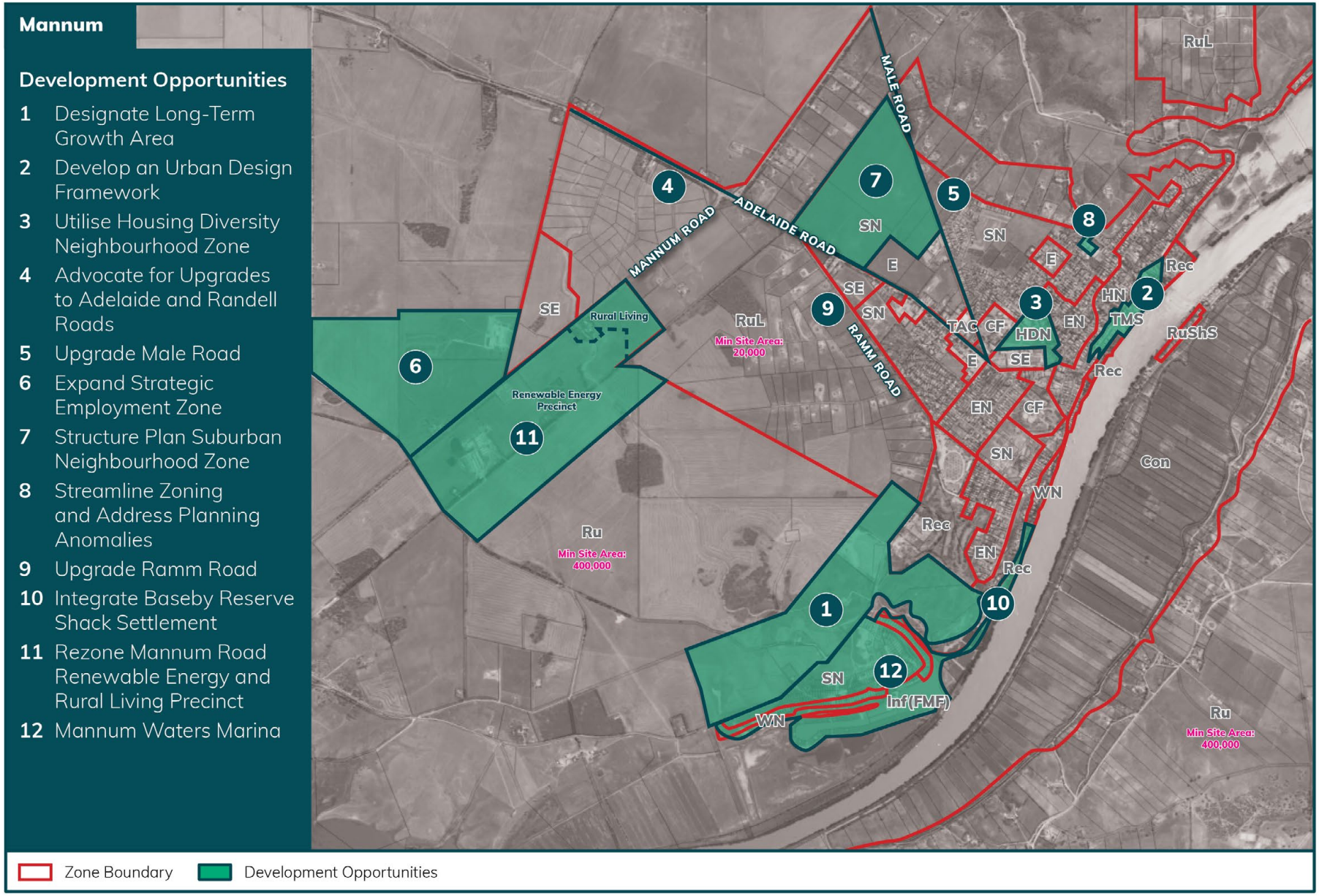
11. Rezone Mannum Road Renewable Energy and Rural Living Precinct

Rezone rural land along Mannum Road currently occupied by solar farmsto Strategic Employment to better reflect existing land use and unlock future economic potential. This rezoning supports the township's growing role in renewable energy generation and will help attract complementary businesses, create local employment opportunities, and strengthen the economic base of the region.

In addition, the small outstanding area adjacent to the precinct should be realigned and rezoned to the abutting Rural Living Zone to promote consistency in land use and support orderly development. These changes align with broader sustainability goals and regional economic development strategies.

12. Mannum Waters Marina

Support the developer in the relocation of the existing wastewater treatment plant to a more suitable site, in collaboration with SA Water, to ensure an environmentally and operationally sound outcome. This relocation will also facilitate improved connectivity between the Mannum Waters development and the broader township (link to development opportunity 1), enhancing integration and long-term planning outcomes.


Mannum
Development Opportunities
1 Designate Long-Term Growth Area
2 Develop an Urban Design Framework
3 Utilise Housing Diversity Neighbourhood Zone
4 Advocate for Upgrades to Adelaide and Randell Roads
5 Upgrade Male Road
6 Expand Strategic Employment Zone
7 Structure Plan Suburban Neighbourhood Zone
8 Streamline Zoning and Address Planning Anomalies
9 Upgrade Ramm Road
10 Integrate Baseby Reserve Shack Settlement
11 Rezone Mannum Road Renewable Energy and Rural Living Precinct
12 Mannum Waters Marina
MALE ROAD
ADELAIDE ROAD
MANNUM ROAD
RAMM ROAD
Rural Living
Renewable Energy Precinct
RuL
Min Site Area: 20,000
Ru
Min Site Area: 400,000
SN
E
SE
TAC
CF
HDN
EN
TMS
HN
Rec
RuShS
WN
Con
Inf(FMF)
Zone Boundary
Development Opportunities

4.6.8 Infrastructure Opportunities

The infrastructure opportunities outlined below should be considered in conjunction with the development opportunities identified above.

Development Opportunity 1

- The area is well-serviced with an existing DN250 potable water main (capacity to be confirmed by SA Water).
- Engagement with South Australian Power Networks should begin to assess future high-voltage connections and explore how the Council can facilitate necessary infrastructure.
- Belvedere Road is currently suitable as a rural connector, but upgrading it could enhance accessibility. Potential improvements include:
  - Cycling access
  - Footpath links
  - Road widening for overtaking and intersections

These upgrades would support increased density on the town's fringe.

Development Opportunity 3

- This location offers a high-quality development opportunity, with appropriately sized infrastructure already in place.
- Conducting geotechnical and environmental assessments would help identify any remaining risks before development begins.

Development Opportunity 7

- If development is to be encouraged in this area, a site-specific infrastructure assessment should be conducted. This would map out the necessary headworks to support a medium-density suburban neighbourhood zone.
- A detailed assessment would minimise risk for potential developers and strengthen the case for State Government investment in upgrading Adelaide and Male Roads, which would help unlock the site for development.

4.6.9 General Infrastructure Considerations / Supporting Infrastructure

Mannum	
Infrastructure	**Requirements**
Potable Water	The SA Water network in this township is well serviced, as shown on Aquamaps. A 1450MSCL raw water system transfers water from the River Murray (Pump Station) to western townships, with limited service to the northeast of Mannum. Water supply is not expected to be a concern for growth, though augmentations may be required for future developments. Council Note: Mannum Waters Stage 7 is currently underway and has progressed quickly post-COVID.
Wastewater	The township is the only one in the Council area connected to the SA Water sewer network, with most developed areas being well-serviced. However, some properties still rely on on-site wastewater systems (septic tanks). Future growth could potentially connect to the existing sewer mains, depending on available capacity and any required upgrades. If connection is not feasible, on-site wastewater systems (e.g., septic tanks) would remain the alternative however allotment sizes would need to remain large enough to accommodate this. Council Note: SA Water has indicated that it has no interest in expanding the sewer network in Mannum. Additionally, ongoing discussions with SA Water (SAW) and Trility should be undertaken to determine opportunities the increase capacity of the wastewater treatment plant. The plant appears physically constrained by the Murray River and surrounding development, which could limit larger-scale growth within the town.
Communication	Generally serviced by NBN Fibre
Electricity	Low voltage assets are observed within the developed area only (existing township and houses) and also within Port Mannum region. › 7.5kV feeders available along the river from south (including township) and along Purnong Rd up to Underwood Hill Rd › 19kV SWER above ground feeders available in some part of town › 33kV sub-transmission line available along Randell Road and Ridley Rd › 66kV not available › Available Import Capacity: no data Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	There are some flooding issues along the River Murray. Council has reported limitations in the stormwater infrastructure. Future growth may require stormwater infrastructure upgrades to address increased impervious surfaces and flooding. Additional detention/retention storage may also be needed for future developments.
Transport	Mannum is accessible via the B36 from Palmer or near Murray Bridge. A ferry crossing in Mannum provides access to dwellings on the eastern side of the Murray River. Regional bus services operated by LinkSA connect the town to Murray Bridge, with further connections to Adelaide. Community transport options are also available for eligible residents, particularly for medical and essential travel.




Keyneton, Sedan
& Cambrai

4.7 Keyneton-Sedan-Cambrai

The Keyneton-Sedan-Cambrai planning area, located along the eastern edge of the Mount Lofty Ranges, consists of the following housing areas.

Townships	Settlements
Keyneton	Towitta
Sedan	Graeztown
Cambrai	

Keyneton, Sedan, and Cambrai are three historic townships located on the eastern side of the LGA. Keyneton, established in 1842 and named after English pastoralist Joseph Keynes, is home to the renowned Henschke Wines. Nearby Sedan, settled by Lutherans in the 1850s, is known for its community-designed mosaic landmark and historic architecture, including 19th-century buildings from its days as a bustling railway terminus. Cambrai, originally known as Rhine Villa, is an agricultural district home to Marne Valley Turf and the nearby Shell Hill, a natural wonder with ancient oyster shell deposits. Towitta and Graeztown, smaller rural settlements in the region, also reflect the area's early European agricultural heritage and contribute to its rich rural character. Together, these towns and settlements offer a glimpse into South Australia's rural past.

4.7.1 Local Population Analysis

The following table provides an overview of population trends in the township of Keyneton, Sedan and Cambrai area over the ten-year period from 2011 to 2021. In summary, the data shows stagnant or declining populations in these townships.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Keyneton	534	302	342	Keyneton, Sedan, and Cambrai each experienced either a stagnant or declining population between 2011-2021. The decline in Cambrai's population was the most significant at approximately 44%. Note: suburb boundaries were modified between 2011-16 for each township.
Sedan	n/a	211	212	
Cambrai	480	289	266	

Table 20: Local Population Analysis

4.7.2 Residential Land Supply

A detailed analysis of vacant residential land in the townships for the planning area has been conducted, with findings summarised below. This analysis estimates potential residential yields based on the minimum allotment size specified for each zone. Where no minimum allotment size is defined, potential yields are not provided.

The land supply tables also include adjusted yield calculations for a more realistic perspective. This approach aligns with the State Government's land supply report, which applies a 30% adjustment (or discount) to account for infrastructure requirements, market conditions, and land that may not be brought to market. Unlike maximum yield calculations, adjusted yields do not assume parcel amalgamation.

The three towns have adequate land within existing zones to support growth. Population trends suggest land supply is sufficient for future needs.



Figure 15: Vacant Land Analysis – Keyneton

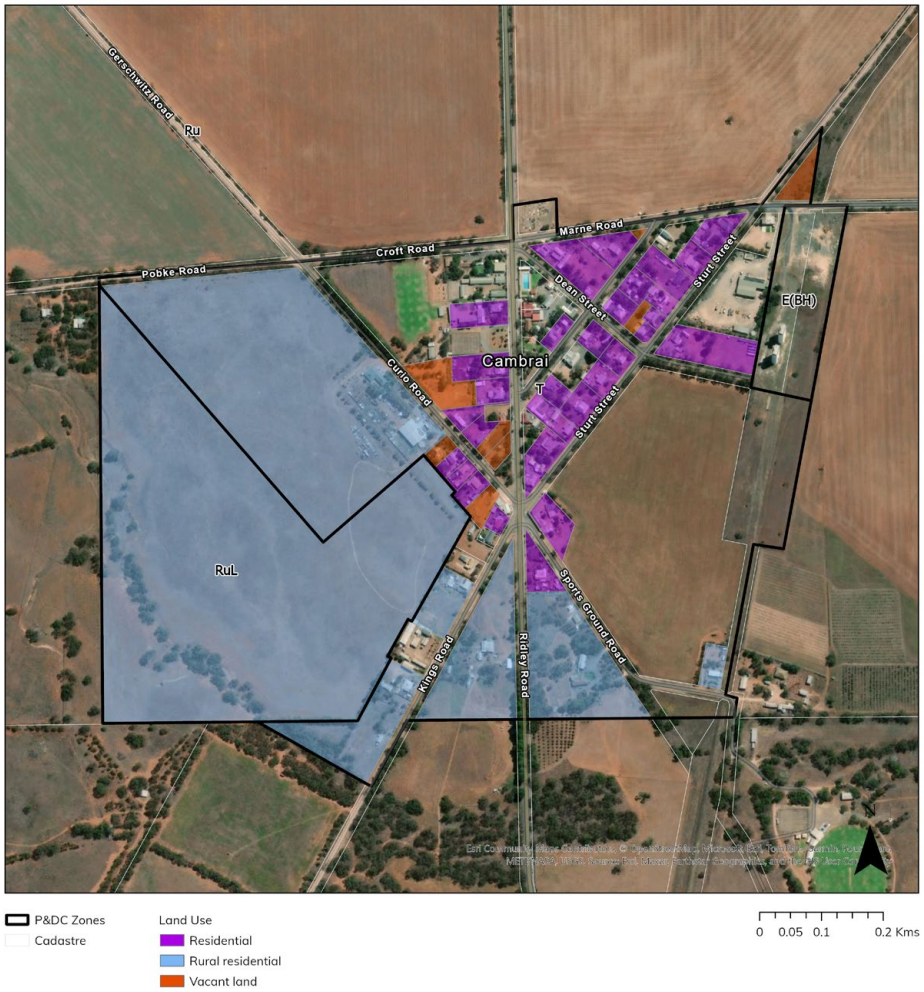


Figure 16: Vacant Land Analysis – Cambrai

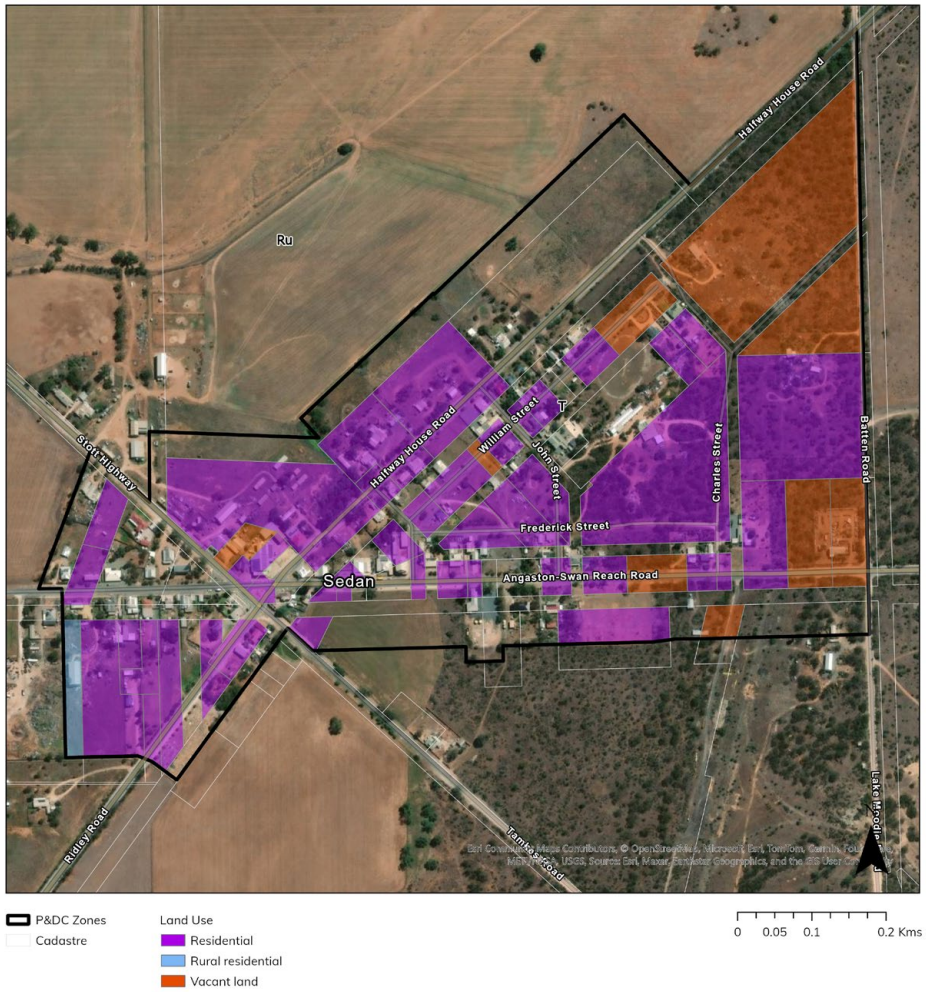


Figure 17: Vacant Land Analysis – Sedan

Keyneton - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Township	0.2	0.2	0	1	1
Rural Neighbourhood	0.1	0	0.1	0	0

Table 21: Vacant Land Analysis – Keyneton

Sedan - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Township	14.9	8.8	6.1	115	87

Table 22: Vacant Land Analysis – Sedan

Cambrai - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Rural Living	23.5	0.0	23.5	58	45
Township	31..5	1.0	30.5	308	238

Table 23: Vacant Land Analysis – Cambrai

**Note where potential yields are not provided it is due to the zone not having a minimum allotment size.*

**The assessment relies on rates data. Some areas that may appear vacant in the analysis are likely being used for alternative purposes, such as primary production, and therefore may not be accurately identified.*

4.7.3 Dwelling Demand

Residential occupancy data from the last census shows that approximately 75% of private dwellings across these towns were occupied. Indicating most of the town's homes are being used by permanent residents. Each of the townships have capacity to support growth via existing housing stock.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Keyneton	124 (77.5%)	36 (22.5%)
Sedan	75 (73.5%)	27 (26.5%)
Cambrai	115 (75.7%)	37 (24.3%)

Table 24: Residential Occupancy Data (2021 Census)

4.7.4 Township Objectives

1. Preserve Community Cohesion

Support the social fabric of these townships by encouraging local events, community activities, and initiatives that foster a sense of belonging and mutual support among residents.

2. Maintain Basic Infrastructure and Services

Maintain existing and essential infrastructure such as roads, water supply, and waste water management, while promoting access to critical services in larger centres.

3. Promote Heritage and Local Identity

Protect and celebrate the unique historical, cultural, and environmental aspects of these townships to reinforce local identity and attract tourism and community pride.

4. Enhance Liveability and Sustainability

Implement small-scale projects aimed at improving the liveability of these towns, such as maintaining the public realm, supporting local businesses, and adopting sustainable waste management practices.

5. Support Aging in Place

Where possible facilitate aging in place by providing resources and partnerships to assist older residents in accessing necessary support services and maintaining their independence within the community.

4.7.5 Development Opportunities

Noting the similar nature of three towns the below generalised opportunities are provided.

1. Structure Plan Vacant Zoned Land in the Township

Land supply is not considered an inhibitor of growth. Each of these townships contains several larger allotments with the capacity to accommodate urban expansion. Should demand increase, Council should conduct preliminary engineering investigations to inform development design, assess infrastructure feasibility, and explore opportunities for collaboration with landowners on local infrastructure improvements.

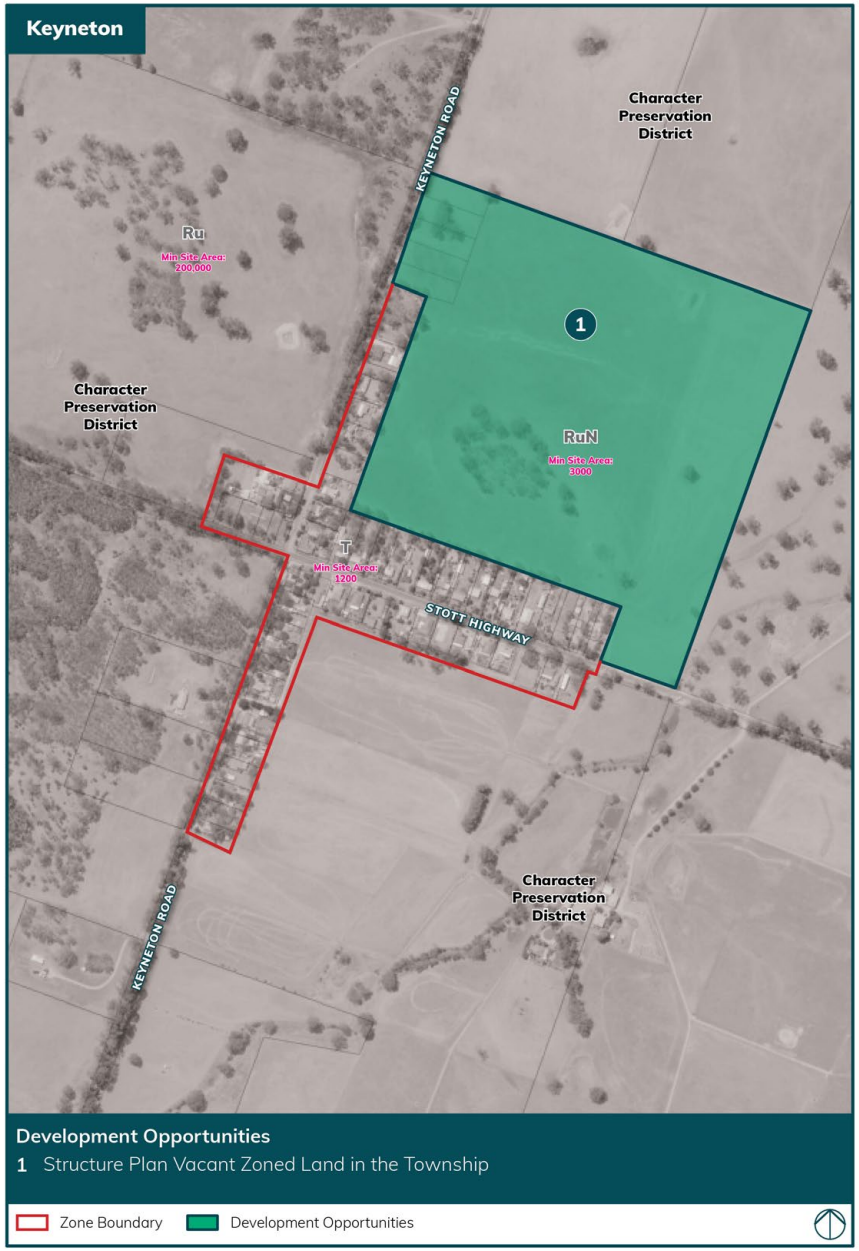
Importantly, any structure planning must be carefully coordinated to respect and protect the integrity of the freight network, ensuring that urban growth does not impede key transport corridors or compromise traffic flow and connectivity. This will help maintain accessibility, support freight and service movements, and uphold the functionality of the broader transport system.

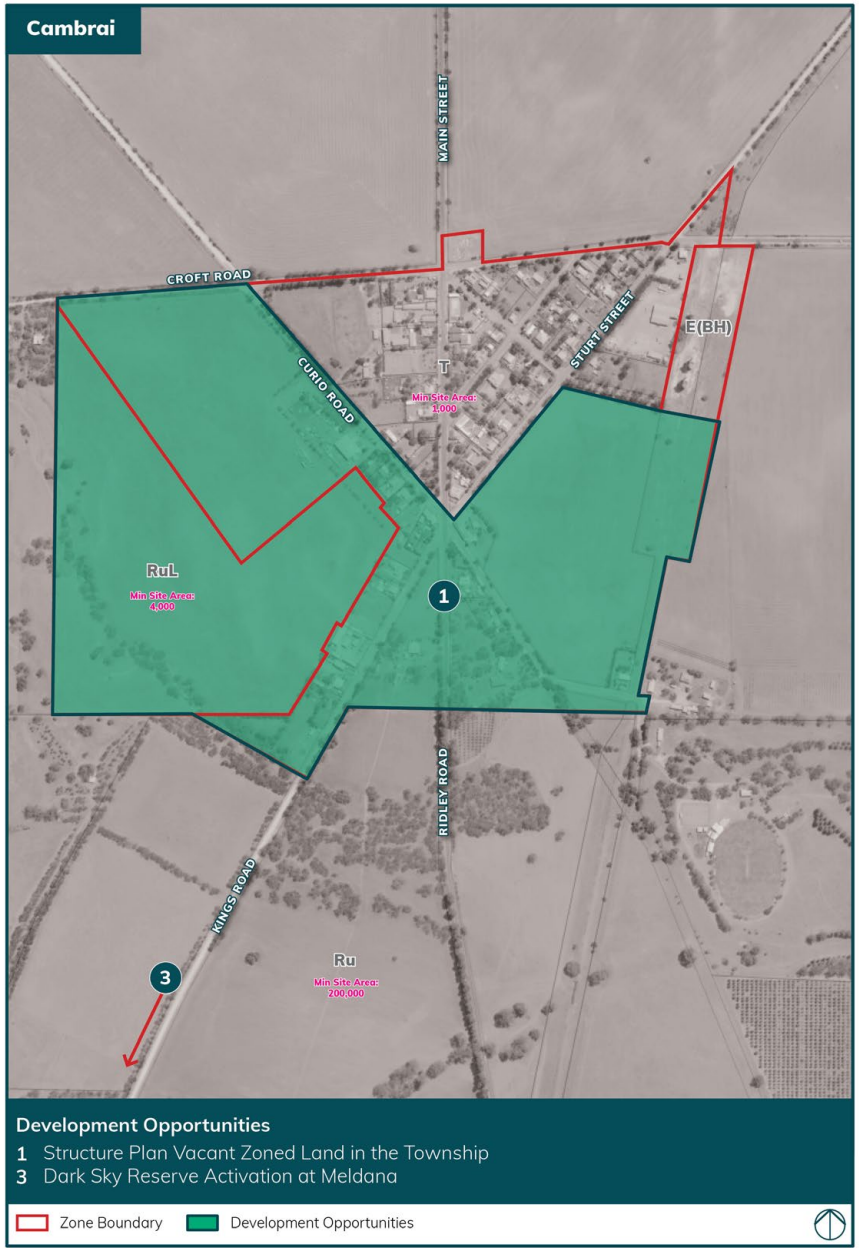
2. Public Realm Investment

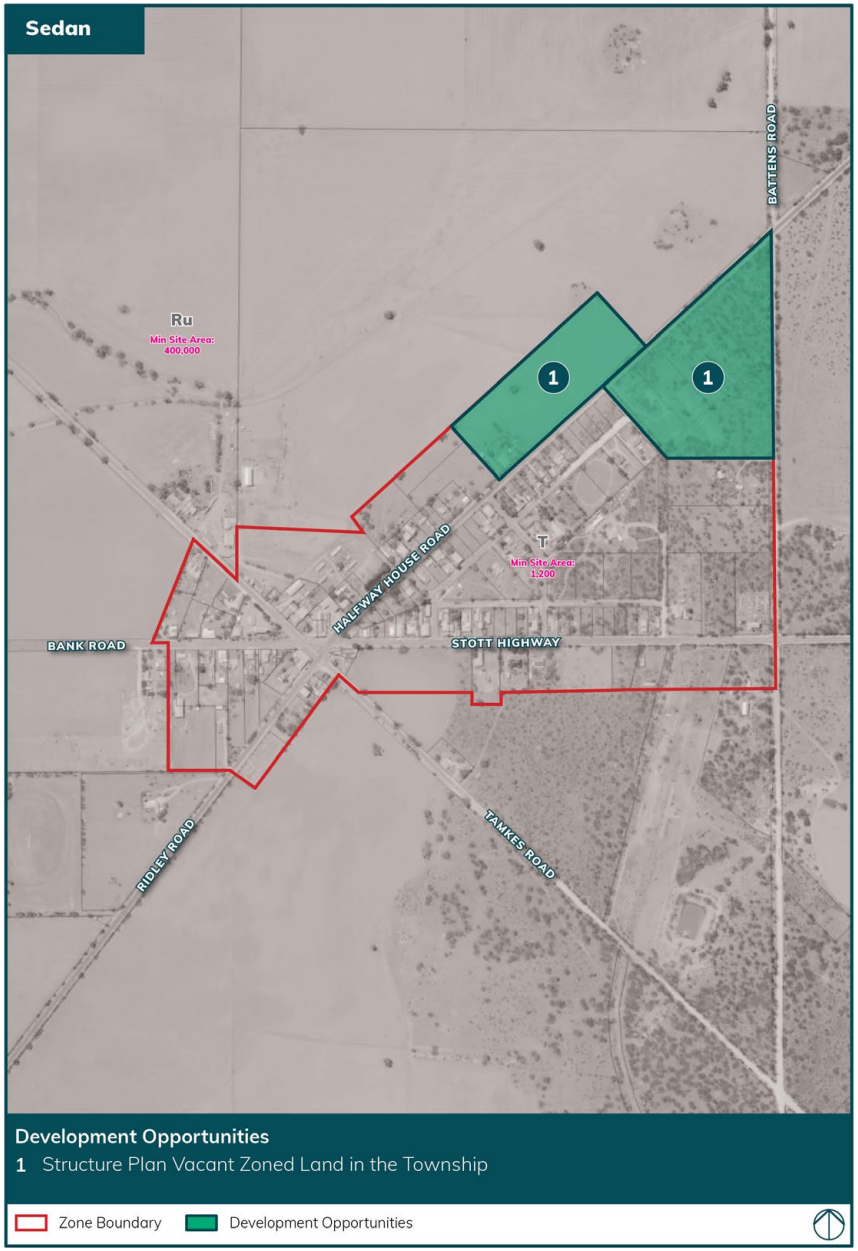
Investment in the public realm enhances the overall appeal and functionality of a destination, making it more attractive to tourists and visitors. Well-designed public spaces, such as parks and streetscapes, create inviting environments that encourage exploration, relaxation, and social interaction. Improved amenities, accessibility, and aesthetic upgrades can elevate the visitor experience, fostering positive word-of-mouth and repeat visits. Moreover, vibrant and well-maintained public spaces often become iconic attractions themselves, drawing more visitors and boosting local tourism economies.

3. Dark Sky Reserve Activation at Meldana

Meldana is an established camping area within the River Murray International Dark Sky Reserve and, offers strong potential to attract a stronger tourism market. Strategic investment in low-impact infrastructure such as dark-sky-compliant lighting, viewing platforms, and interpretive signage can enhance the stargazing experience while preserving the site's natural character. Opportunities also exist to develop guided night tours and educational programs in partnership with astronomy groups. These enhancements would support longer stays, increased visitor spending, and broader economic growth in the region.




Cambrai
MAIN STREET
CROFT ROAD
CURIO ROAD
STURT STREET
E(BH)
T
Min Site Area: 1,000
RuL
Min Site Area: 4,000
1
RIDLEY ROAD
KINGS ROAD
3
Ru
Min Site Area: 200,000
Development Opportunities
1 Structure Plan Vacant Zoned Land in the Township
3 Dark Sky Reserve Activation at Meldana
Zone Boundary
Development Opportunities


Sedan
BATTENS ROAD
Ru
Min Site Area: 400,000
1
1
T
Min Site Area: 1,200
HALFWAY HOUSE ROAD
BANK ROAD
STOTT HIGHWAY
RIDLEY ROAD
TAMKES ROAD
Development Opportunities
1 Structure Plan Vacant Zoned Land in the Township
Zone Boundary
Development Opportunities

4.7.6 General Infrastructure Considerations / Supporting Infrastructure

Keyneton	
Infrastructure	**Requirements**
Potable Water	The SA Water network in this township is limited to developed areas, as shown on Aquamaps. A 150AC pipe enters from Moculta (via Keyneton Rd to the north), offering potential connections for future developments, pending SA Water's confirmation on capacity and potential augmentation from the 150DICL and 100AC sources. There is also a 100AC pipe along Stott Hwy to the east. Council notes that water supply is a concern for the town, with local entities like Henschke Winery (northwest) raising concerns about water availability. Other parts of Keyneton are not serviced by SA Water, and significant growth in these areas may require major augmentation of the existing mains, subject to service capacity.
Wastewater	There is no SA Water sewer network in this township, which currently relies on on-Site wastewater systems for wastewater. Future growth will likely use on-site wastewater solutions, such as surface or subsurface drainage (e.g., septic systems).
Communication	The township is generally serviced by NBN.
Electricity	Low voltage assets are mostly observed in developed areas only (along Keyneton road). › 11kV above ground feeders available (mostly west and south of the township) › 19kV SWER above ground feeders not available › 33kV sub-transmission line not available › 66kV not available › No Substation in Town › Available Import Capacity: no data. Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	According to the SAPPA and Water Connect flooding map, there are no major flooding concerns in this township. However, watercourses within the area may become floodplains during significant storm events.
Transport	Located at the intersection of Stott Highway and Keyneton Road, the area benefits from road connections running north–south and east–west. However, there is currently no public transport servicing this location.

Sedan	
Infrastructure	**Requirements**
Potable Water	The SA Water network services the developed area of the township. Potential connections for future growth are available from Stott Hwy, Ridley Rd, Halfway House Rd, and Bank Rd, subject to capacity and necessary augmentations. Service is limited to the east, west, north, and south of the developed area.
Wastewater	There is no SA Water sewer network in this township, and all properties rely on on-site wastewater systems for wastewater management. Future growth will likely use on-site wastewater solutions, such as surface or subsurface drainage (e.g., septic systems).
Communication	NBN service is limited, with some remote areas lacking coverage, and the township itself not fully covered.
Electricity	Low-voltage assets are observed only within the developed area (existing township and houses). › 11kV above ground feeders available along Reedly Rd and part of Bank Rd › 19kV SWER above ground feeders available in different part of town › 33kV sub-transmission line not available › 66kV not available › No infrastructure in east and southeast › Substation in Pipeline Rd at the border of Towitta Town › Available Import Capacity: 0-0.5 MVA – for (11kV) line. Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	The SAPPA and Water Connect flooding maps show no major flooding concerns in the township. However, nearby watercourses may become floodplains during severe storm events.
Transport	The township is located on the Stott Highway, with convenient access to the Sturt Highway and relative proximity to the Barossa Valley.

Cambrai	
Infrastructure	**Requirements**
Potable Water	The SA Water network in this township is limited to the developed areas, as shown on Aquamaps. A 150AC pipe enters from Sedan (via Ridley Rd to the north), offering potential potable water connections for future developments, pending SA Water confirmation on capacity and possible augmentation from the 150DICL and 100AC sources. There is also a 100AC pipe along Merne Rd, Sturt St, and Curio Rd. Other areas of Cambrai are not serviced by SA Water. Significant growth beyond the serviced areas may require major augmentation of the existing mains, depending on service capacity.
Wastewater	There is no SA Water sewer network in this township, which currently relies rely on on-site wastewater systems for wastewater management. Future growth will likely use on-site wastewater solutions, such as surface or subsurface drainage (e.g., septic systems).
Communication	The township is generally serviced by NBN, though some remote areas lack coverage. There is a communications blackspot, leading to poor telecommunication network coverage in certain areas.
Electricity	Low-voltage assets are observed only within the developed area (existing township and houses). › 11kV above ground feeders available (from north of town along Ridley Rd up to the Redbank Rd) › 19kV SWER above ground feeders available in different part of town (mostly along Black Hill Rd) › 33kV sub-transmission line available along Sanderston Road › 66kV not available › No Substation in Town › Available Import Capacity: 0-0.5 MVA – along Ridley Rd (11kV). Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	According to the Council, the Marne River is prone to potential flooding. New developments in this area may be restricted or require additional land to safely manage floodwaters.
Transport	The township is positioned between Angas Valley Road and the Sturt Highway.



Walker Flat, Nildottie & Purnong

4.8 Walker Flat – Nildottie – Purnong

The Walker Flat – Nildottie – Purnong planning area consists of the following housing areas.

Town Settlements	Shack Settlements
Nildottie	Caurnamont
Purnong	Forster
Greenways	Greenways Landing
Black Hill	Kroehns Landing
	Lake Carlet
	Marne River
	Maynard's Landing
	Old Teal Flat
	Purnong Landing
	Sabaruma
	Scrubby Flat
	Teal Flat
	Walker Flat
	Wongulla Lagoon
	Wongulla Landing

Nildottie and Purnong are picturesque riverside settlements along the River Murray. Nildottie, perched above sweeping lagoons and backwaters, is surrounded by vineyards and is home to the majestic Big Bend cliffs and the Ngaut Ngaut Conservation Park, a significant Aboriginal cultural site. Purnong, a small settlement 150 km from Adelaide, features the narrowest ferry crossing on the Murray and is known for its onion farming, with produce exported globally. Each of these towns offers a charming and scenic stopover along the river.

Greenways Landing is a secluded shack settlement tucked between Mannum and Walker Flat, prized for its quiet, natural setting and tranquil atmosphere. With only a small number of shacks, Greenways has retained a close-knit, low-impact character that appeals to both shack owners and visitors. Greenways Landing is supported by several amenities, including a campground, boat ramp, and newly constructed public facilities connected to a community wastewater system.

Walker Flat is another renowned and well-established shack settlement, known for its stunning ochre-coloured cliffs a favourite among photographers and is a popular stop for houseboats. Attractions like Lake Bywater and the Aruma ski resort provide riverside accommodation and recreational opportunities.

In total, fifteen shack settlement areas are located within the planning area, each contributing to the unique riverside character and lifestyle along this stretch of the Murray.

4.8.1 Local Population and Land Supply Analysis

Walker Flat, Nildottie, and Purnong each experienced either stagnant or declining populations between 2011 and 2021. Changes to suburb boundaries add a layer of complexity when analysing these population trends. Additionally, the lack of data on occupancy rates presents a challenge, with indications that many homes in Nildottie are primarily used for holiday purposes. Given that these towns are predominantly agricultural with some shack areas along the river, they are not considered key residential or employment hubs.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Walker Flat	302	97	92	Note: Suburb boundary was decreased between 2011-16
Nildottie	343	189	220	Note: Suburb boundary was decreased between 2011-16
Purnong	-	40	55	Note: Suburb boundary was decreased between 2011-16

Table 25: Local Population Analysis

4.8.2 Dwelling Demand

A lack of data on occupancy rates presents a challenge, but indications suggest that many homes in Nildottie are primarily used for holiday purposes. Given that these towns are predominantly agricultural, with some shack areas along the river, this pattern is not unexpected.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Walker Flat	N/A	N/A
Nildottie	91 (47.4%)	101 (51.5%)
Purnong	N/A	N/A

Table 26: Residential Occupancy Data (2021 Census)

4.8.3 Settlement Objectives

1. Preserve Community Cohesion

Support the social fabric of these settlements by encouraging local events, community activities, and initiatives that foster a sense of belonging and mutual support among residents.

2. Maintain Basic Infrastructure and Services

Maintain existing and essential infrastructure such as roads, water supply, and wastewater management, while promoting access to critical services in larger centres.

3. Promote Heritage and Local Identity

Protect and celebrate the unique historical, cultural, and environmental aspects of these settlements to reinforce local identity and attract tourism and community pride.

4. Enhance Liveability and Sustainability

Implement small-scale projects aimed at improving the liveability of these towns, such as maintaining the public realm, supporting local businesses, and adopting sustainable waste management practices.

5. Support Aging in Place

Where possible facilitate aging in place by providing resources and partnerships to assist older residents in accessing necessary support services and maintaining their independence within the community.

4.8.4 Development Opportunities

1. Expansion of Rural Settlement Zone Northward of Nildottie

The identified land north of Nildottie presents an opportunity to expand the Rural Settlement Zone. This could support the development of dwellings that take advantage of elevated terrain and scenic views. The area is characterised by non-productive land, making it suitable for low-impact residential use without compromising agricultural viability.

Should interest in this form of development increase, Council should initiate structure planning to guide future growth. This planning should include preliminary engineering

investigations, assessment of infrastructure feasibility, and collaboration with landowners to explore local infrastructure upgrades. Importantly, any expansion must be considerate of the surrounding road network to ensure access is maintained and transport functionality is not impeded.

2. Broader Planning Area

This planning area is not anticipated to be a growth area but is expected to continue supporting shack-type settlements. As such, any future development should be considered within the context of existing shack communities. For further guidance, Chapter 4.11 – Shack Settlements should be referenced.

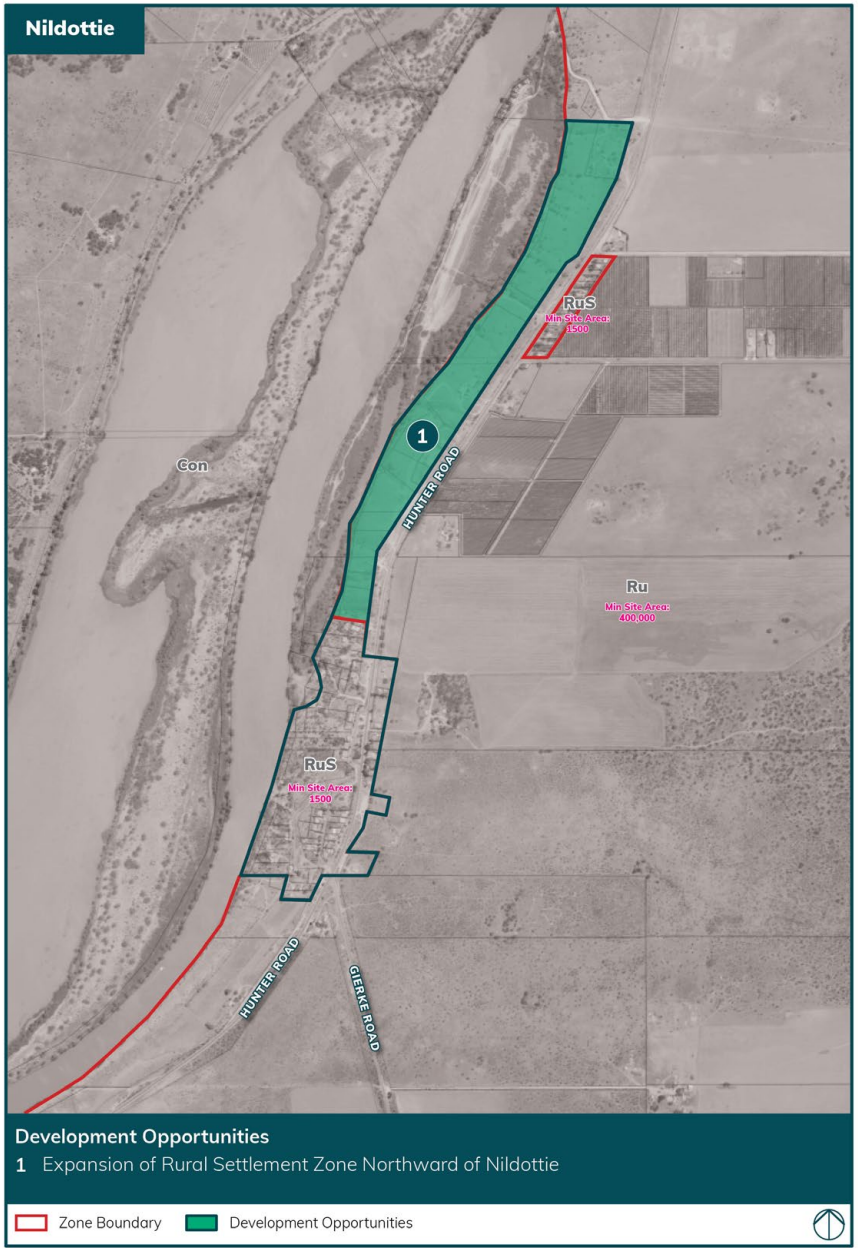
Moving forward, any development proposals must align with the following guiding principles to ensure sustainable and responsible land use:

- 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.
- Ensure development does not encroach on productive agricultural land or conservation zones.
- Implement stormwater management measures to prevent erosion, protect water quality, and mitigate local flooding.
- Protect native flora and fauna, incorporating habitat restoration where feasible.

Due to environmental concerns, potential impacts on the river system, and the limited availability of suitable land, rezoning for new shack settlements is expected to be increasingly challenging. Any new proposals should be carefully assessed to align with these principles and broader planning objectives.

4.8.5 General Infrastructure Considerations / Supporting Infrastructure

Residential areas in this planning zone are limited to shack settlements, with the remainder of the land primarily used for agriculture. Infrastructure in the area is minimal. Transmission and high-voltage power lines are dispersed throughout, servicing the shack communities. There is no potable water or wastewater infrastructure available. The road network is a mix of sealed and unsealed roads, with unsealed roads being the majority. The current infrastructure is insufficient to support significant growth.




Tungkillo, Palmer
& Sanderston

4.9 Tungkillo – Palmer – Sanderston

The Tungkillo – Palmer – Sanderston planning area, located south-western corner of the LGA, consists of the following housing areas.

Townships	Settlements
Tungkillo	Angas Valley
Palmer	Milendella
	Punthari
	Sanderston

Tungkillo and Palmer are small, historic townships nestled in the picturesque landscapes of the Mount Lofty Ranges. Tungkillo, founded in 1861, is known for its scenic hills, rolling valleys, and iconic giant gum trees. Located just 60 km from Adelaide, the town is the starting point of the Lavender Federation Walking Trail and is home to the Soldiers Memorial Hall, a central gathering place for the local community.

A short drive beyond Tungkillo lies Palmer, a township settled in 1860 and named after Colonel George Palmer. The area is known for its striking natural features, including unique granite outcrops and the well-known "Bear Rock," a favourite among photographers and geology enthusiasts. Notably, the nearby Granite Boulders Area Geological Site is recognised as a State Heritage Place, highlighting the region's geological significance.

Further east, Sanderston is a small settlement nestled at the foot of the Mount Lofty Ranges' eastern slopes, offering expansive views of the surrounding countryside. Nearby, the communities of Milendella, Punthari, and Angas Valley reflect the area's rural character, with strong ties to agriculture and local heritage. These quiet settlements, while small, contribute to the region's rich tapestry of history, landscape, and community life.

4.9.1 Local Population Analysis

The following table provides an overview of population trends in the townships of Tungkillo and Palmer over the ten-year period from 2011 to 2021. Changes in suburb boundaries make it challenging to obtain a clear picture of these trends.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Tungkillo	480	289	266	Note: Suburb boundary was decreased between 2011-16
Palmer	74	202	215	Note: Suburb boundary was increased between 2011-16

Table 27: Local Population Analysis

4.9.2 Residential Land Supply

A detailed analysis of vacant residential land in the townships has been conducted, with findings summarised below. This analysis estimates potential residential yields based on the minimum allotment size specified for each zone. Where no minimum allotment size is defined, potential yields are not provided.

The land supply tables also include adjusted yield calculations for a more realistic perspective. This approach aligns with the State Government's land supply report, which applies a 30% adjustment (or discount) to account for infrastructure requirements, market conditions, and land that may not be brought to market. Unlike maximum yield calculations, adjusted yields do not assume parcel amalgamation.

Overall, land supply is not considered a barrier to growth within the Council area. In theory, there is sufficient land to accommodate projected population growth. A general overview is provided below:

- Tungkillo: Growth potential exists within the Township Zone and the Deferred Urban Zone west of town, designated for future residential development.
- Palmer: Capacity within Township and Rural Neighbourhood Zones supports residential and employment growth.



Figure 18: Vacant Land Analysis – Palmer

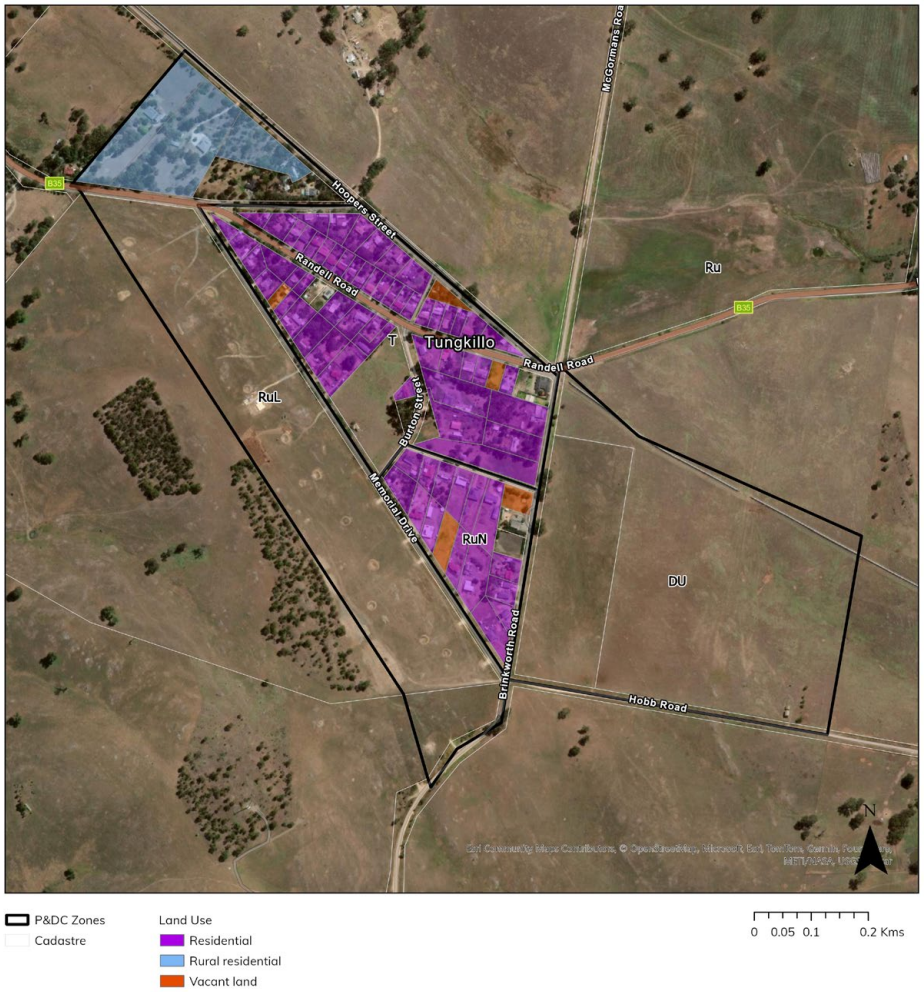


Figure 19: Vacant Land Analysis – Tungkillo

Tungkillo - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Rural Neighbourhood	0.5	0.5	0	2	1
Rural Living	1.5	0	1.5	1	0
Township	2.3	0.4	1.9	17	12
Deferred Urban	23.7	23.7	0	-	-

Table 28: Vacant land Analysis - Tungkillo

Palmer - Vacant Land					
Zone	Total Area (ha)	Vacant Area (ha)	Used for Primary Production (ha)	Allotment Yield – Current Zoning (min lot size)	Adjusted Allotment Yield
Township	4.8	2.1	2.7	34	24
Rural Neighbourhood	4.8	0	4.8	15	12

Table 29: Vacant land Analysis – Palmer

**Note where potential yields are not provided it is due to the zone not having a minimum allotment size.*

**The assessment relies on rates data. Some areas that may appear vacant in the analysis are likely being used for alternative purposes, such as primary production, and therefore may not be accurately identified.*

4.9.3 Dwelling Demand

Residential occupancy data from the last census shows that 75% of private dwellings in Tungkillo are occupied, while Palmer has a lower occupancy rate, indicating that homes in these towns are primarily used by permanent residents. Each township is expected to have some capacity to support growth through existing housing stock.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Tungkillo	115 (75.7%)	37 (24.3%)
Palmer	81 (89.0%)	10 (11.0%)
Sanderston	N/A	N/A

Table 30: Residential Occupancy Data (2021 Census)

4.9.4 Township Objectives

1. Preserve Community Cohesion

Support the social fabric of these settlements by encouraging local events, community activities, and initiatives that foster a sense of belonging and mutual support among residents.

2. Maintain Basic Infrastructure and Services

Maintain existing and essential infrastructure such as roads, water supply, and waste management, while promoting access to critical services in larger centres.

3. Promote Heritage and Local Identity

Protect and celebrate the unique historical, cultural, and environmental aspects of these townships to reinforce local identity and attract tourism and community pride.

4. Enhance Liveability and Sustainability

Implement small-scale projects aimed at improving the liveability of these towns, such as maintaining the public realm, supporting local businesses, and adopting sustainable waste management practices.

5. Support Aging in Place

Where possible facilitate aging in place by providing resources and partnerships to assist older residents in accessing necessary support services and maintaining their independence within the community.

4.9.5 Development Opportunities

Noting the similar nature of these towns the below generalised opportunities are provided.

1. Structure Plan Vacant Zoned Land in the Township

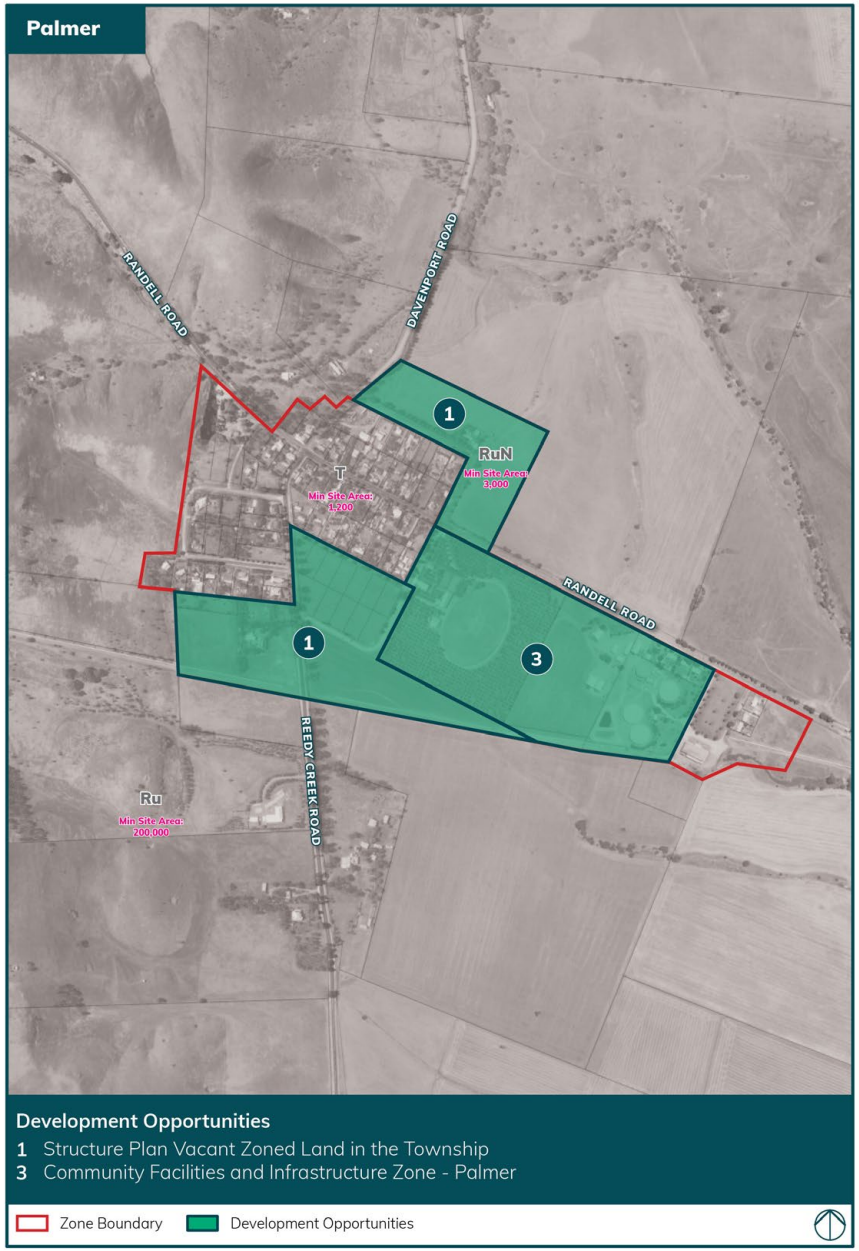
Land supply is not considered an inhibitor of growth. Each of these townships contain several larger allotments with the capacity to accommodate urban growth. Should demand increase Council should conduct preliminary engineering investigations to inform development design, assess infrastructure feasibility, and explore opportunities for collaboration with landowners on local infrastructure improvements.

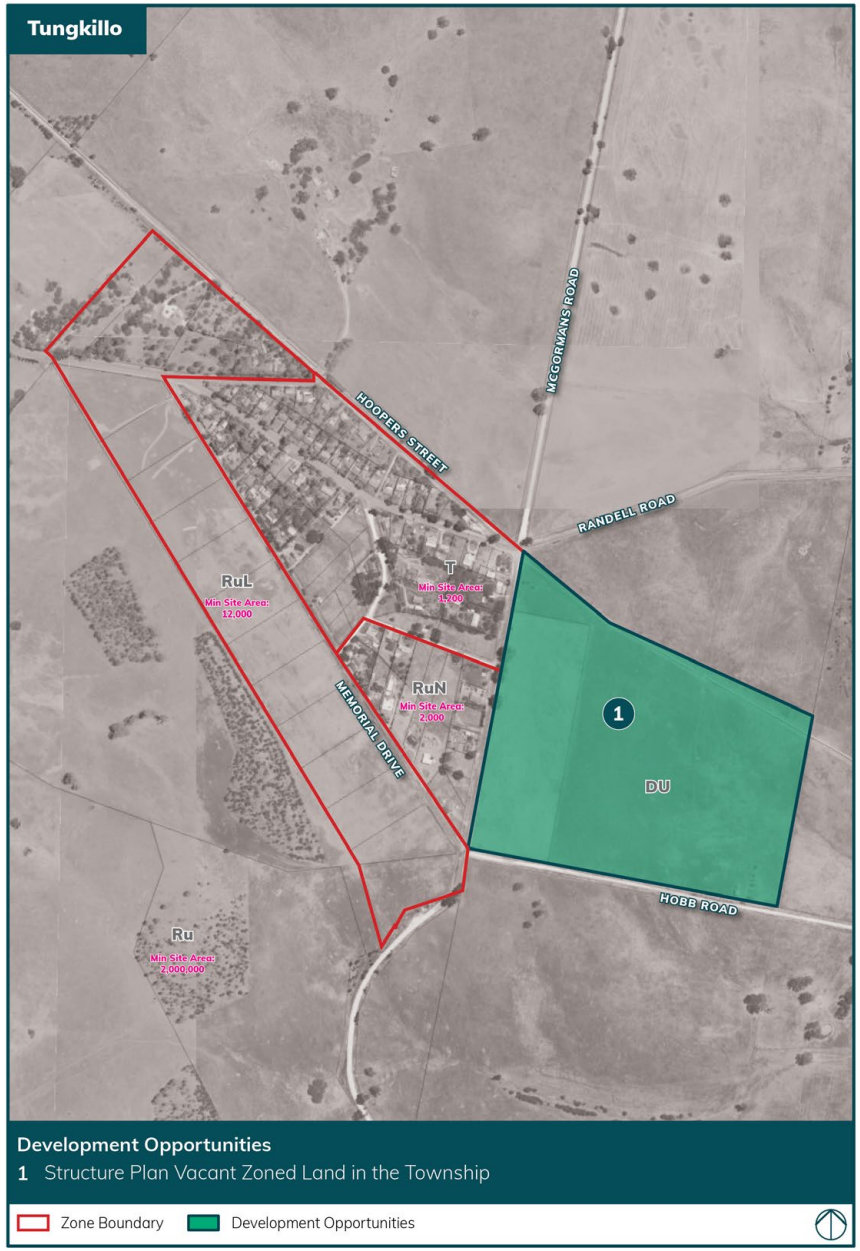
2. Public Realm Investment

Investment in the public realm enhances the overall appeal and functionality of a destination, making it more attractive to tourists and visitors. Well-designed public spaces, such as parks, streetscapes, and plazas, create inviting environments that encourage exploration, relaxation, and social interaction. Improved amenities, accessibility, and aesthetic upgrades can elevate the visitor experience, fostering positive word-of-mouth and repeat visits. Moreover, vibrant and well-maintained public spaces often become iconic attractions themselves, drawing more visitors and boosting local tourism economies.

3. Community Facilities and Infrastructure Zone - Palmer

The Palmer Oval and surrounding community assets present an opportunity for better alignment within the Community Facilities Zone to support future investment, access, and use. Formalising this area within the appropriate zone would reflect its role as a key recreational and social hub for the township. Additionally, the existing pumping station and associated electrical infrastructure should be incorporated into the Infrastructure Zone to ensure land use reflects current and future operational needs. These zoning refinements will provide greater clarity for land use planning, support efficient infrastructure delivery, and enhance the long-term functionality of key community assets.


Palmer
RANDELL ROAD
DAVENPORT ROAD
REEDY CREEK ROAD
RANDELL ROAD
1
RuN
Min Site Area: 3,000
T
Min Site Area: 1,200
1
3
Ru
Min Site Area: 200,000
Development Opportunities
1 Structure Plan Vacant Zoned Land in the Township
3 Community Facilities and Infrastructure Zone - Palmer
Zone Boundary
Development Opportunities


Tungkillo
HOOPERS STREET
MCGORMANS ROAD
RANDELL ROAD
MEMORIAL DRIVE
HOBB ROAD
RuL
Min Site Area: 12,000
T
Min Site Area: 1,700
RuN
Min Site Area: 2,000
1
DU
Ru
Min Site Area: 2,000,000
Development Opportunities
1 Structure Plan Vacant Zoned Land in the Township
Zone Boundary
Development Opportunities

4.9.6 General Infrastructure Considerations / Supporting Infrastructure

Tungkillo	
Infrastructure	**Requirements**
Potable Water	The SA Water network services the developed areas of the township, according to Aquamaps, with limited service to other parts of town. A raw water transfer system passes through the township, supplying northwestern towns from the River Murray.
Wastewater	There is no SA Water sewer network in this township; on-site wastewater disposal systems are used. Future growth will likely rely on on-site wastewater solutions, such as surface or subsurface drainage (e.g., septic systems). The LGASA and Council has undertaken investigative studies on the viability of a CWMS from an environmental perspective to improve service within several townships, including Tungkillo. These may proceed to the next phase once funding is identified and allocated through the LGASA's State CWMS priority program.
Communication	Generally serviced by NBN Fibre.
Electricity	Low-voltage assets are observed only within the developed area (existing township and houses). › 11kV above ground feeders available to the north-west of town › 19kV SWER above ground feeders available in different part of town › 33kV sub-transmission line pass through town from Palmer to Birdwood › 66kV not available › No Substation near township › Available Import Capacity: between 0.5MVA to 1.5MVA – for (11kV) line. Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	The SAPPA flooding map does not indicate any flooding concerns within this township. However, the local catchment area and water flow direction should be considered in any future development proposals.
Transport	Township located on Randell Road with access to Mannum and Mount Pleasant/Birdwood.

Palmer	
Infrastructure	**Requirements**
Potable Water	The township is serviced by an SA Water network, with a pump station transferring raw water from Mannum to Whyalla. There is limited service to the north and south of the developed area. Water supply should not be a concern for growth, though augmentations may be needed for future service connections.
Wastewater	There is no SA Water sewer network in this township; wastewater is managed through on-site wastewater systems. Future growth will likely rely on local septic systems.
Communication	The township is generally serviced by NBN, but the Council has noted some communication blackspots with poor telecommunication coverage.
Electricity	Low-voltage assets are observed only within the developed area (existing township and houses). › 11kV above ground feeders available along Reedy Creek Rd (approximately 1km south of Adelaide Rd) › 19kV SWER above ground feeders available in different part of town (mostly along Reedy Creek Rd) › 33kV sub-transmission line available along Randell Road › 66kV not available › No Substation in Town › Available Import Capacity: 0-0.5 MVA – for (11kV) line. Further analysis from SAPN on network capacity is required to determine potential infrastructure requirements for future growth.
Flooding	The SAPPA and Water Connect flooding maps show no significant flooding concerns within the township. However, nearby watercourses may become floodplains during major storm events.
Transport	Township located on Randell Road with access to Mannum and Mount Pleasant/Birdwood.


Ponde &
Younghusband

4.10 Ponde – Younghusband

The Ponde – Younghusband planning areas, along the southern boundary of the LGA, consist of the following housing areas.

Settlements	Shack Settlements
Bowhill	Bowhill
Caloote	Bolto Reserve
Cowirra	Brinkleys
Tepko	Burdetts Shacks
Zadows Landing	Caloote Landing
Younghusband	Coolcha Landing
	Five Mile
	Frahns
	Julanker Holdings
	North Neeta
	Seven Mile
	The Peppers
	The Rocks
	Trumans
	Younghusband Holdings

Bowhill, Caloote, and Cowirra are small settlements located along the lower reaches of the River Murray. Each reflects the long-standing relationship between rural communities and the river, with a mix of residential, agricultural, and recreational land use.

Bowhill is a quiet riverside locality characterised by its steep river cliffs and linear shack development along the water's edge. In addition to its residential and holiday housing, Bowhill is home to Bowhill Engineering, a significant local employer specialising in complex steel fabrication, contributing to the regional economy.

Caloote, situated between Mannum and Murray Bridge, features a mix of permanent residences and shack areas. It provides river access for recreational use, and its proximity to larger service centres makes it a popular location for weekend occupancy.

Cowirra, located directly across the river from Mannum, is primarily a rural and agricultural district. However, its river frontage includes a number of shack sites and holiday dwellings, with strong connections to the Mannum township via the ferry crossing.

There are 15 shack settlement areas within this planning region. These settlements, though varied in scale and formality, are an established feature of the river landscape. They contribute to the area's social fabric and continue to support recreational use of the river, while also raising considerations around infrastructure, access, and environmental management.

4.10.1 Local Population Analysis

The table below provides an overview of population trends in the town settlements, as well as in the planning area's namesake, over the ten-year period from 2011 to 2021. In summary, the data shows mostly stagnant populations; however, changes to boundaries present challenges for this analysis.

Town / Settlement	Population (ABS)			Notes / Overview
	2011	2016	2021	
Ponde	-	64	59	Note: Suburb boundary was decreased between 2011-16
Younghusband	-	215	229	
Bowhill	279	138	127	Note: Suburb boundary was decreased between 2011-16
Caloote	273	134	133	Note: Suburb boundary was decreased between 2011-16
Cowirra	2,567	140	155	Note: Suburb boundary was de-creased between 2011-16

Table 31: Local Population Analysis

4.10.2 Residential Land Supply

A land supply analysis was undertaken for the planning area, estimating potential residential yields based on the minimum allotment sizes for each zone. Key findings include:

- Land supply is generally sufficient and not a barrier to growth.
- High holiday home occupancy highlights tourism as a key growth driver.
- Mannum's proximity focuses residential and employment activity in the township.
- Growth in rural and shack areas is constrained by environmental sensitivities and existing use.
- Scattered Tourism Development Zones present opportunities for tourism-related employment growth.

4.10.3 Dwelling Demand

Residential occupancy data from the most recent census indicates that many of the identified towns and settlements have high rates of unoccupied dwellings, suggesting they are frequently used as holiday homes or short-term accommodations. This trend is less evident in Cowirra, which is not surprising given its closer ties to Mannum.

Town / Settlement	Private Dwelling Numbers	
	Occupied	Unoccupied
Ponde	N/A	N/A
Younghusband	106 (48.6%)	110 (50.5%)
Bowhill	49 (23.3%)	156 (74.3)
Caloote	57 (49.1%)	58 (50%)
Cowirra	66 (57.9%)	41 (36%)

Table 32: Residential Occupancy Data (2021 Census)

4.10.4 Settlement Objectives:

1. Preserve Community Cohesion

Support the social fabric of these settlements by encouraging local events, community activities, and initiatives that foster a sense of belonging and mutual support among residents.

2. Maintain Basic Infrastructure and Services

Maintain existing and essential infrastructure such as roads, water supply, and waste management, while promoting access to critical services in larger centres.

3. Promote Heritage and Local Identity

Protect and celebrate the unique historical, cultural, and environmental aspects of these settlements to reinforce local identity and attract tourism and community pride.

4. Enhance Liveability and Sustainability

Implement small-scale projects aimed at improving the liveability of these settlements, such as maintaining the public realm, supporting local businesses, and adopting sustainable waste management practices.

5. Support Aging in Place

Where possible facilitate aging in place by providing resources and partnerships to assist older residents in accessing necessary support services and maintaining their independence within the community.

4.10.5 Development Opportunities

1. Rezone land for Employment

Bowhill Engineering is a significant regional employer, currently operating from a site on Weber Road in Bowhill, which is partially located within the Rural Settlement and Rural zones.

Rezoning this land to Employment or Strategic Employment would provide a more appropriate planning framework for the nature of the operations. This change would streamline future development applications, provide greater support for land use conflicts, and promote the ongoing growth and expansion of the business. Native vegetation in this locality delivers key ecological functions and buffers between sensitive land uses. High value areas should be protected through the rezoning process.

4.10.6 General Infrastructure Considerations / Supporting Infrastructure

Residential areas in this planning area are primarily limited to shack and rural settlements, while the rest of the land is used for agriculture. Infrastructure in the area is minimal. Transmission and high-voltage power lines are dispersed throughout, servicing the residential areas. Potable water is available in some areas but does not appear to reach shack settlements. There is no wastewater infrastructure. The road network consists of both sealed and unsealed roads, with the latter being more common. The current infrastructure is insufficient to support significant growth.







Shack Settlements

4.11 Shack Settlements

Mid Murray Council contains 52 shack areas, listed below:

Baseby Reserve	Beaumonts	Big Bend	Big Bend Landing
Bolto Reserve	Brenda Park	Brinkleys	Cadell Lagoon
Caloote Landing	Caurnamont	Chucka Bend Road	Coolcha
Cosey Corner	Five Mile	Forster	Frahns
Freemans Landing	Greenways Landing	Idyll Acres	Julanker Holdings
Kroehns Landing	Lake Carlet	Langs Landing	Marks Landing
Marne River	McAuleys	McBeans Pound	Morphett Flat
North Neeta	Northwest Bend	Old Teal Flat	Pelican Point
Pellaring Flat	Punyelroo	Punyelroo South	Purnong Landing
Riverbanks Estate	Rocky Point	Sabaruma	Scotts Creek
Scrubby Flat	Seven Mile	Teal Flat	The Peppers
The Rocks	Trumans	Walker Flat	Wombats Rest
Wongulla Lagoon	Wongulla Landing	Younghusband Holdings	Zadows Landing

4.11.1 Shack Settlements Overview

Shack settlements are typically small in size, located along the river's edge, and characterised by a high proportion of holiday homes supported by basic infrastructure. They offer a unique lifestyle and a strong connection to the River Murray. Often used as holiday homes or weekend retreats, these settlements provide residents and visitors with opportunities to enjoy the river's recreational activities and stunning natural surroundings. Over time, many shack areas have evolved to incorporate modern conveniences, making them a popular choice for those seeking relaxation or a closer connection to nature. These areas play a vital role in the region's tourism and community identity.

Future planning and development within shack settlements must carefully avoid areas subject to 1% AEP flood risk, ensuring that new or upgraded dwellings are located outside of high-risk flood zones to protect life, property, and environmental values.

4.11.2 Shack Settlement Approach

Shack settlements play a vital role in the local environment and community, serving as hubs of activity and connection. Their residents and visitors contribute significantly to the local economy through direct spending and the payment of local rates, reinforcing their importance as part of the regional fabric.

Recent flood events have highlighted the vulnerability of many shack settlements, with significant damage observed in numerous areas. These events have necessitated extensive post-flood cleanup and repair efforts, emphasising the need for enhanced resilience. Recent discussions with insurance professionals reveal that flood coverage is still available in many cases, although premiums can vary drastically depending on factors such as location and susceptibility to flooding.

To address these challenges and support sustainable growth, ongoing development within existing shack settlements will continue to be facilitated. The recent updates to the Planning and Design Code via the River Murray Flood Resilience Code Amendment aim to promote the development of flood-resilient structures and infrastructure, ensuring these communities are better prepared for future events.

The development of new shack settlements which require land to be rezoned is anticipated to be increasingly challenging into the future. This is largely due to environmental concerns at a state level regarding ribbon development along the river, impacts on the river and availability of zoned land. When considering the establishment of new shack settlements, Council's support should be contingent upon the following principles:

- Land selection considers flood risk and aims to minimise development in low-lying, flood-prone areas where practical.
- Environmental impacts are minimised, particularly in relation to wastewater management and its effects on the river system.
- Development does not encroach on productive agricultural land or conservation zones.
- Stormwater management measures are implemented to prevent erosion, protect water quality, and mitigate localised flooding.
- Native flora and fauna are protected, with habitat restoration included where feasible.
- Identified anomalies are assessed on merit, with consideration given to legacy planning matters, site-specific constraints, strategic value, and alignment with broader planning objectives.

Implementation Guidance

To operationalise the above principles and ensure shack settlements remain viable and resilient, the following implementation actions are recommended:

- Council should work with the Department for Environment and Water to determine safe peak flow levels in the Murray River. These refer to the maximum river flow volumes expected during significant flood events (such as the 1% AEP flood), and should be used to guide minimum development elevations for new or redeveloped structures. This ensures buildings are located above flood-prone areas, reducing risk to life and property.
- A consolidated Flood Resilience Plan should be developed for riverfront areas. This may include / consider:
  - Protective infrastructure.
  - Raised building platforms.
  - Emergency access and evacuation routes.
- Infrastructure upgrades should prioritise:
  - Connection to community wastewater management.systems.
  - Stormwater control to prevent erosion and protect water quality.
  - Road access improvements that maintain connectivity during flood events.
- Environmental and land use assessments should be embedded in all structure planning processes, ensuring:
  - Development avoids sensitive ecological areas.
  - Opportunities for habitat restoration are identified and implemented.
  - Productive agricultural and conservation land is preserved.
- Early engagement with state agencies and affected communities should be undertaken to ensure proposals align with broader planning frameworks and community expectations.

4.11.3 Development Challenges

Shack settlements in Mid Murray Council are generally located along the edge of the River Murray. As such, several are highly exposed to flooding risk. Many shack settlements were damaged or destroyed by the recent 2022 River Murray flood event.

River Murray shack settlements were largely established before the introduction of effective floodplain development control. Limiting development within floodplains is an internationally recognised strategy for avoiding damage to property and communities during flood events.

New infill or expansion of shack settlement areas is generally not envisaged where wastewater management and disposal capability constraints have been reached, or where they pose a risk to the degradation of water quality of the riverbank.



05 Implementation

The development opportunities identified in this strategy provide strategic direction to accommodate envisaged growth and stimulate economic activity. There are other implementation considerations and collaboration opportunities which Council should consider which are complementary to the Strategy. The following matters are recommended for consideration:

5.1 Lead Directions

Identifying priorities provides clear direction for the Council. This, in turn, supports effective implementation and should lead to tangible outcomes. A coordinated effort from the Council, government agencies, private sector partners, and the community is essential. By leveraging strategic investments, fostering collaboration, and aligning with existing policies and frameworks, the Council can create the necessary conditions for sustainable growth. The following table highlights key priorities for Council.

No	Action
1	**Catalyst Projects** Council supports initiatives that drive job creation, attract investment, and boost infrastructure. Projects like the River Murray International Dark Sky Reserve, renewable energy hubs, and circular economy precincts enhance regional growth, sustainability, and economic resilience while fostering innovation and environmental stewardship.
2	**Mannum - Structure Plan Suburban Neighbourhood Zone** Mannum's residential growth requires structured planning to ensure quality development, integrating infrastructure, stormwater, traffic, open space, vegetation, and long-term investment strategies. This process will provide clear strategic direction, resulting in efficiencies.
3	**Mannum - Expand the Strategic Employment Zone** Prioritise Strategic Employment Zone expansion near Mannum and Randell Roads to enhance connectivity, attract businesses, drive economic growth, and strengthen employment opportunities.
4	**Swan Reach - Structure Plan and Rezone land West of Nildottie Road** The land west of Nildottie Road offers a prime urban development opportunity, with large allotments, few landowners, and proximity to River Murray.
5	**Truro - Prepare structure plan and rezone land in the Deferred Urban Zone** A structure plan for Truro's Deferred Urban Zone can support growth, attract residents, ensure infrastructure feasibility, and enhance long-term sustainability.

No	Action
6	**Mannum - Upgrade Male Road** Upgrading Male Road to development-ready standards will enhance accessibility, attract investment, reduce costs, and support Mannum's strategic residential and employment growth.
7	**Mannum - Upgrade Ramm Road** Upgrading the road to a standard that accommodates anticipated traffic volumes and development yields will improve safety, enhance connectivity, and reduce infrastructure delivery costs for future developers. This investment will reinforce the strategic intent for growth in the southern area and enable the orderly and efficient rollout of development.
8	**Mannum - Advocate to the State Government for Upgrades to Adelaide and Randell Roads** Upgrading Adelaide and Randell Roads will enhance connectivity, attract investment, reduce developer costs, and support Mannum's residential and employment growth.
9	**Mannum Waters Marina** Continue to advocate for the future relocation of SA Water's effluent lagoons to enable improved connectivity between Mannum and the marina.
10	**Morgan - Review the Rural Intensive Enterprise (RuIE) Zone** Review the Rural Intensive Enterprise Zone in Morgan to assess whether it has met its intended objectives. Evaluating development progress, infrastructure availability, and industry uptake will help identify gaps and opportunities to support future activation and growth.

5.2 Growth and Infrastructure Coordination Unit (GICU)

In 2023, the Housing Infrastructure Planning and Development Unit (HIPDU) was established to oversee the release of urban land, ensuring development is managed appropriately and supported by sufficient public infrastructure, including both hard and soft infrastructure. In December 2024, HIPDU was renamed the Growth and Infrastructure Coordination Unit (GICU).

The GICU operates as a growth coordination unit, tasked with delivering state-led growth areas to increase housing supply. This includes establishing infrastructure delivery tools as part of the land-use planning process. The unit collaborates with industry, local government, state agencies, and essential service providers to develop solutions that address stakeholder needs effectively.

Additionally, the GICU supports local governments in facilitating growth by providing contemporary, best-practice advice and guidance, enabling informed and strategic decision-making.

5.3 Office for Regional Housing

The Office for Regional Housing (ORH), a dedicated branch within Renewal SA, has been established to address housing shortages in regional South Australia by working closely with local governments, economic development agencies, and employers.

Regional South Australia faces significant housing challenges, including limited infrastructure, high material and transport costs, constrained local construction and developer capacity, small-scale developments, and restricted access to finance. To unlock opportunities for affordable, fit-for-purpose housing, the state government (via ORH) collaborates with local governments and stakeholders to address region-specific issues. The ORH focuses on tackling these challenges by:

- Facilitating the development of new key worker rental housing through the Regional Key Worker Housing Scheme.
- Supporting regional housing projects with strategic advice, targeted funding, and assistance in planning and implementation.

The ORH recently launched the Regional Housing Initiatives Program, which seeks to support high-value regional housing projects that require government partnership and support to succeed. Through shared funding and management, the ORH helps make such projects more feasible, significantly enhancing housing outcomes for regional communities.

5.4 Infrastructure Schemes

The Planning, Development and Infrastructure Act 2016 provides for infrastructure schemes as an option to assist with the funding, coordination and delivery of infrastructure. The delivery of community infrastructure has been a planning challenge for many years. There are a range of models that are commonly used, each with their own opportunities and constraints. There are several benefits to establishing and implementing an infrastructure scheme, including:

- Infrastructure is fully costed and financed
- Infrastructure delivery is staged with development
- Costs are fairly distributed to landowners
- The process is transparent for councils, developers and landowners
- Agreements are in place before rezoning and/or development
- Greater transparency about the funding process.

There are two new types of infrastructure schemes under the Planning, Development and Infrastructure Act 2016, a Basic Infrastructure Scheme and a General Infrastructure Scheme.

Basic Infrastructure Schemes are operational under the Act. They can apply to defined ‘designated growth areas’ and generally apply a one-off charge which is payable at the time the benefit is realised. As the name suggests, Basic infrastructure schemes can only consider basic infrastructure as defined by the legislation. The General Infrastructure Scheme is not yet operational under the Planning, Development and Infrastructure Act 2016 and the timing of implementation is unclear.

Infrastructure schemes are anticipated to play a pivotal role in delivering infrastructure across South Australian growth fronts. As Mid Murray Council’s population and demand for infrastructure increases, Council will need to consider when an infrastructure scheme may be appropriate to deliver and cover costs associated with its delivery.

5.5 Renewable Energy Projects

Renewable energy projects are expected to play an increasingly important role in the future of the Mid Murray region. These projects offer opportunities to diversify the local economy, reduce emissions, and support long-term sustainability. They can deliver direct benefits to the community through job creation, infrastructure investment, and potential partnerships with landowners. Additionally, they contribute to state and national energy targets, positioning the region as a proactive participant in the transition to a low-carbon future.

The Mid Murray region's strong solar and wind profiles make it a highly suitable location for renewable energy development. However, the integration of such infrastructure must be carefully managed to ensure projects align with local values, environmental considerations, and community expectations.

Recent engagement with community members and stakeholders has highlighted broad support for renewable energy initiatives. However, some apprehension has also emerged in recent years, underscoring the importance of a balanced and transparent approach to development. As demand for renewable energy continues to grow, clear and consistent guiding principles are essential.

To ensure renewable energy projects balance economic, environmental, and community outcomes, the following principles have been prepared to guide Council's support:

- Site selection should minimise visual and amenity impacts on nearby dwellings, townships, and culturally significant landscapes.
- Projects must demonstrate appropriate buffer distances from sensitive uses, including residential areas, tourism assets, and conservation zones.
- Environmental impacts must be assessed and minimised, particularly regarding native vegetation, water resources, and wildlife corridors.
- Land used for renewable energy should not compromise productive agricultural land, unless appropriate co-use or mitigation strategies are in place.
- Community benefit sharing opportunities such as local investment, employment, or energy rebates should be encouraged wherever feasible.

By applying these principles, Mid Murray aims to support renewable energy development that strengthens the local economy, protects the environment, and delivers positive outcomes for both current and future generations.

5.6 Leveraging Freight Infrastructure for Economic Growth

The development of the High Productivity Vehicle (HPV) Network presents a transformative opportunity for the Murray Mallee region, particularly within the Mid Murray Council area. As this strategic freight corridor evolves, it provides opportunities for unlocking employment land uses aligned with regional strengths and future growth.

Designed to bypass Adelaide and enhance freight efficiency, the HPV Network is anticipated to intersect several key townships including Mannum, Cambrai, Sedan, and Truro. Its proximity to these communities positions the corridor as a catalyst for industrial, logistics, and agribusiness development. Aligning land use planning with this infrastructure will attract new businesses, support existing industries, and generate employment.

To fully leverage the HPV Network, the following employment land uses should be encouraged along or near the corridor:

- Freight and logistics hubs offering warehousing, distribution, refuelling, parking, and support services.
- Employment zones for manufacturing and service industries.
- Agri-processing facilities to add value to local produce and reduce freight costs.

These uses complement the freight network, diversify the regional economy, and build long-term resilience.

Given the corridor's scale and evolving nature, pinpointing the exact location of future opportunities is challenging. To guide Council's support for development and investment along the corridor, the following principles have been established:

- **Protect Strategic Freight Routes** - Safeguard the HPV corridor from incompatible development to preserve freight efficiency and long-term viability.
- **Align Land Use with Infrastructure** - Prioritise planning decisions that support freight-related and employment-generating uses with clear links to the corridor.
- **Promote Economic Clusters** - Encourage co-location of complementary industries to foster innovation, collaboration, and shared infrastructure.
- **Ensure Environmental Sustainability** - Balance economic growth with environmental responsibility through sustainable design and low-impact development.
- **Engage Stakeholders Early** - Collaborate with local communities, industry, and government to ensure development reflects shared goals and maximises regional benefits.

5.7 Promoting Efficiencies

Mid Murray Council recognises that a consistent and streamlined development approval process is essential to supporting growth, building industry confidence, and promoting orderly development across the region.

Consistency in planning advice and decision-making is key to achieving efficiency. By ensuring applicants receive clear, reliable, and uniform guidance, Council can reduce delays, improve transparency, and foster stronger relationships with developers, landowners, and the broader community.

A critical component of this approach is the development and application of clear engineering standards to guide the delivery of stormwater, road, and open space infrastructure throughout the development process. These standards will provide certainty for applicants, support efficient assessment, and ensure infrastructure outcomes are functional, resilient, and aligned with Council's long-term planning objectives.

Enhancing consistency in both planning and engineering guidance will improve Council's productivity, optimise resource use, and support the competitiveness and resilience of the construction and housing industries contributing to the sustainable growth of the Mid Murray region.

06 Conclusion

Mid Murray Council and the region more broadly is undergoing a period of transition, driven by shifts in industry, population, and broader economic changes. Significant growth fronts nearby, particularly in Murray Bridge, present opportunities to leverage and align with emerging regional development trends. At the same time, it is crucial for Mid Murray to actively foster its own growth and identity opportunities this unique area can leverage.

The Mid Murray Council encompasses several smaller settlements that, as identified in this strategy, face a range of significant challenges. These include ageing populations, stagnant or declining demographic trends, limited infrastructure and services, and constrained employment opportunities. Inland settlements are particularly disadvantaged, as river towns benefit to some extent from tourism and horticultural interest, which provide limited but valuable economic activity and engagement.

Given these challenges, significant population growth in smaller inland towns is not anticipated. However, the riverine settlements continue to attract individuals seeking a relaxed lifestyle near the water, particularly retirees downsizing for a more community-oriented environment. While this trend contributes to local vitality, it can be short-lived, as ageing residents eventually require greater access to healthcare and other essential services. Larger centres such as Mannum are generally better positioned to accommodate these needs due to their stronger infrastructure and service offerings.

Given these dynamics, smaller settlements are not seen as priority areas for major Council investment. Instead, it is recommended that limited resources be focused on locations with existing momentum, natural advantages, or clear potential for sustainable growth. Analysis shows capacity for approximately 3,730 additional allotments within current zoning, offering a strong base for targeted expansion. There is also approximately 70 hectares of Deferred Urban land that could accommodate more than 600 dwellings, along with opportunities to intensify the use of 853 hectares of Rural Living land. In addition, approximately 107 hectares of new urban land is identified for future residential development. Together, these areas present a tangible and strategic opportunity for accommodating growth and guiding future investment.

By taking a targeted approach, the Council can support long-term economic resilience while ensuring that growth efforts align with both local identity and broader regional opportunities. Strengthening strategic connections with nearby growth centres, while reinforcing Mid Murray's unique appeal, will be essential in navigating this period of transition effectively.


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