



Government of South Australia

Department for Housing
and Urban Development

Murray Bridge Residential Growth Areas Infrastructure Scheme – Draft Outline

APPROVAL TO PROCEED WITH INITIATION OF A BASIC INFRASTRUCTURE DELIVERY SCHEME

Pursuant to section 163(3)(a) of the *Planning,
Development and Infrastructure Act 2016*

Approved by:

A handwritten signature in blue ink, appearing to read 'Nick Champion', written over a dotted line.

Hon Nick Champion

Minister for Planning

24/5/26
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OFFICIAL

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1. Introduction

A basic infrastructure scheme under Part 13 of the *Planning, Development and Infrastructure Act 2016* (the Act) is proposed to support urban development in the area approximately 5km west of Murray Bridge, known as the Murray Bridge Residential Growth Areas (MBRGA).

The proposed scheme is to provide for the coordination, funding and delivery of basic infrastructure projects that meet the needs of the township's expansion, as envisaged by the Murray Bridge Residential Growth Areas Code Amendment (Code Amendment) adopted by the Minister for Planning (Minister) on 5 February 2026.

On the advice of the State Planning Commission, the preparation of the Murray Bridge Residential Growth Areas Basic Infrastructure Scheme (the Scheme) is initiated by the Minister with the approval of the draft outline of the scheme (the Draft Outline) under section 163(3)(a) of the Act.

Consistent with the requirements of the Act, the Draft Outline includes:

- Identification of the designated growth area
- The nature and intended scope of the basic infrastructure any related development that is proposed to be undertaken as part of the Scheme
- Proposed timing or staging of the various elements of the Scheme (to the extent such information is known)
- An outline of a funding arrangement, including whether it is proposed to impose a charge under Part 13, Subdivision 7 of the Act
- Information about the person or body that will be carrying out the work envisaged by the Scheme (to the extent that is known)
- Identification of any basic infrastructure or assets that may be expected to be transferred to another entity upon completion of the Scheme
- Information regarding the operation and administration of the scheme and the associated costs (to the extent such information is known)
- Identification of further studies or assessments required to finalise the Scheme for adoption.

Consultation on the Draft Outline with the nominated individuals and entities has been carried out as per section 163(10) of the Act, including the Rural City of Murray Bridge (Council) as the initial proponent and local government area in which the MBRGA is located.

1.1 Designated Growth Area

The proposed Designated Growth Area is made up of three precincts in Murray Bridge, which together form the MBRGA.

The MBRGA comprises 89 allotments in total and aligns with the Affected Area for the Code Amendment, as identified in **Figure 1** and **Appendix A**.

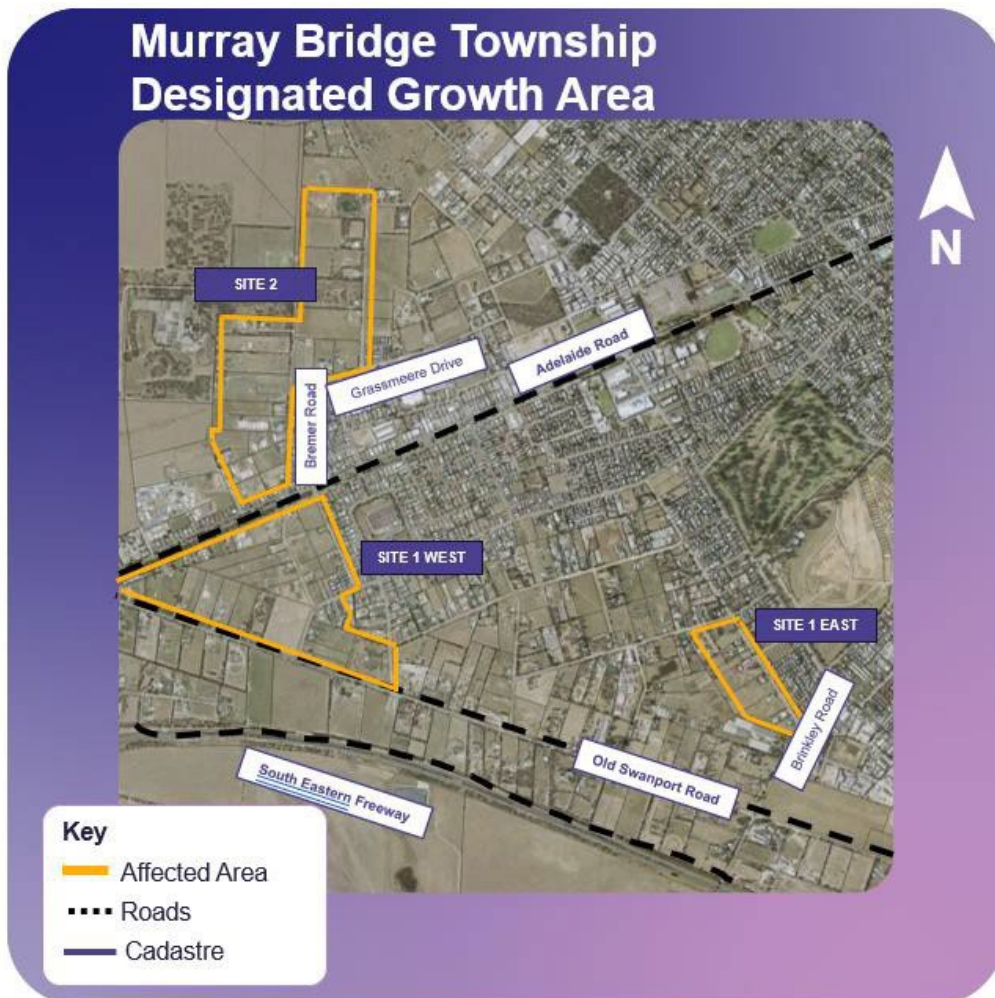


Figure 1: Proposed Designated Growth Area for the Murray Bridge Residential Growth Areas Basic Infrastructure Scheme

For Site 1 West:

There are 56 allotments:

- 24 allotments within the bounds of Adelaide Road, Old Swanport Road and Agricultural Drive.
- 27 allotments within the bounds of Agricultural Drive, Adelaide Road, Zema Avenue and Christian Road, including a number of allotments that have already been developed with limited potential for further division.
- Nine (9) allotments within the bounds of Agricultural Road, Christian Road, Rural Avenue and Old Swanport Road, one of which contains the Rural Avenue wetlands.

For Site 1 East:

There are nine (9) allotments bound by Bywaters Road, Brinkley Road and Commerce Road.

For Site 2:

There are 20 allotments in total:

- 12 allotments west of Bremer Road and north of Adelaide Road.

- Eight (8) allotments bound by Bremer Road, Grassmere Drive and Greenlands Drive.

The land within the MBRGA has been rezoned to increase development potential with the adoption of the Code Amendment. This development potential includes the division of land and future sale of resulting allotments, and therefore, the MBRGA meets the definition of a *designated growth area* in section 162 of the Act.

At the time of initiating the Draft Outline, there are more than 50 separate landowners within the MBRGA. Affected privately owned land parcels are identified in **Appendix B**.

In considering the constitution of the Designated Growth Area, as per section 163(8), consideration has been given to:

- the area which will benefit from the basic infrastructure to be provided under the proposed scheme (including the Code Amendment affected area and areas outside of this)
- the extent to which the area will provide fair and sufficient funds over time with respect to the provision of the basic infrastructure under the proposed scheme
- the extent to which the designated growth area overlaps with other schemes under the Act, of which there are none at the time of the Scheme's initiation.

1.2 Proposal for the Scheme

A Scheme may be proposed on the Minister's own initiative, or at the request of another person or body with an interest in the provision or delivery of infrastructure (referred to as a proponent), subject to the advice of the State Planning Commission.

Following consultation on the Code Amendment, Council requested that the Minister consider initiating a scheme under Part 13 of the Act for the MBRGA for the provision of basic infrastructure.

Section 162(1) of the PDI Act defines **basic infrastructure** as:

- *Essential infrastructure required for the generation of electricity, distribution and supply of electricity or other forms of energy, water or sewerage infrastructure, and communication networks.*
- *Roads or causeways, bridges or culverts associated with roads.*
- *Stormwater management infrastructure or*
- *Embankments, wells, channels, drains, drainage holes or other forms of works or earthworks connected with the provision of the preceding infrastructure.*

Under section 163(2) of the Act, a basic infrastructure scheme may only be considered if at least one of the following situations applies:

- the basic infrastructure is reasonably necessary for proposed or future development within the designated growth area, including where rezoning has occurred or is expected.
- the basic infrastructure will support, service, or promote significant development within the designated growth area.
- it is reasonably necessary or efficient to coordinate the design, construction, and funding of basic infrastructure due to the scale of—
 - the proposed or future development; or

- the basic infrastructure itself, or both.

To evaluate the suitability of a basic infrastructure scheme for the MBRGA, the proposal was assessed against the principles set out in **Table 1**. Assessment against these principles is outlined in **Appendix C**.

Table 1: Infrastructure Funding and Delivery Principles

Principle	Description
Fit for purpose	The model will secure sufficient funding to ensure the infrastructure is constructed as required.
Equity	Infrastructure should be properly scoped and costed, with the apportioned contribution relative to benefit. Costs attributed to developers should be confined to improvements necessitated by the development.
Evidence based	Infrastructure should be properly scoped and costed to ensure contributions are focused on funding the actual infrastructure.
Transparency	Funding mechanisms should be transparent to build investor confidence and public trust.
Governance	There should be appropriate governance and oversight to ensure accountability of decision-making around the delivery of the infrastructure required.
Scalability and efficiency	The model adopted should be cost effective and relative to the scale of the project to minimise administrative overheads and complexity where there is limited overall benefit.

In summary, a basic infrastructure scheme is considered to be an appropriate infrastructure delivery mechanism to support the objectives of the Code Amendment for the following reasons:

- Early investigations highlighted a broad range of basic infrastructure would reasonably be required to support the expected residential development, including roads and stormwater management infrastructure
- Trunk infrastructure is likely to reasonably be required to enable expected residential development
- There will be a need to coordinate the infrastructure delivery with agreed scope and expected timeframes for development of the MBRGA
- There are multiple landowners (50+) over fragmented land ownership (89 parcels). Major infrastructure works will be dependent on multiple landowners coordinating delivery, which often lead to inefficient and inequitable outcomes over time.

2. Strategic Context

The Greater Adelaide Regional Plan (GARP) identifies Murray Bridge as having significant long-term growth opportunities. It has existing capacity for an additional 8,000 houses, and new growth areas identified in the GARP could support an additional 23,400 homes over the longer term.¹

The Murray Bridge Structure Plan 2024 (Structure Plan) is a Council strategic initiative that puts in place the framework to manage and sustain growth.² The MBRGA Code Amendment is one of the Code Amendments identified for implementation of the Structure Plan and aligns with both the GARP and the Murray Mallee Regional Plan (MMRP).³

The Code Amendment was underpinned by a significant body of work undertaken by Council, including the Future City Program and Community Infrastructure Model (CIM). This work also formed the early investigations required to consider a Scheme proposal.

2.1 Anticipated Development

In March 2023, the Minister approved the initiation of the MBRGA Code Amendment (Code Amendment ID: 10060).

The Code Amendment replaces the current mix of zones (Deferred Urban, Rural Living, Rural Neighbourhood) in the MBRGA with the Suburban Neighbourhood Zone to enable future residential development.

The minimum allotment size varies by dwelling type:

- Detached dwelling – 500m²
- Semi-detached – 400m²
- Row dwelling – 500m²
- Group dwelling – 350m²
- Residential flat building – 300 m²

It is estimated that the rezoning will deliver in the order of 1000-1200 additional dwelling allotments, over approximately 25 years.

Since the Code Amendment was adopted, further investigation into the calculations identifying the net developable area for the growth area land parcels has been undertaken. In determining the likely quantities of land taking up developable area, such as establishing the final extents of existing road boundaries, stormwater detention areas, open space areas and new roads, a more detailed and accurate set of figures has been established for the purpose of infrastructure planning.

The now more detailed calculations have estimated that the potential development yield is higher than originally estimated.

Concept Plans introduced within the Planning and Design Code provide guidance on the location of open space, stormwater infrastructure, small scale community and commercial activity, road upgrades and indicative road networks, vehicle access points and pedestrian/cycle networks. These are identified in **Appendix D**.

¹ [Greater Adelaide Regional Plan](#), Government of South Australia, 2025

² [Murray Bridge Structure Plan](#), Rural City of Murray Bridge, 2024

³ [Murray Mallee Regional Plan](#), Government of South Australia, 2026

2.2 Infrastructure Need

Council is currently undertaking detailed investigations to inform development of the next version of its CIM. The CIM identifies key infrastructure needs for the development of all growth areas identified in the GARP, which will then form the basis of future infrastructure schemes, funding deeds and the like to support the long-term delivery of Council's Structure Plan.

The Draft Scheme is limited to the provision of basic infrastructure considered to be reasonably necessary for the purposes of development within, or connected to, the MBRGA. Accordingly, detailed investigations will focus on infrastructure requirements relevant to servicing the Growth Area.

Early analysis of existing basic infrastructure networks and catchments undertaken as part of the development the Code Amendment consider the existing capacity to absorb the additional demand anticipated in the MBRGA.

Table 2 summarises the impact of this demand on existing networks and catchments and expected level of intervention.

2.2.1 Basic Infrastructure Delivery Pathways

Not all basic infrastructure associated with development in the Designated Growth Area needs to be coordinated and funded under the Scheme.

Different infrastructure delivery pathways and tools may be more effective depending on the nature of the infrastructure to be delivered, who the beneficiary of the infrastructure will be and over what period of time the infrastructure is to be provided. In some cases, there may be a clear, well-established process for provision of that type of infrastructure and the level of intervention to accommodate demand is not of a scale or complexity that warrants inclusion in the Scheme.

As such, **Table 2** also indicates the expected delivery pathway for the classes of basic infrastructure.

Table 2: Capacity of basic infrastructure networks and catchments to support development within the MBRGA and Proposed Pathway

Basic Infrastructure Class	Existing Capacity / Level of Intervention Required	Expected Funding and Delivery Pathway
Transport (Roads and Intersections)	<p>The three identified sites are bound by Department for Infrastructure and Transport (DIT) arterial roads, a council collector road and local roads. The DIT Arterial Roads include the South Eastern Freeway, Adelaide Road and Mannum Road. The council arterial road is the Old Swanport Road.</p> <p>Early assessment has indicated the anticipated transport infrastructure needs based on the expected traffic volume.</p> <p>More detailed traffic investigations will be undertaken to determine the full impact and scope of interventions required for the Scheme.</p>	<p>Via Basic Infrastructure Scheme -</p> <p>Detailed technical investigations to be undertaken.</p>

Basic Infrastructure Class	Existing Capacity / Level of Intervention Required	Expected Funding and Delivery Pathway
Stormwater Management	<p>The MBRGA comprises mostly grassed areas with sporadic housing and some minor internal roads.</p> <p>Development of the MBRGA will increase the extent of impervious surface, resulting in increased stormwater runoff from the growth area. Therefore measures must be taken to mitigate the effect of the additional surface flows.</p> <p>Early assessment indicates that infrastructure upgrades to accommodate the ultimate growth front will likely consist of several stormwater management interventions that should be implemented as part of the Scheme with each of the precincts to have their own defined strategy and drainage solution.</p>	<p>Via Basic Infrastructure Scheme -</p> <p>Detailed technical investigations to be undertaken.</p>
Water infrastructure	<p>The infrastructure capacity assessment identifies that upgrades to the water network is required to support envisaged growth. These upgrades are required to provide not only drinking water but to support the wastewater network.</p> <p>Consultation with SA Water noted that the exact nature of upgrade works will be confirmed in association with the preparation of the infrastructure scheme.</p>	<p>Via Basic Infrastructure Scheme -</p> <p>Detailed technical investigations to be undertaken.</p>
Wastewater infrastructure	<p>A new wastewater treatment plant was commissioned and built between 2018-2020. It is expected that this treatment plant will be able to accommodate wastewater from the development envisaged by the Code Amendment.</p> <p>Sewer services are likely to require augmentation to addition to support the Designated Growth Area.</p>	<p>Via Basic Infrastructure Scheme -</p> <p>Detailed technical investigations to be undertaken</p>
Communication network	<p>The current network capacity is for a population of 30,000. Which is less than the forecasted 2041 population. Therefore, there are no forecast infrastructure requirements for telecommunications.</p> <p>Analysis highlights the existing telecommunications network has capacity to accommodate the rezoning of the MBRGA and its envisaged community.</p>	<p>To be confirmed -</p> <p>Infrastructure may be funded through the Scheme or through existing funding and augmentation pathways in use by the service provider.</p>
Electricity infrastructure	<p>Murray Bridge's electricity is currently supplied by SA Power Networks' distribution system via 33kv sub- transmission lines and 11kv primary distribution feeders.</p> <p>There are currently two substations, located at</p>	<p>To be confirmed -</p> <p>Infrastructure may be funded through the Scheme or through existing funding and</p>

Basic Infrastructure Class	Existing Capacity / Level of Intervention Required	Expected Funding and Delivery Pathway
	<p>Murray Bridge North and Murray Bridge South.</p> <p>In 2021/22 SA Power Networks confirmed there is 12.79MVA spare capacity at the Murray Bridge North Substation and 12.31MVA spare capacity at the Murray Bridge South Substation.</p> <p>This spare capacity is considered sufficient to support the anticipated population growth.</p>	<p>augmentation pathways in use by the service provider.</p>
Gas Infrastructure	<p>The growth area can be serviced via the gas infrastructure.</p> <p>The SEAGas pipeline runs through the two areas along Bremer Road and Agricultural Drive. Barriers remain on the type and densities of development envisaged within proximity to the pipeline, along with design guidelines which seek minimisation of crossing points.</p> <p>The infrastructure and these limitations are recognised through an overlay within the Planning and Design Code.</p>	<p>To be confirmed - Infrastructure may be funded through the Scheme or through existing funding and augmentation pathways in use by the service provider.</p>

2.2.2 Basic Infrastructure proposed for the Scheme

Based on early analysis, it is considered reasonably necessary and efficient to include projects of the following basic infrastructure classes to be funded and delivered under the Scheme:

- Transport (Roads and Intersections)
- Stormwater Management
- Water
- Wastewater.

Gas, electricity and communication infrastructure will still be considered for the Scheme, though it is likely to be more efficient to deliver via established pathways directly with the service provider, due to the presence of mains within relative proximity and network capacity.

The detailed technical investigations to be undertaken and the parameters by which they can be funded and delivered by the Scheme are described below.

3. Nature and Intended Scope

To refine the scope of basic infrastructure works to be included in the Scheme, further technical investigations have been commissioned that build on the work undertaken to prepare the structure plan and Code Amendment.

These investigations will identify specific infrastructure projects that align with section 163(7) of the Act which requires projects to be coordinated, funded and delivered under the Scheme to be:

- (a) fit for purpose,
- (b) capable of adaptation as standards or technology change over time (insofar as is reasonably practicable or appropriate in the circumstances)
- (c) capable of augmentation or extension to accommodate growth or changing circumstances over time (insofar as is reasonably practicable or appropriate in the circumstances)
- (d) where appropriate, designed to build capacity for the future, including by allowing for connections, extensions or augmentation by others who are able to leverage off the initial investment in the basic infrastructure
- (e) designed and built to a standard that is appropriate taking into account the nature and extent of development that is proposed to be undertaken within the relevant designated growth area, and
- (f) capable of being procured and delivered in a timely manner to facilitate and promote orderly and economic development.

As the proposed charge for the Scheme is based on the reasonable capital costs of the projects to be delivered under the scheme, considerations will be given to the most cost-effective infrastructure solutions.

3.1 Transport Investigations

A transport specialist has been engaged to undertake a transport assessment to inform road infrastructure requirements. **Appendix E** identifies initial interventions to be considered for further investigation.

A range of local and state roads have been identified and ranked in terms of priority. Development in this area has the potential to require upgrades for the Hindmarsh/ Brinkley Road Intersection.

Total costs and traffic infrastructure costs are yet to be estimated, however, early investigations undertaken indicate that infrastructure upgrades to accommodate the ultimate growth front will likely consist of:

- intersection upgrades; and
- Upgrades to roads and road infrastructure.

Through the development of the Scheme, additional engineering analysis will be undertaken to determine direct impacts associated with the development of the MBRGA.

3.2 Stormwater Management Investigations

A stormwater specialist has been engaged to develop a Stormwater Management Strategy.

Early assessment provided indicative detail relating to the anticipated stormwater management infrastructure needs based on the initial modelling, opportunities and constraints. The Concept Plan in the Code illustrates the indicative location of detention basins.

More detailed stormwater investigations will be undertaken to determine the full impact and scope of major stormwater management infrastructure (e.g. retention/detention basins/, system upgrade and in-road drainage infrastructure) required for the Scheme and to support the Code Amendment. **Appendix E** identifies some elements being considered as part of these investigations.

The interventions will aim to control the flow of water from the site, to manage post development flows and to mitigate the level of flooding, erosion and discharge into existing Council systems. Consideration will be given to climate change impacts and protection of the downstream infrastructure receiving waters.

Interventions such as designated detention basins and stormwater systems will assist to ensure the required infrastructure is constructed in a timely manner and in line with the current stormwater investigations.

3.3 Water and Wastewater Investigations

Detailed investigations are underway to determine the extent of the portable water infrastructure required to support urban development in the MBRGA. Investigations will also determine wastewater services will be provided.

As noted by SA Water, the nature of upgrades was dependent on the final scope and layout of the future development. Water augmentation and infrastructure details will therefore be dealt with in future stages and as part of infrastructure scheme.

3.4 Electricity, Gas and Communications


Investigations are underway to understand the existing capacity and serviceability of the MBRGA by NBN (communication networks) and SA Power Networks (electricity infrastructure).

In the instance some minor upgrades are required to service proposed residential development because of more detailed design investigations. These can be negotiated through the development application process.

The Scheme will look to align delivery plans for these essential infrastructure services. Investigations into the provision of these services and whether such infrastructure will be included as part of the Scheme, and/or how they interact with the Scheme, are to be conducted throughout the Scheme development and delivery processes. Where existing funding pathways are considered appropriate and fit for purpose, consideration will be given to excluding from the scheme to maintain these arrangements.

3.5 Infrastructure Project Scope and Costings

Appendix E lists the potential infrastructure interventions that have been identified during preliminary investigations. These interventions will be further scoped by the Scheme Coordinator when preparing the draft Scheme for consultation.



An Infrastructure Funding Plan will be prepared to inform the Scheme, providing detailed cost estimates for the identified infrastructure projects and identifying the responsible party for delivery of the infrastructure.

These investigations are critical to appropriately scoping and costing the infrastructure to ensure sufficient funding is collected to fund all infrastructure required as part of the Scheme.

The development of the Draft Scheme will provide detail relating to the escalation of the applied contribution rate and review periods which apply to the Scheme. The cost investigations will also provide for an analysis of beneficiaries and contributors for the development of the Funding Plan. This involves ensuring infrastructure costs are being evenly apportioned for the landowners/developers.

Details and assumptions will be further developed through ongoing investigations to align the Scheme with the key principles in the Act.

In addition, there would be the ability for future costs of the Scheme including capital cost of infrastructure, procurement and design of infrastructure and construction of infrastructure to be accounted for through the Scheme and these aspects would be accounted for in the development of the Funding Arrangement and costing of interventions.

4. Proposed Funding Arrangement

Each infrastructure project proposed to form part of the Scheme must have a funding and delivery pathway attributed to it.

The Act provides for several funding mechanisms that can be used in a scheme to ensure the delivery of infrastructure occurs alongside the development that it supports. Different mechanisms suit different infrastructure projects and consideration of appropriate funding pathways will be investigated by the Scheme Coordinator when developing the Funding Arrangement for the Draft Scheme.

The Scheme's Funding Arrangement can account only for basic infrastructure projects that are included in the Scheme.

Pathways exist for other infrastructure which is not included in the scheme to be delivered via development conditions for land division applications and existing regulatory processes for service connections.

Potential funding arrangement for the Scheme projects may include the following:

Table 2: Funding Arrangement mechanisms under section 169(1) of the Act

Funding options	How it may be utilised
Provision of funds from public sources	Proposed to be considered. Investigations will consider opportunities to source or apply for funds through grants programmes or budgetary submissions as may be appropriate for the relevant infrastructure.
Provision of funds from private sources	Proposed to be incorporated. Developer funded and delivered infrastructure through land division process, provision of Works in Kind by developing parties and incorporation of a Charge on land will be considered in the Scheme.
Exemptions from 1 or more taxes, levies or local government rates imposed under a law of the State	Further investigations will be undertaken to determine appropriateness of utilising this funding option. Where the contribution is already collected for a particular infrastructure as part of the Scheme, intent is not to duplicate the charges.
Charges on land (Imposition of a charge under Subdivision 7 of Part 13 of the PDI Act)	<p>Proposed to be incorporated. Major/regional infrastructure required within the Scheme will be delivered through a charge payable as land is developed. This charge would cover an apportioned cost of all infrastructure required, along with the administration of the Scheme, and is anticipated to be applied on developable land within the designated growth area.</p> <p>Further investigations will be undertaken to understand the costs in order to ensure the charge on the land is established in a way that will provide sufficient cash flow to support infrastructure delivery when required.</p> <p>In considering whether to include the charge of land, alternative sources of funding and any schemes or arrangements that are already in place, or already planned with respect to the provision</p>

Funding options	How it may be utilised
	of basic infrastructure or the undertaking of works in the designated growth area (or in an adjacent or related area).
Scheme contributions (Collection of contributions under Subdivision 8 of Part 13 of the PDI Act, including by designating the relevant contribution area or areas)	If a charge is utilised under Subdivision 7, then this contribution mechanism is unlikely to be required.
Scheme rebates and other adjustments in relation to contributions that would be payable under Subdivision 7 or Subdivision 8)	Will be determined whether appropriate upon development of the charge on land.
Provide for any charge or other amount to be imposed, collected, rebated or adjusted according to a determination of ESCOSA, or of some other specified person or body	Further investigations will be undertaken to determine appropriateness of utilising this funding option.
Works in Kind in lieu of monetary payment of a charge	Proposed to be incorporated - allowing a landowner or developer, acting on behalf of a landowner, to voluntarily deliver or procure an identified project within a Scheme in lieu of monetary payment, subject to approval by the Scheme Coordinator.


4.1 Proposal to impose a Charge

As per the table above, the Scheme proposes to impose a charge under Subdivision 7 of Part 13 of the Act over land to fund the infrastructure to be provided. The charge is proposed to apply to all land parcels within the Designated Growth Area.

In developing the Scheme and funding arrangement, consideration will also be given to how best apportion contribution relative to benefit.

In accordance with section 163(9) of the Act, the proposal for the imposition of a charge under Subdivision 7 has considered:

- The extent that it is reasonable that other sources of funding be used instead; and
- Whether there are any schemes or arrangements (including with respect to the imposition of separate or other rates or charges) that are already in place, or already planned (and known to the Minister) with respect to the provision of basic infrastructure or the undertaking of works in the designated growth area (or in an adjacent or related area).
- Whether the Minister proposes to terminate an agreement or deed under section 167 in connection with the adoption of the scheme.



In considering other funding methods that might otherwise be available for the MBRGA, it is recognised that the proposed rezoning of the land is largely driving any requirement to upgrade infrastructure outside of standard asset renewal programs which may exist.

Given this, there is an assumption that infrastructure upgrades required to service the MBRGA will largely need to be funded by landowners or their agents developing that land, or by existing or future asset owners. As detailed investigations are undertaken to inform the Scheme, these inputs will inform the development of the funding plan and likely funding sources.

In developing the funding arrangement within the Draft Scheme, the Scheme Coordinator must consider the principles outlined in section 166(2) and 166(5) of the Act.

5. Infrastructure Delivery

A Works Program for the delivery of the Scheme's projects will be developed by the Scheme Coordinator for consultation as part of the Draft Scheme. This will include timing and scope of works to ensure that infrastructure is able to be delivered in line with the preferred staging identified in the Scheme.

5.1 Infrastructure Staging and Prioritisation

Preliminary investigations indicate that extensive staging relating to the MBRGA is unlikely to be required as part of the Scheme.

Given the distributed nature of the Growth Area, there is potential for it developed at different times based on landowner preferences and market demands. Some level of staging may be required based on expected connection to services or infrastructure timing requirements. The Scheme's Work Plan and its supporting documentation will outline the optimal staging, and the infrastructure required to be constructed to fully develop the growth area.

Development has potential to start in each of the three precincts in a concurrent fashion based on owner preferences and ability to access existing service connections.

An orderly sequence to the rollout of enabling infrastructure is necessary to prevent the land locking of any of the allotments in future stages, or unnecessarily restricting development. This will be determined by applying infrastructure delivery triggers linked to development broader growth outcomes, rather than being development specific. The triggers for infrastructure delivery will form part of the Work Plan in the Draft Scheme, which will undergo future community engagement.

A benefit of the Scheme is the ability for it to keep track of development through a development application referral process to the Scheme Coordinator. and determine when new infrastructure should be delivered, even if development and growth occur in multiple locations.

Noting the 'winding up' provisions under the Section 184 of the Act are not time sensitive, it is appropriate that the Scheme operates for as long as required to deliver the growth outcomes envisaged. It is expected that the Scheme may be in operation for up to 25 years to allow for full development.

5.2 Asset Transfer

The table below identifies construction responsibilities and assets that might be expected to be transferred to another entity when the project is delivered.

All public infrastructure delivered through the Scheme is anticipated to be ultimately vested to Council or the State Government. Any utility infrastructure provided is anticipated to be vested to a service provider such as SA Water.

Where constructions are undertaken by developers, the design, construction, and handover of the asset must comply with the protocols and standards of the specific asset owner.

Table 3: Proposed delivery responsibility and transfer of assets

Asset Type	Delivery Responsibility	Asset Owner
Roads or causeways, bridges or culverts associated with State Government roads	To be determined	Department for Infrastructure and Transport
Roads or causeways, bridges or culverts associated with Council roads	To be determined	Rural City of Murray Bridge
Stormwater management infrastructure	To be determined	Rural City of Murray Bridge
Essential infrastructure, such as that required for the generation of electricity, distribution and supply of electricity or other forms of energy, water or sewerage infrastructure, and communication networks	To be determined	Respective utility/service providers

6. Next Steps in Preparing the Scheme

With the Minister's approval of this Draft Outline, the Scheme proceeds to the next stage of preparation. This involves the Minister referring the Draft Outline to the Chief Executive of the Department for Housing and Urban Development (Chief Executive) for the appointment of a Scheme Coordinator for the MBRGA. The Scheme Coordinator will prepare the Draft Scheme for consultation.

The preparation of the Draft Scheme will include:

- Preparation of infrastructure plans, with detailed scoping and costings of infrastructure projects proposed to be funded and delivered by the Scheme
- Preparation of the Works Program to outline the proposed staging, triggers and delivery responsibility for works
- Development of the Funding Arrangement, including the proposed charge on land to fund Scheme projects
- Undertaking engagement in accordance with the Community Engagement Charter
- Finalisation of a Final Scheme Report and recommendations to the Minister for the adoption of the Final Scheme.

If adopted by the Minister, the Scheme, including the Funding Arrangement, comes into effect. The steps are identified in **Figure 2**.

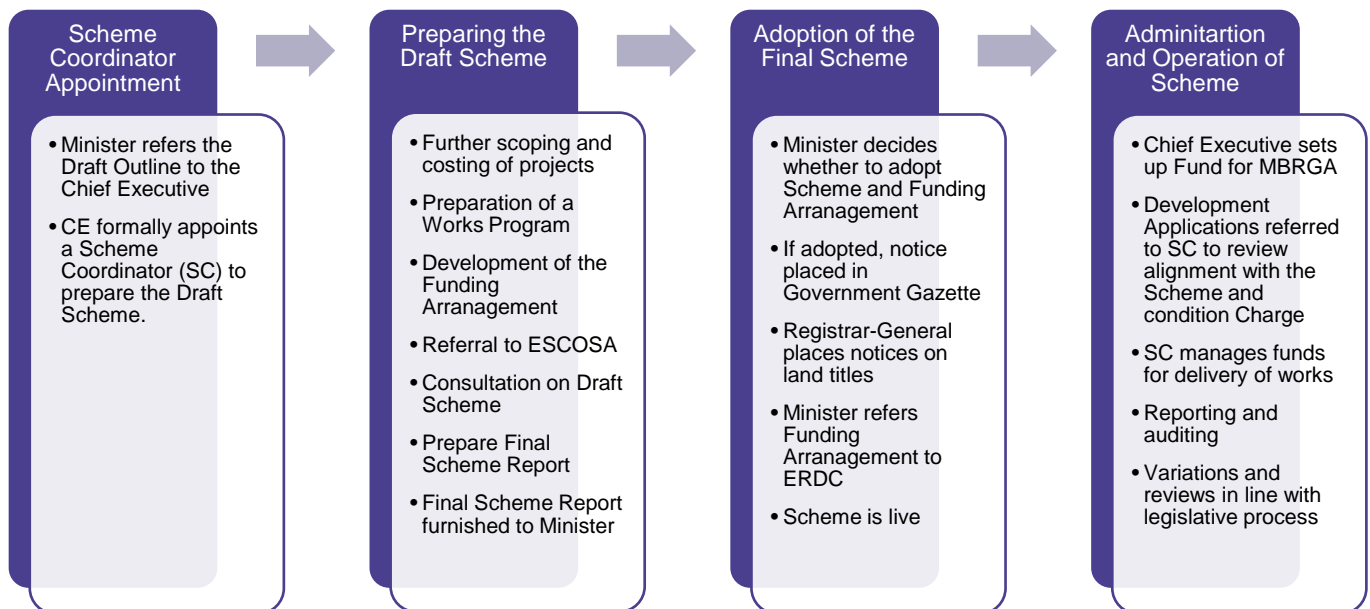


Figure 2: Next Steps for Preparing the Scheme and its Implementation




Appendix A

Maps of Designated Growth Area





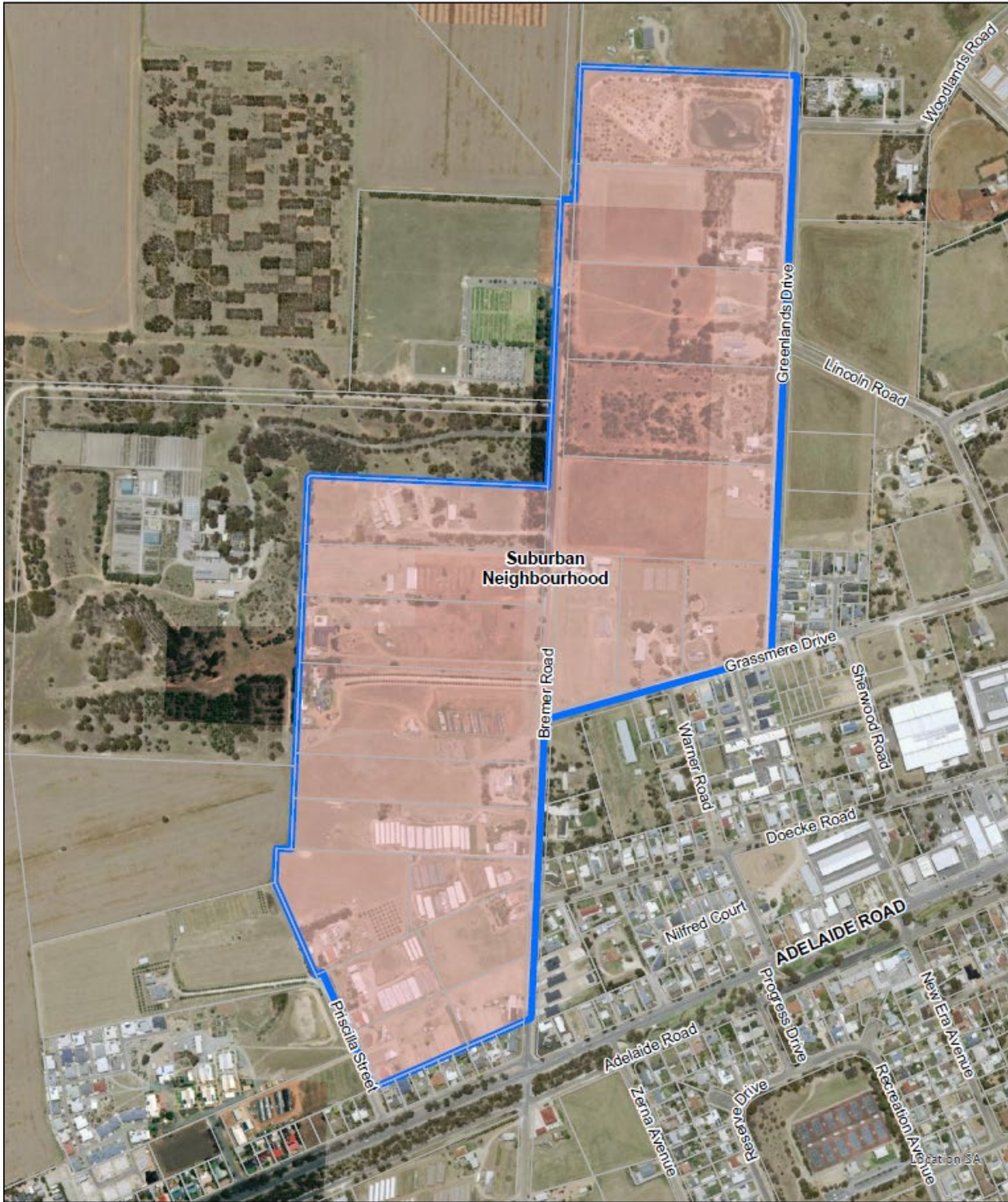
Proposed Suburban Neighbourhood Zone

-  Parcel Boundaries
-  Suburban Neighbourhood
-  Affected Area


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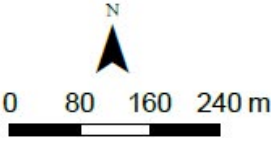


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 Department for Trade and Investment



Proposed Suburban Neighbourhood Zone

-  Parcel Boundaries
-  Suburban Neighbourhood Zone
-  Affected Area



Appendix B

List of Affected Properties

Property Details – Area 1 West

Certificate of Title (CT)	Property Details	Certificate of Title (CT)	Property Details
CT5403/183	27 Zerna Avenue Murray Bridge	CT5827/62	7-9 Agricultural Dr Murray Bridge
CT6188/656	29 Zerna Avenue Murray Bridge	CT5648/773	5 Agricultural Dr Murray Bridge
CT6188/655	31 Zerna Avenue Murray Bridge	CT6055/397	11 Zerna Ave Murray Bridge
CT6188/654	33 Zerna Avenue Murray Bridge	CT6055/396	13-19 Zerna Avenue Murray Bridge
CT6188/653	35 Zerna Avenue Murray Bridge	CT5403/184	25 Zerna Av Murray Bridge
CT6188/651	127 Christian Road Murray Bridge	CT5470/576	246-254 Adelaide Rd Murray Bridge
CT6188/652	129 Christian Road Murray Bridge	CT5800/153	256-260 Adelaide Rd Murray Bridge
CT6072/18	9/131 Christian Road Murray Bridge	CT5467/910	262-282 Adelaide Rd Murray Bridge
CT6072/17	8/131 Christian Road Murray Bridge	CT5374/259	284-294 Adelaide Rd Murray Bridge
CT6072/16	7/131 Christian Road Murray Bridge	CT5545/964	296-298 Adelaide Rd Murray Bridge
CT6072/15	6/131 Christian Road Murray Bridge	CT5284/781	300 Adelaide Rd Murray Bridge
CT6072/14	5/133 Christian Road Murray Bridge	CT5558/492	302 Adelaide Rd Murray Bridge
CT6072/13	4/133 Christian Road Murray Bridge	CT5558/580	304 Adelaide Rd Murray Bridge
CT6072/12	3/133 Christian Road Murray Bridge	CT5236/899	306-312 Adelaide Rd Murray Bridge

Certificate of Title (CT)	Property Details	Certificate of Title (CT)	Property Details
CT6072/11	2/133 Christian Road Murray Bridge	CT5236/898	6-8 Old Swanport Road Murray Bridge
CT6072/10	1/133 Christian Road Murray Bridge	CT5319/160	314 Adelaide Rd Murray Bridge
CT5979/693	134 Christian Road Murray Bridge	CT5811/264	4 Old Swanport Rd Murray Bridge
CT5979/692	136A Christian Road Murray Bridge	CT5413/364	316-320 Adelaide Rd Murray Bridge
CT5935/668	137 Christian Road Murray Bridge	CT5811/279	2 Old Swanport Rd Murray Bridge
CT5935/669	135 Christian Road Murray Bridge	CT6036/815	1 Manchurian Lane Murray Bridge

Property Details – Area 1 East

Certificate of Title (CT)	Property Details	Certificate of Title (CT)	Property Details
CT5800/909	Allotment 179, Filed Plan 166994 Bywaters Road, Murray Bridge	CT5702/917	Allotment 161, Filed Plan 166976 Commerce Road, Murray Bridge
CT5136/811	Allotment 16, Filed Plan 103667 Bywaters Road, Murray Bridge	CT5384/31	Allotment 117, Deposited Plan 6282 Commerce Road, Murray Bridge
CT5476/694	Allotment 2, Filed Plan 12278 Commerce Road, Murray Bridge	CT5391/274	Allotment 119, Deposited Plan 6282, Commerce Road, Murray Bridge
CT5225/267	Allotment 118, Deposited Plan 6282 Commerce Road, Murray Bridge	CT5702/918	Allotment 160, Filed Plan 166975 Commerce Road, Murray Bridge
CT5476/765	69 Commerce Rd Murray Bridge		

Property Details – Area 2

Certificate of Title (CT)	Property Details	Certificate of Title (CT)	Property Details
CT 5621/544	Allotment 175, Deposited Plan 6458 Greenlands Drive, Murray Bridge	CT5744/787	Allotment 272, Filed Plan 167087 Bremer Road, Murray Bridge
CT5621/543	Allotment 174, Deposited Plan 6458 Greenlands Drive, Murray Bridge	CT5478/309	Allotment 41, Filed Plan 18110 Bremer Road, Murray Bridge
CT5628/167	Allotment 173, Deposited Plan 6458 Greenlands Drive, Murray Bridge	CT5096/25	Allotment 42, Filed Plan 18110 Bremer Road, Murray Bridge
CT5621/542	Allotment 171, Deposited Plan 6458 Greenlands Drive, Murray Bridge	CT5563/59	Allotment 273, Filed Plan 167088 Bremer Road, Murray Bridge
CT5188/547	Allotment 170, Deposited Plan 6457 Greenlands Drive, Murray Bridge	CT5794/745	Allotment 267, Filed Plan 167082 Priscilla Street, Murray Bridge
CT5618/936	Allotment 166, Deposited Plan 6457 Grassmere Drive, Murray Bridge	CT5563/62	Allotment 268, Filed Plan 167083 Bremer Road, Murray Bridge
CT5199/8	Allotment 167, Deposited Plan 6457 Grassmere Drive, Murray Bridge	CT5593/708	Allotment 32, Deposited Plan 7608 Priscilla Street, Murray Bridge
CT6086/973	Allotment 168, Deposited Plan 6457 Bremer Road, Murray Bridge	CT5607/693	Allotment 33, Deposited Plan Bremer Road, Murray Bridge
CT5504/147	Allotment 98, Filed Plan 7230 Bremer Road, Murray Bridge	CT5324/684	Allotment 30, Deposited Plan 7608 Priscilla Street, Murray Bridge
CT5504/150	Allotment 99, Filed Plan 7230 Bremer Road, Murray Bridge	CT5396/773	Allotment 31, Deposited Plan 7608 Bremer Street, Murray Bridge

Appendix C

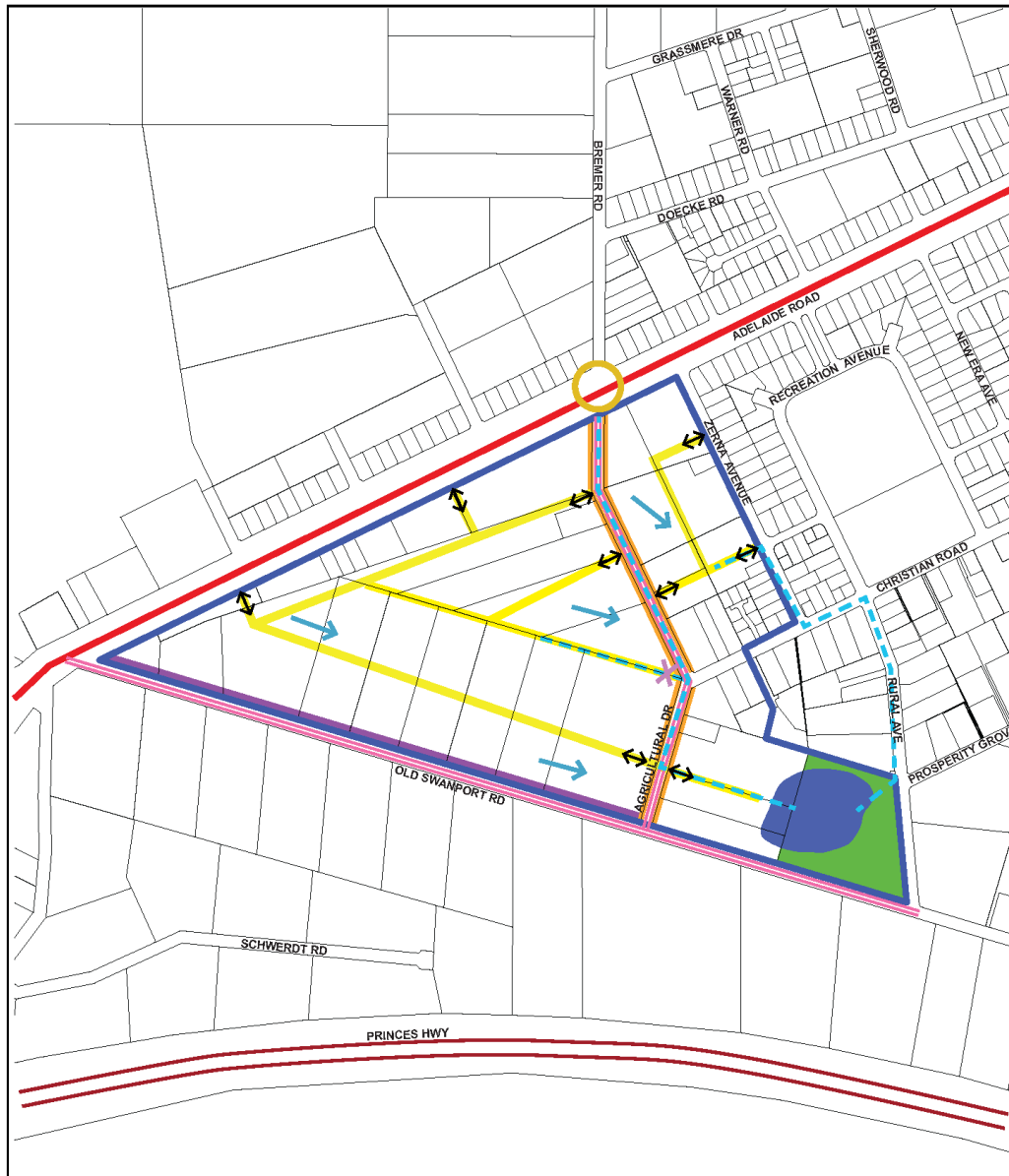
Infrastructure Funding and Delivery Principles

Principle	Description	Assessment against the principles
Fit for purpose	The model will secure sufficient funding to ensure the infrastructure is constructed as required.	<p>Significant trunk infrastructure and enabling infrastructure are likely to reasonably be required to support expected residential development.</p> <p>The number of landowners within the designated growth area provide opportunities for the cost of required infrastructure to be shared as the land is developed. The Scheme will provide appropriate costings of infrastructure and timing of when works may be required. The Scheme will be reliant on development within the growth area to generate revenue. Market demand and pace of development will influence eventual timing of when infrastructure is delivered.</p>
Equity	<p>Infrastructure should be properly scoped and costed, with the apportioned contribution relative to benefit.</p> <p>Costs are attributed to developers, should be confined to improvements necessitated by the development.</p>	<p>The Scheme will enable infrastructure requirements specifically to support development in the designated growth area to be scoped and costed in greater detail. These investigations will ensure that infrastructure costs will be shared proportionally to asset owners whose assets require upgrade, with the contribution allocated to the designated growth area to be shared between parties that benefit from the Code Amendment.</p>
Evidence based	Infrastructure should be properly scoped and costed to ensure contributions are focused on funding the actual infrastructure and do not become a 'tax' on new housing development.	<p>There will be a need to coordinate the infrastructure delivery with agreed scope and expected timeframes for development of the MBRGA.</p> <p>The scope of the required infrastructure for the area will be underpinned by extensive investigations undertaken. Of note, investigations relating to traffic, and stormwater infrastructure, service infrastructure and site specific requirements will be central to the Infrastructure Scheme with other supporting reports providing input. This will ensure that an evidence-based approach is used to develop the Infrastructure Scheme.</p>
Transparency	Funding mechanisms should be transparent to build investor confidence and public trust.	The Infrastructure Scheme model requires the Scheme Coordinator to undertake consultation with landowners and affected councils on the Draft Scheme in accordance with the Community Engagement Charter.

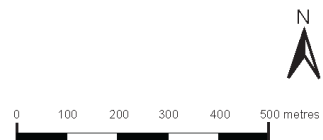
Principle	Description	Assessment against the principles
		<p>The Act requires publication of scheme documentation on the PlanSA website, which can include redacted information that it not suitable for public dissemination.</p> <p>The Scheme Coordinator will also be responsible for monitoring and reporting on the operation of the Scheme, including the collection and expenditure of scheme funds.</p>
Governance	There should be appropriate governance and oversight to ensure accountability of decision-making around the delivery of the infrastructure required.	<p>The Scheme will require the appointment of a Scheme Coordinator to oversee the development and delivery of the Draft Scheme. The coordinator is required to operate under a code of conduct ensuring that there is a high level of governance over the Scheme.</p> <p>The Scheme provides a high level of accountability with publication requirements and oversight from ESCOSA and the ERDC of Parliament.</p>
Scalability and efficiency	The model adopted should be cost effective and relative to the scale of the project to minimise administrative overheads and complexity where there is limited overall benefit.	<p>There are multiple landowners (50+) over fragmented land ownership (84 parcels). It means that without a Scheme, major infrastructure works are dependent on multiple landowners coordinating delivery, making it difficult to coordinate infrastructure delivery to support the development of the MBRGA over time.</p> <p>In this case, the infrastructure proposed, the coordination required and the timeframe for delivery is likely to outweigh concerns about administrative overheads.</p>

Appendix D

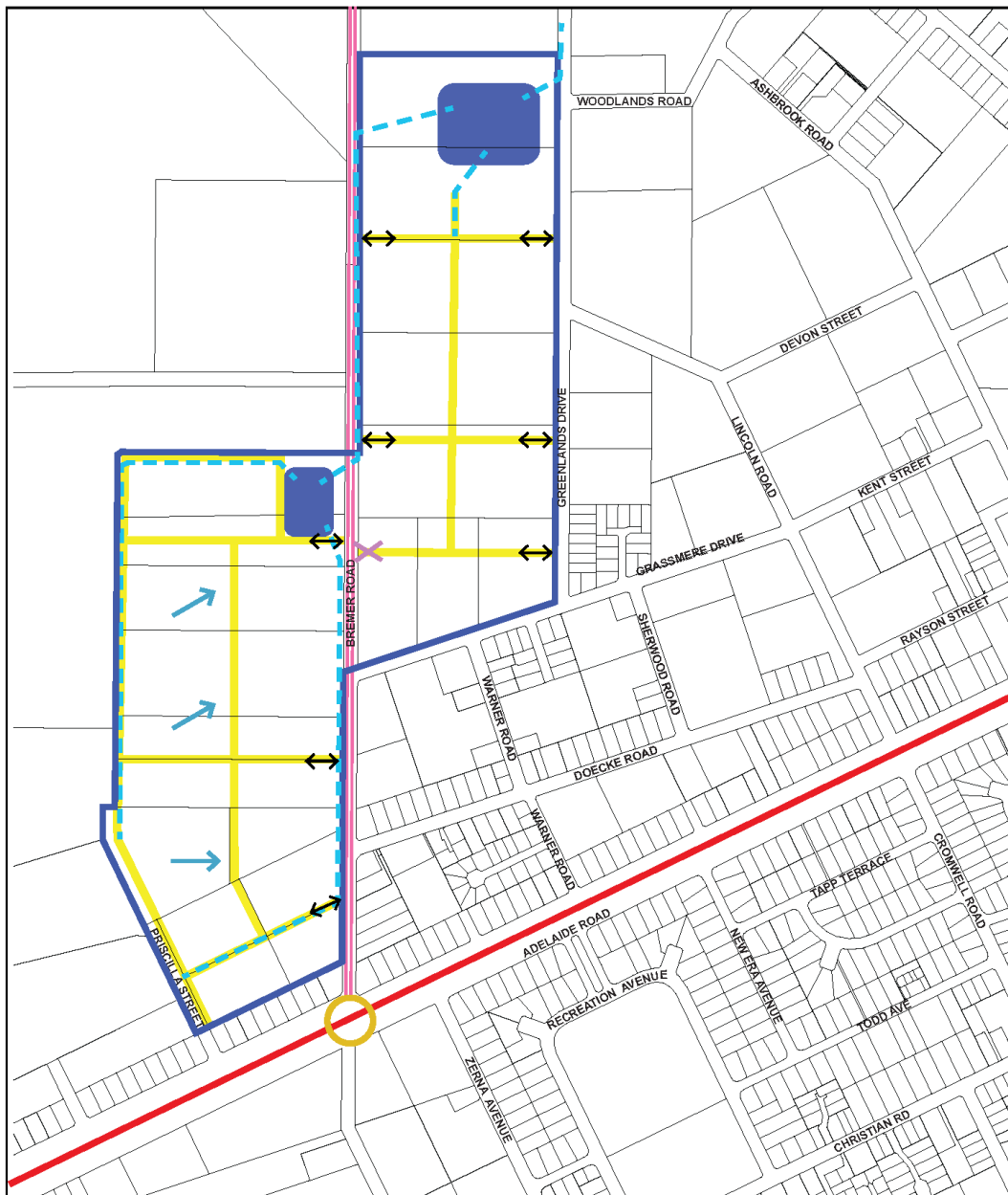
Planning and Design Code Concept Plans – Adopted 5 February 2026



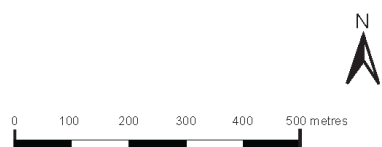
- ▭ Concept Plan Boundary
- ▬ Primary Arterial Road
- ▬▬ Freeway
- ▬ Road Upgrade
- ▬ No Through Road for Vehicles (Pedestrian/Cycling Access Only)
- ▬ No Direct Vehicle Access
- ▬ Limited Direct Vehicle Access
- ▬ Indicative Internal Road Connections
- ↔ Potential Access Point (Indicative Location)
- ▬▬▬ Stormwater Infrastructure
- ➔ Stormwater Flow Direction
- Stormwater Detention
- Intersection Treatment
- Existing Open Space



Concept Plan 144
OLD SWANPORT ROAD



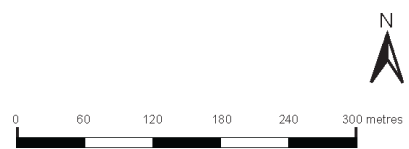
- Concept Plan Boundary
- Stormwater Flow Direction
- Primary Arterial Road
- Road Upgrade (collector)
- ✕ No Through Road for Vehicles (Pedestrian/Cycling Access Only)
- Indicative Internal Road Connections
- ↔ Potential Access Point (Indicative Location)
- Stormwater Infrastructure
- Stormwater Detention
- Intersection Treatment



Concept Plan 145 BREMER ROAD



- Concept Plan Boundary
- Stormwater Flow Direction
- Existing Collector Roads
- Stormwater Infrastructure
- Stormwater Detention
- Indicative Internal Road Connections
- ↔ Potential Access Point (Indicative Location)



Concept Plan 146
COMMERCE ROAD

Appendix E

Preliminary Infrastructure Investigations

The table below outlines potential infrastructure interventions that have been identified during preliminary investigations. These interventions will be further scoped and costed by the Scheme Coordinator when preparing the draft Scheme for consultation.

Potential projects to form part of Draft Scheme:

Infrastructure Type	Existing Conditions / Capacity	Potential Interventions (to form Scheme Projects)
Road/Traffic	<p>Old Swanport Road (Adelaide Road – Brinkley Road)</p> <ul style="list-style-type: none"> • Intersection treatment/s likely required – medium to high risk • Kerb ramps not DDA Compliant • No Kerb and Channel 	<ul style="list-style-type: none"> - Road pavements to be widened - New Kerb and Channel - New Intersections
Road/Traffic	<p>Brinkley Road / Maurice Road Intersection</p> <ul style="list-style-type: none"> • Intersection difficult to navigate (through traffic) • Intersection treatment likely required – low to medium risk • No bike lanes provided 	<ul style="list-style-type: none"> - Signalised intersection upgrade - Full land acquisition on the north eastern corner - Underground the 33kV cable - Partial land acquisition on the south western corner of the intersection
Road/Traffic	<p>Adelaide Road / Mannum Road Intersection</p> <ul style="list-style-type: none"> • High right turn crash history • No bike lanes provided 	<ul style="list-style-type: none"> - intersection upgrade to include right turn lanes. - Road widening required into reserves for approx. 350m - Service relocation of 11kv cable - Bike lane to be included in widening
Road/Traffic	<p>Swanport Road (Swanport Ramp from Adelaide – Owl Drive)</p> <ul style="list-style-type: none"> • Intersection treatment likely required – low to medium risk • Bike lane shared with parking lane • No footpath provided (one side of the road) 	<ul style="list-style-type: none"> - Upgrade of Owl Drive intersection - Localised road widening - Traffic signals and pedestrian crossing - Left turn lane on Owl Drive
Road/Traffic	<p>Swanport Road (Owl Drive – Long Island Rd)</p> <ul style="list-style-type: none"> • Intersection treatments maybe required – low to medium risk 	<ul style="list-style-type: none"> - Signalise Long Island Road intersection - Relocate pedestrian crossing to the southern side of the junction

Infrastructure Type	Existing Conditions / Capacity	Potential Interventions (to form Scheme Projects)
	<ul style="list-style-type: none"> Bike lanes do not run the full length of the section (i.e. discontinuous) No footpaths provided (one side of the road) 	<ul style="list-style-type: none"> Installed new north- south pedestrian crossing along Long Island Road Left turn slip lane on Long Island Road PNR treatment throughout intersection Increase right turn storage
Road/Traffic	<p>Adelaide Road (Old Swanport Rd – Bremer Rd)</p> <ul style="list-style-type: none"> Intersection treatment likely required – low to medium risk No footpaths provided (one side of the road) Kerb ramps not DDA compliant 	<ul style="list-style-type: none"> Intersection upgrade at Old Swanport Road which includes both and left and right turn lane into Old Swanport Road and associated service relocations PNR to create dual lanes
Road/Traffic	<p>Adelaide Road (Bremer Rd – Lincoln Rd)</p> <ul style="list-style-type: none"> Kerb ramps not DDA compliant Intersection treatment likely required – low to medium risk 	<ul style="list-style-type: none"> controlled intersection intersection upgrades road treatments footpath upgrades for connectivity
Road/Traffic	<p>Adelaide Road (Lincoln Rd – Thomas Street)</p> <ul style="list-style-type: none"> Footpaths shared with vehicle parking areas Bike lane shared with parking lanes Fixed obstructions located within the footpaths 	<ul style="list-style-type: none"> PNR works for approximately 450m Intersection Upgrade
Road/Traffic	<p>Mulgundawah Road / Hindmarsh Road Intersection</p> <ul style="list-style-type: none"> Intersection treatment likely required – low to medium risk 	<ul style="list-style-type: none"> Intersection Upgrade
Stormwater Management	<p>Stormwater Management Plan</p> <ul style="list-style-type: none"> Stormwater management can largely be dealt with by individual developments, however a coordinated approach will be required to minimise redundant infrastructure and multiple detention basins. Stormwater planning will seek to make use of existing Council stormwater strategies and systems for collection and reuse 	<ul style="list-style-type: none"> Stormwater strategy to be developed for each of the 3 precincts within the code amendment area to ensure that existing infrastructure is not compromised

Infrastructure Type	Existing Conditions / Capacity	Potential Interventions (to form Scheme Projects)
Stormwater Management	Retention/Detention Basins <ul style="list-style-type: none"> The Stormwater Management Report has identified several key basins 	<ul style="list-style-type: none"> The basins will be required to restrict the flow of Stormwater coming from the site. The basins will need to be located in strategic locations to ensure they protect riparian areas and restrict the flows into North Para River and Whitelaw Creek to mitigate erosion and downstream impacts. Basin locations will need to consider the interconnection of stormwater through multiple separately owned land holdings.
Stormwater Management	Stormwater Culvert Road Crossings <ul style="list-style-type: none"> The Stormwater Management Report has identified that several culverts and road crossings will be required 	<ul style="list-style-type: none"> Internal road culvert crossings Possible external road culvert crossings
Water infrastructure	<i>Subject to the finalisation of the water infrastructure investigations.</i>	To be confirmed
Wastewater infrastructure	<i>Subject to the finalisation of the wastewater infrastructure investigations.</i>	To be confirmed