LIMESTONE COAST REGIONAL PLAN

January 2026



Acknowledgment of Country

The State Planning Commission and the Department for Housing and Urban Development acknowledges First Nations people as the Traditional Custodians of South Australian land and waters and we extend our respect to Elders past, present and emerging. We value and recognise the ongoing cultural heritage, beliefs and relationship First Nations people have with these lands and waters and the continuing importance of this today.

Minister's foreword



Hon Nicholas Champion MP

Minister for Housing and Urban Development
Minister for Housing Infrastructure
Minister for Planning

The Limestone Coast Regional Plan (the Plan) is our blueprint for a sustainable, liveable, and well-planned region as we head toward 2051. With a population set to grow by 18,000 requiring an estimated additional 8,800 new dwellings, the Plan ensures our land use and infrastructure keep pace, creating strong, connected communities across Mount Gambier, Bordertown, Naracoorte, Millicent, and beyond.

From planning for population growth to preserving our spectacular natural environment and promoting economic prosperity, the Plan will shape the Limestone Coast's future. We are helping to meet future housing demand by ensuring there is sufficient land for new homes, supported by the necessary infrastructure, and providing flexibility for greater housing diversity to meet the changing needs of our communities, including ageing residents, seasonal workers, and growing families.

The Plan is not just about housing. It plays a vital role in securing South Australia's economic future by ensuring land is available for industry, jobs, and investment. The Limestone Coast is renowned for its wine, forestry, fishing, and tourism industries, as well as its fertile soils and UNESCO World Heritage site. The Plan protects these assets, fosters innovation and value-adding in primary production, and supports resilient, inclusive communities.

Infrastructure will not be delivered all at once but triggered at key points as our communities grow. By planning ahead, we can prevent urban encroachment on productive land, iconic coastlines, and areas of high conservation value, safeguarding 400 kilometres of coastline and Ramsar-listed wetlands. This approach reduces the cost of infrastructure delivery for government and the community.

Through the Plan, we are setting a clear direction for sustainable growth, backed by coordinated, long-term planning across government. Every state agency has a role to play, with a commitment to aligning infrastructure planning with population and land supply projections ahead of the next Housing Roadmap update. The Growth and Infrastructure Coordination Unit will continue to drive this collaboration, ensuring a joined-up approach across government.

Alongside *South Australia's 20-Year State Infrastructure Strategy 2025* and *South Australia's Transport Strategy*, these policies will give certainty to the community, local councils, and developers about where long-term growth will occur. This is our plan for a more resilient, prosperous and connected Limestone Coast, one that supports sustainable growth, protects the natural environment, and enhances liveability for generations to come.

Contents

Acknowledgement of Country	2
Minister's foreword	3
Vision	**6**
Township hierarchy	9
Our biggest priorities	11
Learn more about the biggest priorities facing the Limestone Coast	11
A planning vision for the Limestone Coast	**13**
Limestone Coast Regional Plan outcomes	15
Digital innovation	16
Population	**18**
Context	**18**
Recent population change	18
Learn more amount projected population to 2051	19
Population summary	20
Projected population to 2041 – local government area	21
Housing trends and land supply	25
Analysis of housing land supply	26
Employment trends and land supply	35
Employment land supply	36
Learn more about employment sectors and land use mix	37
Learn more about broad industry categories	38
Employment sectors	39
People, housing and liveability	**45**
Outcome 1: More housing in the right places	45
Future housing supply	46
Housing supply and diversity	49
Township land supply	55
Aboriginal cultural heritage and values	67
State and local heritage	73
Landscape and township character	79

Productive economy **83**
Outcome 2: A strong economy built on a smarter, cleaner future 83
Employment lands 86
Activity centres and retail 89
Tourism and events 91
Primary industry 95
Waste and resource recovery 98
Mineral and energy resources 102
Natural resources, environment and landscapes **105**
Outcome 3: A more climate-resilient and sustainable region 105
Biodiversity 108
Climate change 113
Coastal environment 118
Natural hazards 122
Emissions and hazardous activities 125
Transport and infrastructure **127**
Outcome 4: An integrated and connected region 127
Strategic transport networks 130
Integrated water management, security and quality 137
Social infrastructure 143
Energy 150
Infrastructure corridors and reserves 154
Implementation and delivery **157**
Outcome 5: Coordinated delivery of land use and infrastructure planning 157
Actions 160
Coordination and delivery 162
Infrastructure charging 166



Vision

The Limestone Coast Regional Plan delivers a planning vision for the region through to 2051.

Situated in the southeast corner of the state, adjoining Victoria, the Limestone Coast Region covers an area of 21,330 square kilometres. The region accommodates over 400 kilometres of coastline, stretching from the Coorong to the Victorian border, and covers the inland areas between the Ngarkat Conservation Park north of Keith to Port MacDonnell in the south. The Limestone Coast is home to some of the most highly valuable productive lands in the state, with its agriculture, viticulture, and forestry sectors reliant on the region's fertile soils and favourable climate.

The Limestone Coast has some of South Australia's most spectacular and iconic natural wonders. Its diverse geology and dynamic landscapes are underscored by the UNESCO World Heritage Listed Naracoorte Caves, dormant volcanoes near Mount Gambier and the rugged coastlines of the Southern Ocean.

The region contains highly productive agricultural lands and is celebrated as a producer of world-class wine, fresh produce and seafood.

The Limestone Coast Regional Plan maps the government's long-term planning vision for the region to 2051 and beyond. It provides governments, businesses, industry and not-for-profit organisations with the data and direction to better plan for and respond to growth and change in the community and towns, while achieving conservation goals.

For the first time, the Plan is delivered via an electronic platform – the Regional Planning Portal – rather than as a static written document. The Regional Planning Portal delivers the Plan as a series of interactive maps, dynamic data, spatial plans and drop-down boxes outlining the key themes, subthemes and actions for the region. This electronic delivery of information allows for the Plan to be updated and evolve over its life.

The Limestone Coast Regional Plan supports future communities by planning:



Where houses and employment land will go



How housing and population will be serviced



Which areas need conservation and protection



What major infrastructure is needed and how it will be provided



The region is home to 68,542 people (2021 Census). Mount Gambier is the Regional City for the Limestone Coast and is the second largest city in the state after Adelaide. Other Major Service Centres are located at Naracoorte, Millicent, Bordertown, and Kingston SE. Several smaller Supporting Service Centres are dispersed across the region.

The Limestone Coast Region is administered by the following local governments:

- City of Mount Gambier
- District Council of Grant
- District Council of Robe
- Kingston District Council
- Naracoorte Lucindale Council
- Tatiara District Council
- Wattle Range Council.



Given its shared border with Victoria, the Limestone Coast maintains strong cross-border connections with communities on both sides linked through services, employment, and economic activity. Victorian towns such as Nelson, Dartmoor, Casterton, Heywood, and Portland have close ties to Mount Gambier and the broader region.

Township hierarchy

Regional City

A Regional City is the primary commercial, business, retail and service centre, generally serving a regional population of approximately 10,000 to 30,000 people. Regional Cities provide major employment opportunities, retail, commercial, administrative, entertainment, education and health services.

Mount Gambier is South Australia's largest Regional City, located approximately 18 kilometres from the South Australian and Victorian state border. It is home to 28,000 people but caters for a regional catchment of 135,000 people from southeast South Australia and southwest Victoria. The District Council of Grant supports the delivery of services, employment, education, entertainment, sport and recreation in Mount Gambier.

Major Service Centres

Major Service Centres provide for local and regional needs, generally serving a regional population of up to 10,000 people. These centres provide regional employment opportunities, retail, commercial, administrative, entertainment, education and health services.

Bordertown is a Major Service Centre located in the north of the region, close to the state border. Bordertown is home to 3,095 people and offers a range of services for the surrounding agricultural areas. The town is situated on the Dukes Highway and the Melbourne-Adelaide rail corridor, which is the only rail freight line between Adelaide and Melbourne. Bordertown plays a critical role in connecting South Australia and Victoria through the National Heavy Vehicle Network.

Kingston SE is a Major Service Centre for the western Limestone Coast Region and is home to 1,637 people. Like other coastal towns across the region, Kingston SE's population fluctuates during peak holiday seasons. The town provides tourism, education, retail, recreation, health and local services for the surrounding townships.

Millicent is a Major Service Centre located in the Wattle Range Council area. Millicent is home to 5,245 people and offers a range of employment, education, health and recreation services to the lower southeast area.

Naracoorte is a Major Service Centre in the Limestone Coast and is home to 5,223 residents. Due to its proximity to the state border, Naracoorte services a regional population of approximately 35,000 people from southeast South Australia and western Victoria. Naracoorte provides a range of employment, education, health and recreation services. It is also popular destination for visitors, further boosting the local economy and regional connectivity.

Supporting Service Centres

Supporting Service Centres service the needs of its centre and immediate catchment area. They serve a population of approximately 1,000 people. These centres provide local employment opportunities, retail, commercial, administrative, education, community and/or allied health services.

Beachport is a popular tourist and retirement destination and is home to 750 people. Its population fluctuates with peak holiday seasons. Many dwellings in Beachport are unoccupied due to their use as holiday homes. Beachport provides a range of recreational facilities as well as education and retail services to its surrounding townships.

Keith is the second largest town in the Tatiara District Council area and is home to 1,140 people. Keith offers a range of retail, education, health services and recreation facilities to the surrounding townships and agricultural areas. The town is situated at the intersection of the Dukes and Riddoch Highways, and the Melbourne-Adelaide rail corridor.

Lucindale is the second largest town in the Naracoorte Lucindale Council area and is home to 637 people. Lucindale is an amenity-rich rural town with a highly regarded Area School that provides a range of services for surrounding residents.

Penola is the second largest town in the Wattle Range Council area and is home to 1,622 people. Penola is a key tourist destination in the Coonawarra wine region and home to the sites of Saint Mary MacKillop. The town provides retail, education, health and recreation facilities to the surrounding townships.

Port MacDonnell in the District Council of Grant is home to 860 people. Port MacDonnell is known as Australia's Southern Rock Lobster capital and provides a range of recreational facilities and retail services to its surrounding residents.

Robe is a key tourist destination in the Limestone Coast and is home to 1,542 people. During peak holiday periods, Robe's population can fluctuate to 20,000 people. Approximately 60% of dwellings in Robe are unoccupied as they are used as holiday homes. Robe provides a range of recreational facilities and services to its neighbouring townships.

Our biggest priorities



Increasing diverse housing types



Growth areas planning for climate change and global trends



Integrated planning approach



Ensuring land supply

Learn more about the biggest priorities facing the Limestone Coast

The key priorities for the Limestone Coast Region which will shape its future, include housing, infrastructure, and tourism. The Limestone Coast also faces a range of planning challenges that include workforce availability, environment protection and economic diversification.

Housing

A diverse and adequate supply of housing, including options for seasonal and temporary workers, is essential if the evolving needs of the region's communities are to be met. This includes homes for families, multi-generational households, people with disability, older residents living independently, and the growing number of single-person households. A shortage of suitable housing is a key factor affecting workforce availability across the Limestone Coast. In the context of the national housing crisis, timely and coordinated land and infrastructure planning is especially important.

Infrastructure

While land supply is generally available across the region, there are significant barriers to development due to infrastructure limitations. These include wastewater systems (SA Water and local Community Wastewater Management System (CWMS)), water and electricity supply, transport networks, and digital connectivity. Addressing infrastructure gaps is essential to support population growth, attract and retain workers, and enable economic development in the region. Strategic investment in transport, utilities, and digital connectivity is required to enhance regional accessibility, support service delivery, and unlock development requiring collaboration between state and local governments.

Tourism

Tourism and recreation are key contributors to the Limestone Coast economy, supporting employment and small business growth. The region's appeal is built on its natural and cultural assets including the World Heritage Listed Naracoorte Caves, Mount Gambier's Blue Lake/Warwar and the renowned Coonawarra wine region as well as its pristine coastlines and national parks. The Limestone Coast's high-value agricultural lands, aquifers, and environmentally significant areas must be protected as the region grows. These assets underpin the region's economy, identity, and long-term sustainability.

Planning for future growth of the region is occurring in the context of a climate emergency and South Australia's commitment to net zero emissions by 2050. The global pandemic, rising social inequality, biodiversity loss, and the rapid advancement of automation and artificial intelligence all underscore the need for a more coordinated approach to social policy. Land use planning must be integrated with broader social, economic, and environmental strategies to ensure the region is well prepared for future transitions.

A planning vision for the Limestone Coast

Rich in primary production lands and unique natural assets, the Limestone Coast is a strong economic contributor with resilient and thriving communities.



Source: South Australian Tourism Commission

The Limestone Coast Region serves both southeastern South Australia and western Victoria, offering high levels of amenity, a strong sense of belonging, and equitable access to services and opportunities.

Safe and secure housing is a fundamental right. The region offers a diversity of affordable and environmentally sustainable housing options that cater to various needs and lifestyles. Larger townships across the region embrace higher residential densities with urban boundaries contained to ensure there is no sprawl along the coast or into high-value productive lands. Communities are connected via dedicated walking and cycling networks, and open public spaces.

Aboriginal culture is respected and celebrated. Planning with Country models based on knowledge, values and cultural practices is undertaken in collaboration with Aboriginal Elders and cultural leaders to guide the approach to land use planning and development.

The region is known as South Australia's food bowl due to primary production output and is also a key contributor to Australia's export markets in agriculture, aquaculture and forestry with value-adding activities, improved digital connectivity and manufacturing strengthening international exports particularly in the wine industry.

The region's natural environments are preserved and regeneratively managed, with national parks, marine parks and wildlife corridors protected. Eco-tourism and renewable energy initiatives support conservation while contributing to the regional economy.

The region is well connected through sophisticated transport networks including road, air and rail, providing for the accessible transportation of passengers and freight, establishing the region as an attractive option to live, work and visit.

Limestone Coast Regional Plan outcomes

The Plan aims to achieve the following outcomes:



Outcome 1:
More housing in the right places



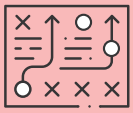
Outcome 2:
A strong economy built on a smarter, cleaner future



Outcome 3:
A more climate-resilient and sustainable region



Outcome 4:
An integrated and connected region



Outcome 5:
Coordinated delivery of land use and infrastructure planning



Source: Offroad Images



Digital innovation

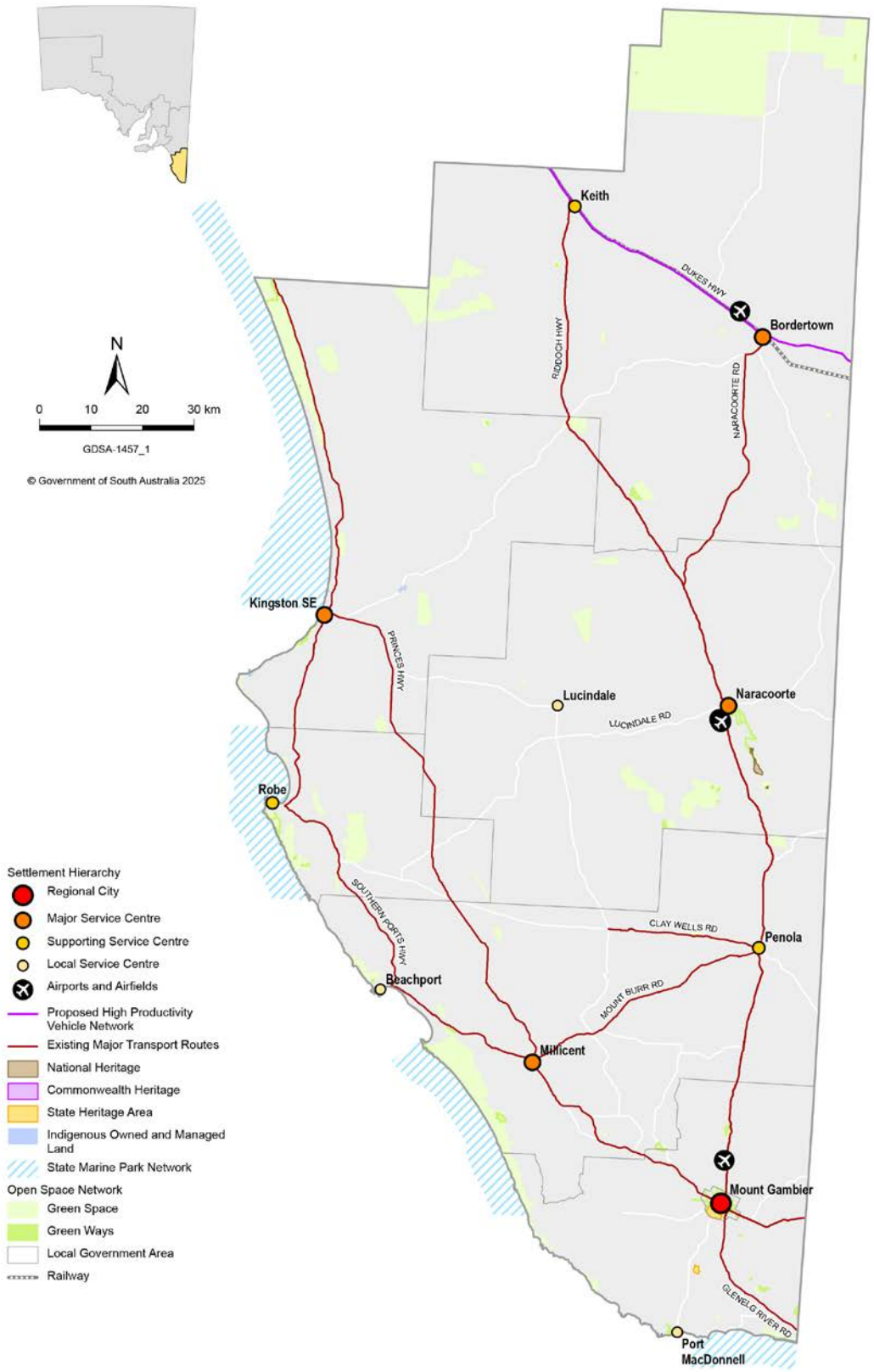
South Australia is the first state to have a fully digitised planning system, which is widely acknowledged as the best in the country. This innovation has now been extended to include another Australian first – a fully digitised Regional Planning Portal.

This gives unprecedented access to the government's long-term vision for sustainable growth and change across the region and plays a critical role in identifying appropriate land for future housing, employment, open spaces, jobs and the necessary supporting infrastructure.

While the previous Limestone Coast Regional Plan was developed under the repealed *Development Act 1993* and contained both high-level strategic directions and regionally specific policies and their spatial application in the one static document, the *Planning, Development and Infrastructure Act 2016* (PDI Act) separates these in two separate planning instruments – the state's strategic planning directions, which are set out in the state planning policies, and the regional strategies and maps, which are set out in the regional plans.

The benefit of this approach is the ability to provide clear and consistent certainty on the overarching directions for the state or region, while the digital regional plan provides a dynamic platform that can be more readily updated with current data and information. This provides an adaptable approach as to how those overarching directions are applied at the regional, subregional and more local level.

The Regional Planning Portal dramatically improves the coordination of land use and infrastructure and the ability to monitor and quickly respond to changing conditions. This transforms how we plan for long-term growth.


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Keith
DUKES HWY
Bordertown
RODOCH HWY
NARACOORTE RD
Kingston SE
PRINCES HWY
Lucindale
LUCINDALE RD
Naracoorte
Robe
SOUTHERN PORTS HWY
CLAY WELLS RD
Penola
Beachport
MOUNT BURR RD
Millicent
Mount Gambier
GLENELG RIVER RD
Port MacDonnell
Settlement Hierarchy
Regional City
Major Service Centre
Supporting Service Centre
Local Service Centre
Airports and Airfields
Proposed High Productivity Vehicle Network
Existing Major Transport Routes
National Heritage
Commonwealth Heritage
State Heritage Area
Indigenous Owned and Managed Land
State Marine Park Network
Open Space Network
Green Space
Green Ways
Local Government Area
Railway

Population

Context

Recent population change

The Limestone Coast is home to 68,542 people which is approximately 3.8% of the state's population.

- Approximately 40% of people live in Mount Gambier with the remainder living in or around the towns of Naracoorte, Millicent, Penola and Bordertown.
- The Aboriginal and Torres Strait Islander population represents 2.4% of the region's total population, which is on par with the state average.



Source: Jayme Chapman

Learn more about projected population to 2051

Population projections provide a picture of the likely population growth and demographic change anticipated in the future.

Understanding population change and growth across the state helps us to plan for the future of the Limestone Coast.

The Plan uses the state's adopted high-growth projections from the 2021 Census.[1] The high-growth scenario is used by state and local government when evaluating residential and employment land supply.

The region is projected to grow by 18,045 people over the next 30 years to 2051. This equates to an annual population growth of 0.78%, which is slightly higher than the overall average annual growth for regional South Australia of 0.68%.[2] To support this population growth, an additional 8,805 dwellings will be required across the region by 2051, which equates to 294 new houses built each year.

Population growth in the region is concentrated in the greater Mount Gambier area, Millicent, Bordertown, Naracoorte and Kingston SE. Due to the region's popularity with retirees, the highest level of population growth is expected in the aged 75+ cohort. Additional jobs, vital infrastructure and services will be needed to accommodate an ageing population, as well as the support future communities in the region.

For more information on population change and projections, see Population | PlanSA.

Population summary

Scenario	Medium	High
Total Population		
2021	68,542	68,542
2051	81,234	86,587
2021-2051 **Total Change**	12,692	18,045
2021-2051 (%) **Average annual change**	423 (0.6%)	602 (0.8%)

Projected population to 2041 – local government area

The tables below highlight key statistics relating to current population projections in the *Local Area (SA2 and LGA) Population Projections for South Australia, 2021 to 2041*. They highlight how population change in local areas is much more uncertain and difficult to predict, than state or regional level. For this reason, a shorter time period has been used, from 2021 to 2041.

City of Mount Gambier

Scenario	Medium	High
Total Population		
2021	27,635	27,635
2041	32,146	34,125
2021-2041 Total Change	4,511	6,490
2021-2041 (%) Average annual change	0.8%	1.1%

District Council of Grant

Scenario	Medium	High
Total Population		
2021	8,867	8,867
2041	10,326	11,059
2021-2041 Total Change	1,459	2,192
2021-2041 (%) Average annual change	0.8%	1.1%

District Council of Robe

Scenario	Medium	High
Total Population		
2021	1,568	1,568
2041	1,687	1,718
2021-2041 **Total Change**	119	150
2021-2041 (%) **Average annual change**	0.4%	0.5%

Kingston District Council

Scenario	Medium	High
Total Population		
2021	2,375	2,375
2041	2,565	2,611
2021-2041 **Total Change**	190	236
2021-2041 (%) **Average annual change**	0.4%	0.5%

Naracoorte Lucindale Council

Scenario	Medium	High
Total Population		
2021	8,892	8,892
2041	9,708	9,903
2021-2041 **Total Change**	816	1,011
2021-2041 (%) **Average annual change**	0.4%	0.5%

Tatiara District Council

Scenario	Medium	High
Total Population	7,070	7,070
2021		
2041	7,647	7,785
2021-2041 **Total Change**	577	715
2021-2041 (%) **Average annual change**	0.4%	0.5%

Wattle Range Council

Scenario	Medium	High
Total Population		
2021	12,124	12,124
2041	12,903	13,140
2021-2041 **Total Change**	779	1,017
2021-2041 (%) **Average annual change**	0.3%	0.4%



Housing trends and land supply

The planning system can help meet future housing demand by facilitating sufficient supply of serviced land, flexibility in zoning and policies to allow for housing diversity.

Housing supply and affordability can be maintained through a 15-year supply of zoned land. This helps to manage competing housing demands for residents, with short-term holiday rentals, and temporary workers' accommodation.



Source: Tyrone Ormsby

Analysis of housing land supply

A review of land supply across the region indicates there is sufficient land zoned for housing to accommodate the projected 0- to 15-year housing demand, with the City of Mount Gambier identified as a key growth front.

From 2013-2023, 2,477 new dwellings were built in the region, which equates to around 250 new dwellings each year. Whilst the region is generally considered to have a sufficient supply of zoned residential land to accommodate projected growth, not all supply is 'development-ready'. This means it may not be serviced by infrastructure, or the landowner/s may not have intent to develop their land.

Where a short fall exists, the Department for Housing and Urban Development will work closely with councils to assist in mapping areas to secure 15-year land supply to cater for the long-term projected housing demand.

The table below shows current housing development activity in the Limestone Coast Region.

Housing snapshot

Total dwellings	33,325
Occupied dwellings	27,742 (83%)
Avg persons per occupied dwelling	2.3
Ave dwellings built annually (10 years to 2024)	241

Projected housing demand and land supply

Region	
Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	288
Additional dwellings required to meet population projection to 2051	8,805
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	1,861
Proposed (lodged/approved land divisions)	1,554
Undeveloped zoned	10,123
Zoned total	13,538
Existing residential land supply – rural living zoned (allotments)	
Vacant	35
Proposed (lodged/approved land divisions)	276
Undeveloped zoned	2,256
Zoned total	2,567
Future residential land supply – (allotments)	
Neighbourhood and township	9,357
Rural living	4,021

Local government areas

City of Mount Gambier

Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	151
Additional dwellings required to meet population projection to 2041	3,049
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	284
Proposed (lodged/approved land divisions)	975
Undeveloped zoned	2,736
Zoned total	3,995
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed (lodged/approved land divisions)	-
Undeveloped zoned	48
Zoned total	48
Future residential land supply – (allotments)	
Neighbourhood and township	-
Rural living	-

District Council of Grant	
Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	51
Additional dwellings required to meet population projection to 2041	1,029
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	211
Proposed (lodged/approved land divisions)	141
Undeveloped zoned	2,783
Zoned total	3,135
Existing residential land supply – rural living zoned (allotments)	
Vacant	14
Proposed (lodged/approved land divisions)	152
Undeveloped zoned	439
Zoned total	605
Future residential land supply – (allotments)	
Neighbourhood and township	3,583
Rural living	165

District Council of Robe	
Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	4
Additional dwellings required to meet population projection to 2041	79
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	301
Proposed (lodged/approved land divisions)	138
Undeveloped zoned	269
Zoned total	708
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed (lodged/approved land divisions)	3
Undeveloped zoned	32
Zoned total	35
Future residential land supply – (allotments)	
Neighbourhood and township	233
Rural living	-

Kingston District Council	
Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	6
Additional dwellings required to meet population projection to 2041	124
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	337
Proposed (lodged/approved land divisions)	-
Undeveloped zoned	920
Zoned total	1,257
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed (lodged/approved land divisions)	34
Undeveloped zoned	253
Zoned total	287
Future residential land supply – (allotments)	
Neighbourhood and township	2,135
Rural living	-

Naracoorte Lucindale Council	
Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	28
Additional dwellings required to meet population projection to 2041	532
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	185
Proposed (lodged/approved land divisions)	72
Undeveloped zoned	872
Zoned total	1,129
Existing residential land supply – rural living zoned (allotments)	
Vacant	5
Proposed (lodged/approved land divisions)	12
Undeveloped zoned	600
Zoned total	617
Future residential land supply – (allotments)	
Neighbourhood and township	2,391
Rural living	330

Tatiara District Council	
Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	20
Additional dwellings required to meet population projection to 2041	376
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	239
Proposed (lodged/approved land divisions)	78
Undeveloped zoned	966
Zoned total	1,283
Existing residential land supply – rural living zoned (allotments)	
Vacant	11
Proposed (lodged/approved land divisions)	2
Undeveloped zoned	452
Zoned total	465
Future residential land supply – (allotments)	
Neighbourhood and township	337
Rural living	27

Wattle Range Council	
Projected housing demand	
Additional dwellings required annually to meet population projection to 2031	28
Additional dwellings required to meet population projection to 2041	535
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	304
Proposed (lodged/approved land divisions)	150
Undeveloped zoned	1,577
Zoned total	2,031
Existing residential land supply – rural living zoned (allotments)	
Vacant	5
Proposed (lodged/approved land divisions)	73
Undeveloped zoned	432
Zoned total	510
Future residential land supply – (allotments)	
Neighbourhood and township	678
Rural living	3,499

Employment trends and land supply

A prosperous economy requires us to have employment land that will accommodate current and future industries, is appropriately serviced and well connected to a skilled workforce.

The planning system can support employment growth in the region by making sure there is enough land in the right places that is supported by the necessary infrastructure. It can also provide flexibility in zoning and policies to allow for diverse business models.

Unlike residential land where demand can be reasonably forecast using population projections, the demand for employment land is more difficult to predict. An appropriate strategy is to ensure that there is a sufficient zoned supply of employment land in appropriate locations that could accommodate future growth.

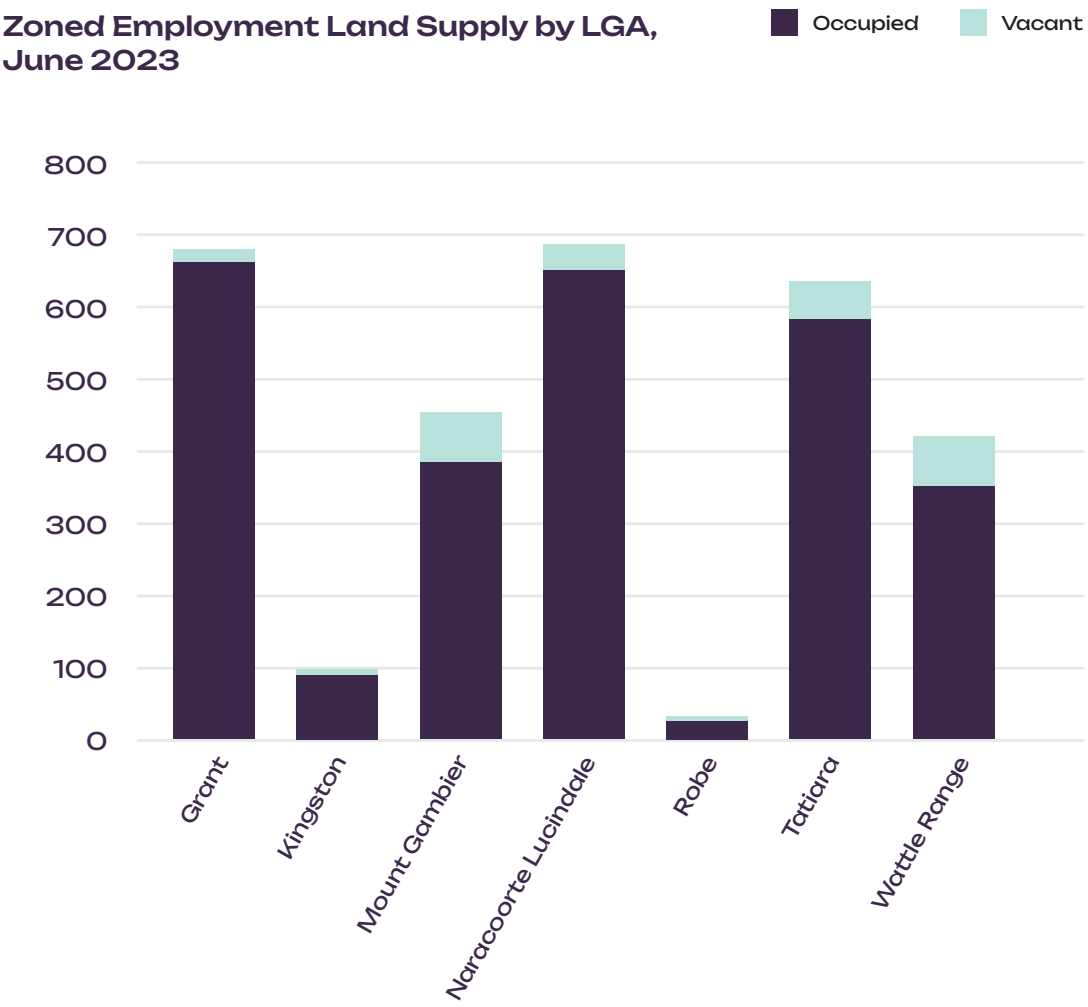
Analysis of employment land supply

The region comprises over 3,000 hectares of zoned employment land, which is evenly distributed across the region's local government areas. Supply in Robe and Kingston SE, however, are considerably lower than in other council areas.



Source: Shutterstock

Zoned Employment Land Supply by LGA, June 2023



Of the zoned employment land, 263 hectares is vacant, 68 hectares of which is located within Mount Gambier. A significant amount of zoned employment land is currently used for primary production which has the potential to be converted to industrial employment land in the short- to medium-term. As this land is currently being used for other purposes it is not technically classified as 'vacant'.

Employment land supply	Hectares
Occupied	2749
Vacant	263
Future supply	362

Learn more about employment sectors and land use mix

Development trends

Between 2022 - 2023, nearly 6 hectares of employment land were developed.

Should this trend continue, the region's current stock of vacant employment land is likely to last greater than 30 years, noting that some employment land is not serviced or in a location that meets current needs.

Vacant land consumption (annual)	5.91ha

Employment land use

Zoned land within the region is predominantly used for traditional employment activities. This includes industrial, primary production, and various forms of public utilities (i.e. electricity generation and wastewater treatment). These activities typically utilise large parcels of land compared to other broad industry categories (BICs)[3] such as the knowledge intensive like healthcare and population serving categories like retail.

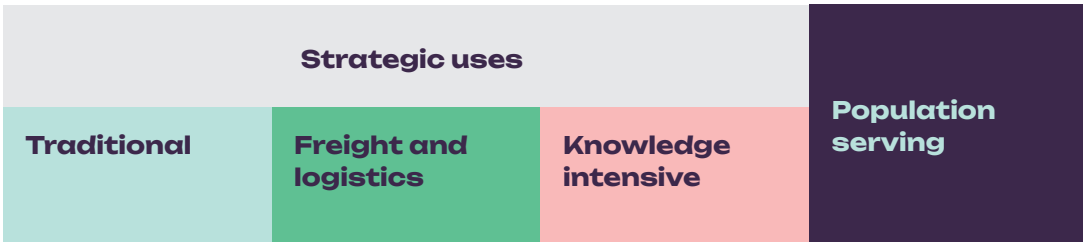
Learn more about broad industry categories

Broad industry categories

Broad industry categories (BICs) have been created as a way of identifying an industrial employment precinct's strategic purpose and infrastructure needs, which then dictates the role and responsibility for network planning and delivery.

There are four categories:

- **Traditional employment lands** are areas for industrial, mining, primary production and jobs involving various forms of public utilities (i.e. electricity generation and wastewater treatment).
- **Freight and logistics employment lands** are areas used for jobs involving transportation of bulk goods, manufacturing and warehousing.
- **Knowledge intensive employment lands** are areas for jobs that need high skills, research, or innovation, like tech, education, and advanced manufacturing.
- **Population serving employment lands** are areas used for jobs and services that support the everyday needs of nearby residents, like shops, schools, and healthcare.



Broad Industry Categories (Source: TSA Industrial Employment Land Strategy)

Employment sectors

Agriculture, fishing and forestry

The agriculture, fishing and forestry sectors currently make the greatest contributions to the state's Gross State Product (GSP), with the agricultural sector contributing over $1.2 billion to the state's economy, whilst the forestry sector contributes approximately $3 billion to the GSP.[5]

Growth in the region is expected to continue in the agricultural sector to accommodate for the growing global demand for sustainable, high-quality agricultural produce - red meat, dairy, wine, horticulture, fishing and forestry. The forestry sector is aiming to decrease its raw product export and increase local timber processing from 41% in 2020, to 95% within the region by 2030.[6]

Further insights are explored in the Productive economy theme.

Workforce

There is a real and pressing need to attract key workers such as doctors, nurses, teachers, and emergency service personnel to the region as well as keep young people in the region.

Coordinated efforts will be needed to ensure that workforce development, accommodation, and service delivery keep pace with economic and population growth. Additionally, impacts from climate change, technological advancement, and structural shifts in the economy will require careful planning to sustain productivity and long-term resilience.

Employment land supply - Region

Top employment industries across the region (2023-2024)

Employment land use mix	Hectares
Traditional	1504
Freight and logistics	768
Knowledge intensive	385
Population serving	284

Local government areas

City of Mount Gambier

Employment land use mix	Hectares
Traditional	171
Freight and logistics	77
Knowledge intensive	93
Population serving	104
Employment land supply	**Hectares**
Occupied	385
Vacant	68
Future supply	0

District Council of Robe

Employment land use mix	Hectares
Traditional	13
Freight and logistics	0
Knowledge intensive	1
Population serving	8
Employment land supply	**Hectares**
Occupied	21
Vacant	7
Future supply	0

District Council of Grant

Employment land use mix	Hectares
Traditional	367
Freight and logistics	254
Knowledge intensive	4
Population serving	8
Employment land supply	**Hectares**
Occupied	669
Vacant	14
Future supply	290

Kingston District Council

Employment land use mix	Hectares
Traditional	67
Freight and logistics	7
Knowledge intensive	9
Population serving	8
Employment land supply	**Hectares**
Occupied	88
Vacant	5
Future supply	0

Naracoorte Lucindale Council

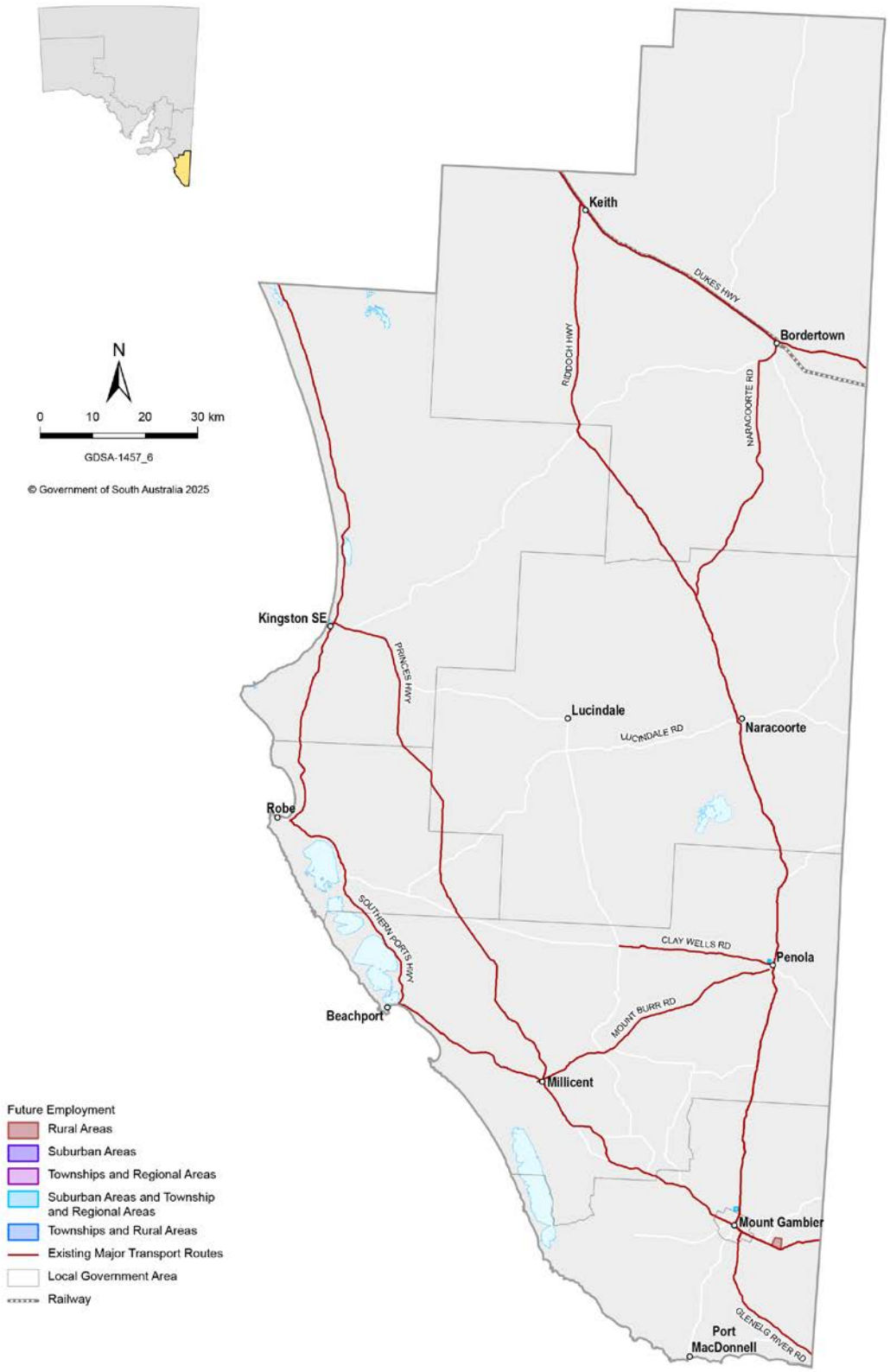
Employment land use mix	Hectares
Traditional	340
Freight and logistics	211
Knowledge intensive	64
Population serving	73
Employment land supply	**Hectares**
Occupied	654
Vacant	40
Future supply	0

Tatiara District Council

Employment land use mix	Hectares
Traditional	403
Freight and logistics	110
Knowledge intensive	106
Population serving	42
Employment land supply	**Hectares**
Occupied	583
Vacant	57
Future supply	25

Wattle Range Council

Employment land use mix	Hectares
Traditional	143
Freight and logistics	109
Knowledge intensive	108
Population serving	42
Employment land supply	**Hectares**
Occupied	348
Vacant	73
Future supply	48


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Keith
DUKES HWY
Bordertown
RODOCH HWY
NARACOORTE RD
Kingston SE
PRINCES HWY
Lucindale
LUCINDALE RD
Naracoorte
Robe
SOUTHERN PORTS HWY
CLAY WELLS RD
Penola
Beachport
MOUNT BURR RD
Millicent
Mount Gambier
GLENELG RIVER RD
Port MacDonnell
Future Employment
Rural Areas
Suburban Areas
Townships and Regional Areas
Suburban Areas and Township and Regional Areas
Townships and Rural Areas
Existing Major Transport Routes
Local Government Area
Railway



People, housing and liveability

Theme:

Outcome 1: More housing in the right places

Access to safe, secure and affordable housing is one of the most fundamental human needs. Housing provides the basis for stability and security in many social, cultural and economic aspects of individual and family life.[7]

A growing population in the region requires not just more housing, but greater housing choice to accommodate a variety of household types. This includes housing for older people, people with disability, smaller and single person households, seasonal and temporary workers, and tourists.

Demand for holiday homes in key locations such Robe and Beachport will impact housing supply and infrastructure capacity, particularly during peak holiday periods when population numbers surge.

The population of the Limestone Coast Region is projected to grow by around 18,000 residents over the next 30 years to 2051 with over half of people expected to reside in the greater Mount Gambier area. Other towns throughout the region which are expected to experience growth can do so within their existing town boundaries.

Future housing supply

Meeting future demand will require not just more housing, but a greater diversity of housing options.

The Limestone Coast population generally has a lower proportion of families with children and higher proportions of lone person and older couples without children. This trend is consistent with an ageing-population. It indicates a need for increased housing diversity to provide greater options to accommodate older people, smaller and single person households as well as workers and tourists.

Key worker housing

The Regional Key Worker Housing Scheme seeks to secure suitable housing in regional areas for essential government workers, such as police officers, teachers and medical professionals. To address the critical need for purpose-built government workers accommodation in the Limestone Coast, the scheme will provide housing across the region, with six houses in Mount Gambier and five houses in Bordertown being constructed by 2025.[8]



Source: iStock - BeyondImages



Source: Lev - Adobe Stock

Office for Regional Housing – Regional Key Worker Housing Scheme

To support essential services, the Regional Key Worker Housing Scheme facilitates the development of new key worker rental housing, including in Mount Gambier and Bordertown.

The Office for Regional Housing will, where possible, help to facilitate housing projects identified by local governments, regional employers, the development industry and other peak bodies that provide strategic affordable and key worker housing for police, teachers, and health professionals, helping to retain critical workers in regional communities.

Learn more about the Office for Regional Housing.

Councils and non-government organisations have called for a coordinated approach to deliver diverse housing options that meet current and future community needs. The Plan encourages all levels of government and community organisations to act in delivering affordable and diverse housing across the region.[9]

Unoccupied dwellings

Approximately 17% of dwellings across the region are unoccupied dwellings, which is higher than the South Australian benchmark of 10.8%. This is primarily due to houses in coastal areas such as Robe, Beachport and Kingston SE being used for short-term holiday rentals and private holiday homes. Other factors contributing to this high level of unoccupied dwellings include vacant farmhouses and homes set aside for off-farm retirement.

Identifying enough land for dwellings we need

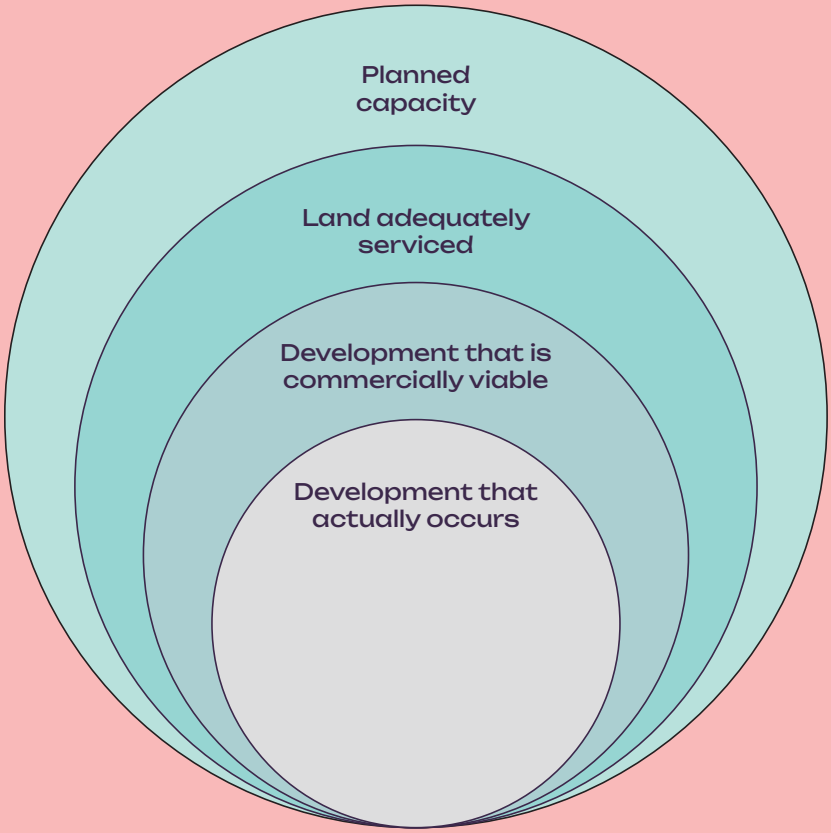
Population projections have guided the region's anticipated housing needs over the next 15- to 30-years. Providing enough supply of land that is connected to services and infrastructure will result in the sustainable expansion of the region's cities and towns. To achieve this, the Plan considers local nuances of the Limestone Coast Region that influence the delivery of housing to market including zoning, infrastructure capacity, and development readiness, landowner intentions, construction costs, and broader economic conditions.

Strategic land use and coordinated social planning will help deliver a diverse range of housing options located near essential health and community services. Responding to community feedback, the Plan focuses on containing fringe growth and strengthening existing township boundaries. This approach boosts the viability of local services and infrastructure, while also reducing exposure to natural hazards such as bushfires and flooding. The Plan also aims to protect environmentally sensitive areas and high-value agricultural land, ensuring that growth is sustainable and well located.

Not all land identified for growth will be developed. A significant portion may be constrained by servicing limitations, environmental factors, or lack of market interest. As a result, the volume of land that is actually developed is often substantially lower than the theoretical supply, as articulated the figure below.

Factors Influencing Development Outcomes

Source: The Auckland Plan, Quantify Strategic Insights



Coordinated infrastructure planning and flexible policy settings allows us to respond to changing conditions and support housing delivery where it is most needed.

Housing supply and diversity

Long-term strategic objectives

1. Provide an adequate supply of development-ready and zoned land that can accommodate housing and employment growth over a 30-year period.

2. Investigate new rural development typologies and infrastructure including off-grid rural neighbourhoods to deliver more housing supply in rural communities.

3. Concentrate development within identified townships and localities to coordinate housing growth with infrastructure.

4. Support the needs of a diverse range of people with more opportunities for well-located and well-designed housing.

5. Monitor land supply and demographic trends to ensure sufficient land is available to support a growing population.

6. Support adaptive re-use of existing buildings for new housing, including commercial, industrial and heritage places.

7. Support the provision of workers accommodation in locations close to employment.

Meeting housing demand is vital for the region's prosperity and liveability. It is a key priority for local and state governments underpinning efforts to attract and retain a strong workforce and support thriving communities.



Source: Vincent Nguyen - Shutterstock

The Housing Roadmap

The *Housing Roadmap* introduces a series of measures, including the largest ever land release, the abolition of stamp duty on new homes, enhanced rights for renters, expanded workforce training, faster home construction, significant infrastructure investment, and an increase in public housing. In alignment with the *Housing Roadmap*, the Plan prioritises opportunities to enhance housing diversity, availability, accessibility, and affordability in the region.

The *Housing Roadmap* recognises the needs and preferences of different household types, life stages and lifestyle choices, including the unique needs and additional housing barriers faced by Aboriginal people.

Learn more about the Housing Roadmap.

An additional 8,805 dwellings will be required across the region by 2051 with most of the population growth occurring in the greater Mount Gambier area, Millicent, Bordertown, Naracoorte and Kingston SE. 70% of this additional housing stock will be need in the greater Mount Gambier area.

It is vital that essential infrastructure such as water supply, electricity and wastewater networks (via Community Wastewater Management System (CWMS) or sewer mains) is available to support residential growth in these areas.

A more diverse housing supply is essential throughout the region to meet the needs and preferences of different household types, life stages and lifestyle choices. Factors that primarily drive housing preferences include affordability, proximity to amenities, safety and security, and dwelling design and features. There are also broader community benefits of greater accessibility, inclusion and resilience.

Improving housing security for older women

It is recognised that older single women are at greater risk of housing insecurity than those who are partnered or living in multiple income households. The government's *Improving Housing Security for Older Women Recommendation Report, South Australia's Plan for Ageing Well 2020–2025* and the *State Disability Inclusion Plan* aligns three broad themes with respect to housing needs:

- Accessible supports that make existing homes more flexible to people's changing needs and wants over time.
- Models and options for creating homes that suit a greater diversity of needs and aspirations.
- Affordable and accessible homes.

A diverse housing supply supported by physical and social infrastructure, such as quality health, education and childcare facilities, will help to attract and retain workers to the region. It can also accommodate changing demographics, particularly the ageing population and those seeking a 'sea change' or 'tree change' in the region.

Local infill investigation areas

Local infill investigation areas have been identified as opportunities for well-planned and well-located sources of new housing, and smaller scale employment opportunities. These areas include opportunities within proximity to activity centres and transport infrastructure to encourage a strategic and targeted approach to increasing density in established built up areas.

More detailed planning work and infrastructure investigations will be required by local government and other stakeholders to unlock the potential of identified land. Council investigations are not limited to areas identified in the Plan and may identify other local areas suited for infill development.

The Department for Housing and Urban Development will support local government with the development of local area plans to assist with coordination and alignment.

Rural living and off-grid rural neighbourhoods

Rural living development presents challenges from an environmental, social and economic perspective. While often appealing from a lifestyle perspective, these kinds of development require greater cost and challenges in providing infrastructure. Land use conflicts and unsustainable township patterns mean that historically, local governments have had a cautious approach.

Allowing development in rural areas can also limit growth of urban areas, it can fragment primary production land and use infrastructure inefficiently. This is a legitimate concern in Regional Cities and higher growth localities where denser urban development and conventional infrastructure approaches are warranted.



New rural living and off-grid rural neighbourhoods

Understanding demand, current township land supply and rural living land supply, is critical when considering new proposals. It is also important to ensure townships can accommodate long-term growth and this is not jeopardised by rural living development at its edges.

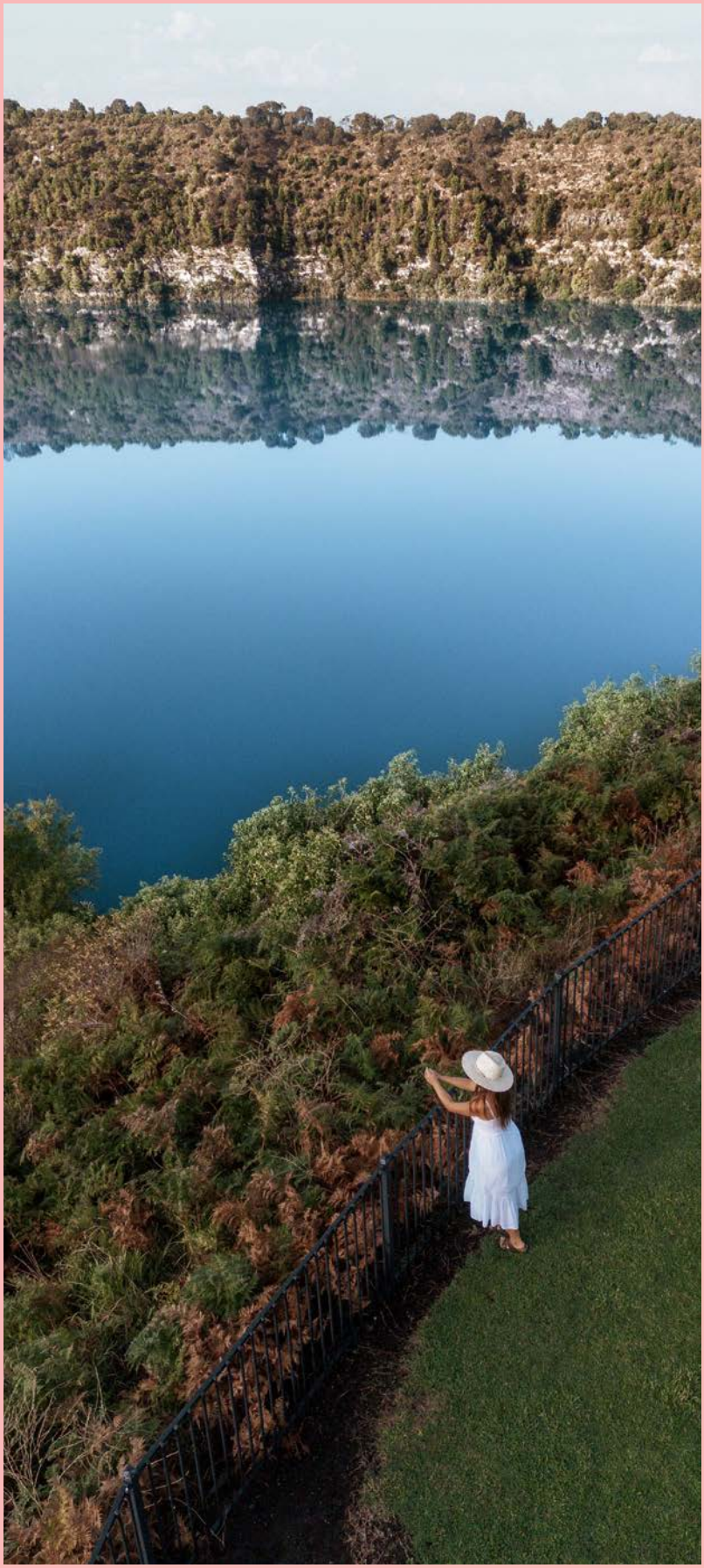
Ideally, planning should provide for multiple growth fronts that do not rely on one landowner bringing land to market (i.e. not rely on landowner intentions). The impact on high-value primary production land is also a key consideration as rural living development has the potential to take viable agricultural land offline or create interface issues with primary production.

However, anecdotal evidence suggests that in locations where there is high demand for lifestyle blocks and where no rural living land is available, that high-value primary production or horticultural land (such as vineyards) is being purchased and is no longer used for productive purposes.

All forms of housing and development require infrastructure provision, however the service levels for rural living development are lower than traditional residential estates and evolving technologies will continue to make off-grid or decentralised solutions more viable.

Typically, the local road network is either graded or spray sealed and only above-ground stormwater systems are provided. Solar and battery technologies mean that off-grid solutions may be viable, and on-site waste systems (including solutions that prevent wastewater entering surface or ground water in sensitive areas) are also viable.

Water tanks, access to bore water and/or buying water provide alternative approaches to water use. This does present risks if water runs out, particularly as result of our changing climate, and these risks vary based on location and environmental conditions.



Source: City of Mount Gambier/ Czech Aus

The establishment of new rural living or rural neighbourhoods should consider:

- Impact of future township expansion and ensuring there are long-term urban growth options for townships or localities (particularly higher-order townships such as Regional Cities or Supporting Service Centres).
- Utilisation of existing land supply (both within township and existing rural living land supply) have been investigated, and the logical expansion of existing rural living or rural neighbourhood have been explored.
- Avoiding environmentally sensitive areas (such as coastline and native vegetation), impact on valued landscapes and highly productive agricultural land or compromise rural activities or economic assets.
- Appropriate management of hazard risks such as bushfire.
- Evaluating the impact and demand on community infrastructure, such as the impact of locating new estates and settlements away from township and resources to service in relation to waste and resource recovery, community services, firefighting equipment, etc.
- The cost and benefits of delivering and maintaining infrastructure on community and landowners, to ensure the upfront and ongoing costs to community and homeowners is not an unreasonable burden (through maintenance costs, rates, taxes and other charges).
- Feasibility, costs and benefits of alternative and decentralised infrastructure solutions for the provision of basic infrastructure such as power, water and wastewater.

Actions

Title	Action Description	Timing	Lead	Spatial application
Investigations - Future Residential Compton	Initiate a Code amendment to apply appropriate residential densities in Compton, based on projected housing demand for the greater Mount Gambier area and local infrastructure needs and service capacity. Use findings to guide development staging and inform any updates to the Plan.	11/2025 - 11/2030	District Council of Grant	Compton
Investigations - Future Residential Kingston	Identify suitable residential densities for key sites in Kingston based on projected housing demand and local infrastructure and service capacity.	11/2025 - 11/2030	Kingston District Council	Kingston SE
Investigations - Future Residential Glencoe	Identify suitable residential densities for Glencoe based on local infrastructure and service capacity, to inform updates to the Plan and future Code amendments.	11/2025 - 11/2030	Wattle Range Council	Glencoe
Local Rural Living Investigation Area Mil Lel	Investigate a Code amendment in Mil Lel to determine appropriate zoning based on projected housing demand and local infrastructure and service capacity.	11/2025 - 11/2030	District Council of Grant	Mil Lel
Workers Accommodation Overlay	Investigate amendments to the Planning and Design Code to facilitate worker's accommodation in regional areas that meet the housing needs of short-term and permanent long-distance commuter workers associated with key local industries.	03/2025 - 03/2029	Department for Housing and Urban Development	Statewide
Local Infill Investigation Area Mount Gambier	Investigate minimum residential allotment size and maximum building height Technical and Numeric Variations to encourage the development of a diverse range of infill housing options.	11/2025 - 11/2030	City of Mount Gambier	Mount Gambier

Township land supply

Regional City

Mount Gambier

Recent housing activity	
Average annual dwellings built 2015-24	99.4
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	284
Proposed lots (lodged/approved land divisions)	975
Undeveloped zoned	2,736
Zoned total	3,995
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	48
Zoned total	48
Future residential land supply (allotments)	
Neighbourhood and township	-
Rural living	-

Major Service Centre

Bordertown

Recent housing activity	
Average annual dwellings built 2015-24	5.2
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	138
Proposed lots (lodged/approved land divisions)	59
Undeveloped zoned	445
Zoned total	642
Existing residential land supply – rural living zoned (allotments)	
Vacant	6
Proposed lots (lodged/approved land divisions)	2
Undeveloped zoned	149
Zoned total	157
Future residential land supply (allotments)	
Neighbourhood and township	310
Rural living	27

Kingston SE	
Recent housing activity	
Average annual dwellings built 2015-24	15.3
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	272
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	301
Zoned total	573
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed lots (lodged/approved land divisions)	23
Undeveloped zoned	120
Zoned total	143
Future residential land supply (allotments)	
Neighbourhood and township	2135
Rural living	-

Millicent	
Recent housing activity	
Average annual dwellings built 2015-24	10.2
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	81
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	620
Zoned total	701
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed lots (lodged/approved land divisions)	44
Undeveloped zoned	352
Zoned total	396
Future residential land supply (allotments)	
Neighbourhood and township	498
Rural living	3,477

Naracoorte	
Recent housing activity	
Average annual dwellings built 2015-24	18.7
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	115
Proposed lots (lodged/approved land divisions)	72
Undeveloped zoned	755
Zoned total	942
Existing residential land supply – rural living zoned (allotments)	
Vacant	5
Proposed lots (lodged/approved land divisions)	12
Undeveloped zoned	600
Zoned total	617
Future residential land supply (allotments)	
Neighbourhood and township	1863
Rural living	239

Supporting Service Centre

Beachport

Recent housing activity	
Average annual dwellings built 2015-24	5.2
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	50
Proposed lots (lodged/approved land divisions)	55
Undeveloped zoned	66
Zoned total	171
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	-
Zoned total	-
Future residential land supply (allotments)	
Neighbourhood and township	-
Rural living	-

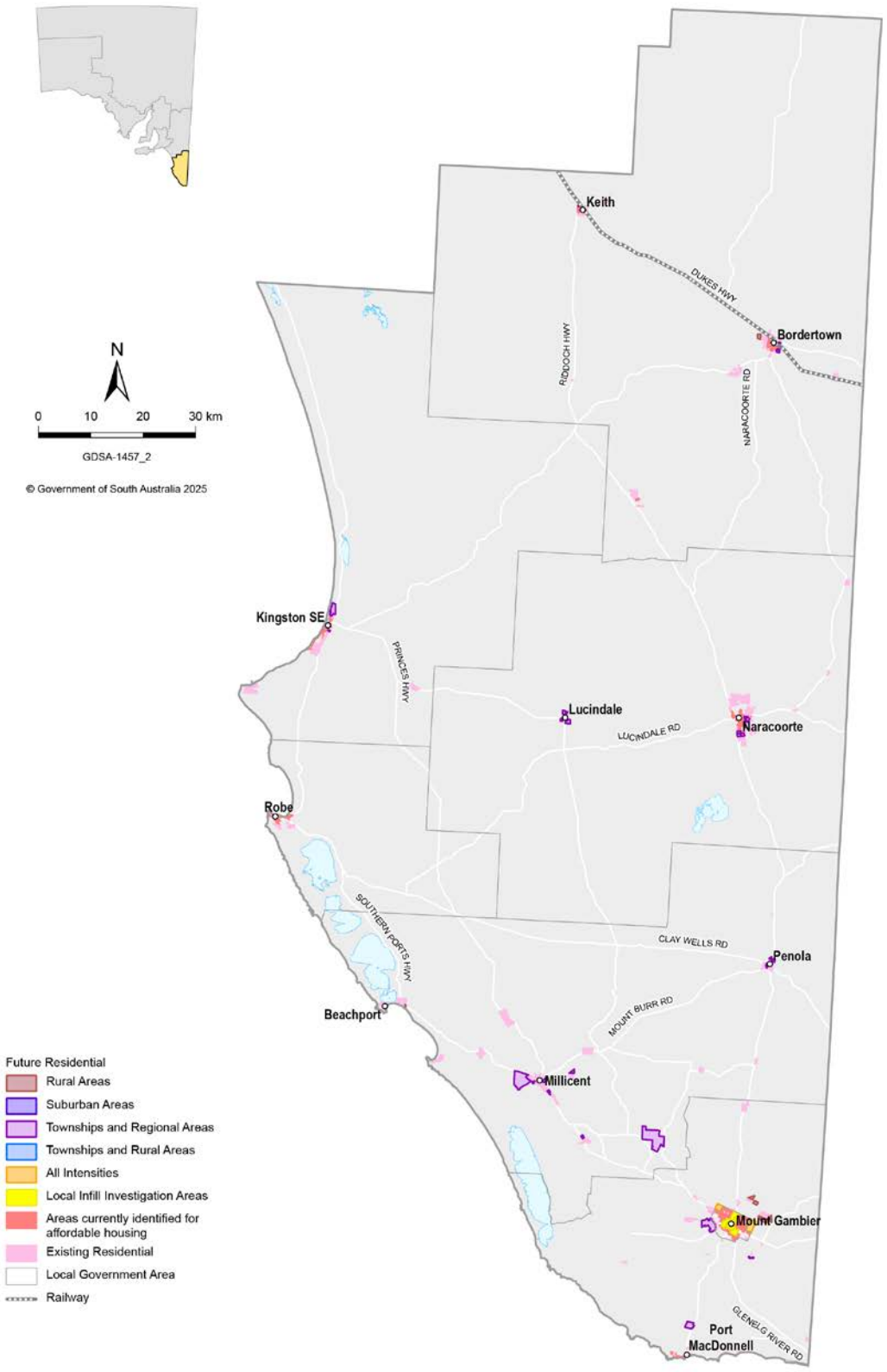
Keith	
Recent housing activity	
Average annual dwellings built 2015-24	1.5
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	56
Proposed lots (lodged/approved land divisions)	19
Undeveloped zoned	162
Zoned total	237
Existing residential land supply – rural living zoned (allotments)	
Vacant	2
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	37
Zoned total	39
Future residential land supply (allotments)	
Neighbourhood and township	27
Rural living	-

Lucindale	
Recent housing activity	
Average annual dwellings built 2015-24	0.3
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	21
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	5
Zoned total	26
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	-
Zoned total	-
Future residential land supply (allotments)	
Neighbourhood and township	528
Rural living	91

Penola	
Recent housing activity	
Average annual dwellings built 2015-24	5.2
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	72
Proposed lots (lodged/approved land divisions)	6
Undeveloped zoned	349
Zoned total	427
Existing residential land supply – rural living zoned (allotments)	
Vacant	1
Proposed lots (lodged/approved land divisions)	8
Undeveloped zoned	55
Zoned total	64
Future residential land supply (allotments)	
Neighbourhood and township	180
Rural living	-

Port MacDonnell	
Recent housing activity	
Average annual dwellings built 2015-24	4.1
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	84
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	101
Zoned total	185
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed lots (lodged/approved land divisions)	-
Undeveloped zoned	166
Zoned total	166
Future residential land supply (allotments)	
Neighbourhood and township	-
Rural living	-

Robe	
Recent housing activity	
Average annual dwellings built 2015-24	22.4
Existing residential land supply – neighbourhood and township zoned (allotments)	
Vacant	266
Proposed lots (lodged/approved land divisions)	121
Undeveloped zoned	210
Zoned total	597
Existing residential land supply – rural living zoned (allotments)	
Vacant	-
Proposed lots (lodged/approved land divisions)	3
Undeveloped zoned	32
Zoned total	35
Future residential land supply (allotments)	
Neighbourhood and township	233
Rural living	-



Housing supply and diversity

Aboriginal cultural heritage and values

Long-term strategic objectives

1. Protect Aboriginal cultural heritage and areas of significance for the benefit of current and future generations.

2. Engage with Aboriginal people early and on an ongoing basis in land use planning processes about Country.

3. Recognise and value traditional knowledge in promoting sustainability, resilience, and healthier communities.

4. Investigate ways to ensure that Aboriginal groups perspectives, values, cultural information and intellectual property is respected and protected in planning processes.



South Australia's cultural heritage reflects the diversity, unique features and key moments in our state's history and contributes to our community's understanding of its sense of place and identity. The enduring, living, spiritual and cultural connection to the land by South Australia's First Peoples is recognised and acknowledged as an essential part of our cultural heritage.

Aboriginal peoples followed a complex system of land management and the reciprocal relationship between people and the land underpinned all aspects of life.

The government has committed to a state-based implementation of the Uluru Statement from the Heart. This began with the implementation of a First Nations Voice to the South Australian Parliament. This commitment provides an opportunity to embed Aboriginal voices and cultural knowledge in the planning system through deeper engagement and partnership.

First Nations Voice to Parliament

South Australia's First Nations Voice is a representative, legislatively created elected body for Aboriginal and Torres Strait Islander people in the state.

The Voice is made up of two levels – six Local First Nations Voices and a State Voice.

Through the Voice, First Nations people can have their say at the highest levels of decision-making in South Australia on matters, policies and laws that affect them.

The First Nations Voice to Parliament is supported by the First Nations Voice Secretariat, located within the Aboriginal Affairs and Reconciliation division of the Attorney-General's Department.

Learn more about the First Nations Voice.

The *Aboriginal Heritage Act 1988* protects all Aboriginal sites, objects and remains from excavation, damage, disturbance, or interference unless authorised or approved by the Minister for Aboriginal Affairs under the Act. A person or entity with an interest in developing their land is strongly encouraged to first talk about their plans directly with Aboriginal people, either through Recognised Aboriginal Representative Bodies or relevant native title organisations and/or any relevant Aboriginal organisation for the area to understand potential impacts and avoid harm.

Early engagement helps identify risks to Aboriginal heritage before plans are finalised, allowing for changes that avoid or appropriately manage impacts. It also builds relationships and creates pathways for knowledge sharing between Aboriginal and non-Aboriginal communities. The central archives Register of Aboriginal Sites and Objects provides an indicative location of known Aboriginal heritage and contact details for Aboriginal groups within a search area. Where impacts to Aboriginal heritage are unavoidable, authorisation or approval must be sought.

The *Community Engagement Charter* (Charter) guides public participation in planning processes, including rezoning proposals. Recent updates to the Charter emphasise inclusive and respectful engagement with Aboriginal people. Future guidance should ensure that all entities – including state agencies, private proponents and local governments – undertake culturally sensitive engagement when proposing changes to planning instruments.

Where there is higher risk of impacting culturally significant sites and disturbing Aboriginal heritage, upfront cultural heritage surveys should be conducted with Aboriginal people to inform Code amendment proposals or impact assessed development applications.

Aboriginal sites and objects

Certain landscape features are more likely to be Aboriginal sites and/or contain evidence of Aboriginal occupation. These landscape features pose a higher risk for the discovery of Aboriginal sites and objects. Examples of some landscape features and the type of Aboriginal sites that they are often associated with are provided below:

- Clay pans, lakes, rivers and estuaries may contain stone artefact scatters, shell middens, rock art, campsites and stone arrangements.
- Rocky outcrops may contain quarries, rock art, rock holes, stone arrangements, ceremonial sites and stone artefact scatters.
- Dunes and sand hills may include stone artefact scatters, campsites and burials.
- Craters and sink holes are often cultural sites.
- Areas close to the coast may include campsites, stone artefact scatters, shell middens and burials.
- Areas close to creeks, rivers, watercourses, lakes, waterholes, rock holes, wells and springs.
- Areas which have been less developed, including parks, open land or road verges, may still contain artefact scatters or subsurface archaeological material such as burials and earth ovens.

Places bearing Aboriginal names, or place names which are English translations of Aboriginal names, or indications of Aboriginal interaction with the landscape may indicate previous Aboriginal connection to that location and may have significance to Aboriginal people.

Information about known Aboriginal heritage within an area and Aboriginal heritage groups who should be consulted can be obtained through undertaking a search of the central archives. This will provide an indicative location of known Aboriginal heritage and contact details for Aboriginal groups for the search area.

Request for searches can be made at taawika.sa.gov.au.

Partnering with Aboriginal communities and applying appropriate principles in the structure planning and rezoning phases can help to create unique and responsive developments. Reading Country with Aboriginal people will help to uncover the prominent parts of the cultural landscape that should be protected and embedded into the spatial planning. This might inform development orientation, open space network, road typologies, active transport network, density allocation and areas for protection.

Engaging with Aboriginal representatives to consider how cultural information and interests should be incorporated into planning processes will be critical. This will ensure Aboriginal groups cultural information, values and intellectual property is respected and protected throughout planning processes, including working with representatives on cultural mapping.

Actions

Title	Action Description	Timing	Lead	Spatial application
Cultural Mapping	Amend the Plan to incorporate cultural mapping to identify potential significant landscapes and other culturally significant areas in conjunction with First Nations representatives.	2028	Department for Housing and Urban Development	State-wide
Aboriginal Engagement	Prepare a guideline in collaboration with First Nations representatives to assist proponents of Code amendments with the sensitive and respectful engagement of Traditional Owners and Aboriginal peoples and update the *Code Amendment Toolkit*.	2027	Department for Housing and Urban Development	State-wide
Planning with Country	Develop Planning with Country guidelines that support the integration of Aboriginal knowledge in structure planning and rezoning proposals.	2028	Department for Housing and Urban Development	State-wide



Aboriginal Cultural Heritage and Values

State and local heritage

Long-term strategic objectives

1. Support a legislative framework for heritage that provides consistency, clear governance responsibilities, supports expert advice in the decision-making process, enables transparency and accountability, and facilitates community engagement at the right time.

2. Maintain a comprehensive register of heritage places and areas with appropriate heritage protections.

3. Promote the use of the South Australian Heritage Register, Statements of Significance, conservation management plans, Heritage Standards and guidelines that assist applicants and communities in understanding the values of heritage places and areas.

4. Promote the adaptive re-use of buildings that enhance areas of cultural or heritage value, capitalise on existing investment and/or contribute to vibrant and liveable places.

5. Unlock creative design solutions, and land use outcomes by providing flexible planning policies that enable the adaptive reuse of heritage places.

6. Promote the heritage values of National, State and Local heritage listed places.

7. Protect the local historical and attributes and themes that are important to local communities through council-led identification and listing of Local Heritage Places.



Source: Zoe Wighton

The Limestone Coast is rich in historic and culturally significant buildings and areas, reflecting the region's unique and diverse history and fostering a strong sense of place and regional identity. Their conservation and protection should be central to planning policy.

In South Australia, the *Heritage Places Act 1993* recognises and protects the heritage values of specific buildings and areas across the state. These places may include buildings or areas, that represent a range of heritage values significant to all South Australians. Within the Planning and Design Code (the Code), listed buildings and areas of State Heritage significance are covered by the State Heritage Place Overlay and the State Heritage Area Overlay, respectively.

The Limestone Coast is home to 148 State Heritage Places, 4 State Heritage Areas and 449 Local Heritage Places.[10]

Naracoorte Caves



Source: Tourism Australia - South Australian Tourism Commission

The Naracoorte Caves is South Australia's first UNESCO World Heritage Site and forms part of the Australian Fossil Mammal Sites World Heritage Area. The Naracoorte site is one of the world's most important fossil sites that tells the story of Australia's unique animal heritage. Of the 28 known caves on the site, four are open to the public, while the remaining caves are set aside for scientific research or for preservation.

Penola is a designated State Heritage Area due to its unique history and significance to the Catholic community due to its association with St Mary MacKillop, Australia's first saint. The Penola (Petticoat Lane – Woods/MacKillop School House) State Heritage Area is an authentic example of a 'turn of the century' small town country lane, and the Woods MacKillop Schoolhouse is one of the most significant sites associated with St Mary MacKillop.

Local heritage is protected through the PDI Act and are covered by the Local Heritage Place Overlay in the Code. The government is considering transitioning Local heritage protections to the *Heritage Places Act 1993,* to consolidate all heritage protections under a single legislative framework. This reform will require comprehensive legislative and policy updates. Additionally, shipwrecks along the coastline are protected under the *Historic Shipwrecks Act 1981* and covered by the Historic Shipwrecks Overlay in the Code.

District Council of Grant Local Heritage Survey Project

The District Council of Grant are undertaking a multi-staged Local Heritage Survey Project to identify structures and places of historical significance within the district.

The area of the District Council of Grant has a diverse collection of townships and communities with unique pre-colonial and colonial histories. Currently, there are no registered Local Heritage Places within the council area.

The Local Heritage Survey Project will be undertaken in the following four stages:

- Stage 1 - Thematic heritage framework study.
- Stage 2 - Council-wide local historic site identification survey and listing recommendations.
- Stage 3 - Detailed assessment of recommended Local heritage sites.
- Stage 4 - Code amendment to formally list identified Local heritage sites.

Learn more about the Local Heritage Survey Project - Local Heritage in our District | Your Say DCG.

Careful management of these sites brings history to life, fosters identity, and distinguishes the region within the national context.

Adaptive re-use

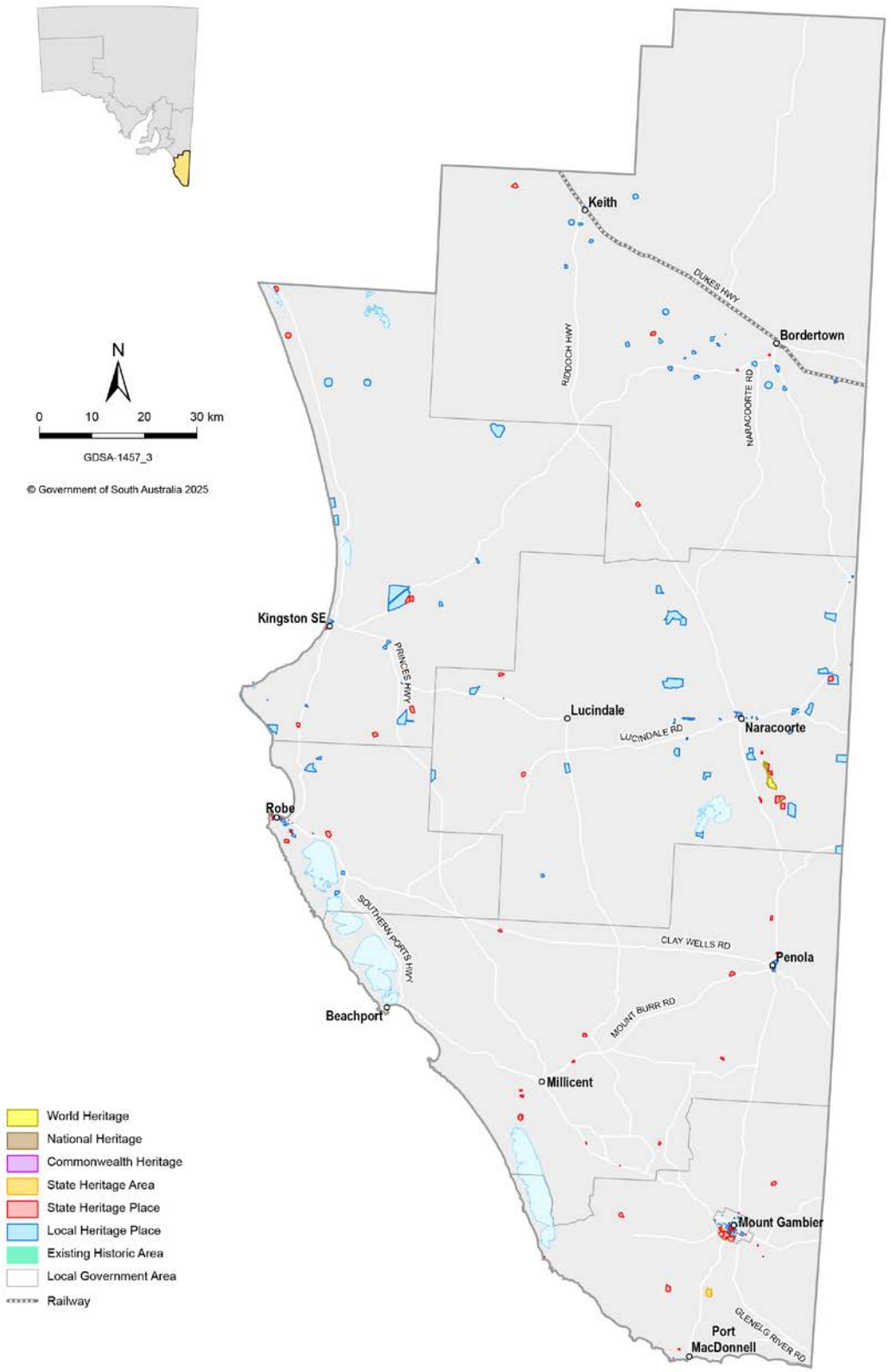
Adaptive re-use is the process of repurposing existing underutilised buildings and structures for new and ongoing functions. Providing flexible policies to allow the adaptive re-use of heritage buildings has a range of social, environmental and economic benefits.

It is recognised that adaptive re-use of underutilised heritage buildings, or the restoration of streetscape facades, is an important part of retaining and maintaining heritage in South Australia. It can play a major role in revitalising key precincts that reflect our cultural values and reinforce a sense of place.

Adapting older heritage buildings can bring challenges that stem from the building code requirements, as some buildings require upgrades to adhere to modern safety and accessibility provisions, and renovations to suit evolving business needs.

The current planning system has made significant progress in supporting the adaptive re-use of existing buildings through recent amendments to building standards, as well as policy improvements and incentives through the Code, however, it is acknowledged there is scope to better assist and enable this form of redevelopment.

As the region is rich in historic buildings and areas, a range of adaptive re-use and redevelopment opportunities exist, which can preserve and celebrate historic built form while enabling additional activities.



National, state and local heritage

Landscape and township character

Long-term strategic objectives

1. Recognise the unique character of areas by identifying their valued physical attributes in consultation with communities.

2. Maintain or enhance the scenic amenity of important natural coastal landscapes, views and vistas.

3. Investigate sensitive design approaches to infill and new development in established townships, focused on retrofitting original housing, retaining and enhancing streetscape amenity and tree canopy cover and natural values.

4. Provide additional housing opportunities ensuring that design is sensitive to, recognises and complements the important characteristics of a place.

5. Provide an equitable and diverse range of high-quality green public open spaces including recreational and sporting facilities for the community.

6. Maintain separation between townships and localities to safeguard rural character and maintain and strengthen unique township identity.



Source: FiledIMAGE - Shutterstock

All places have character, although the value placed on this character may vary. The concept of character can be applied to both natural landscapes and built environments, and the character of local areas is generally protected through policies within the Code. Future development should reflect the unique character and identity of townships, preserving valued built and natural qualities.

Heritage and character have different meanings and applications. Heritage refers to the historical and cultural significance of a building or place. Character describes the look and feel of a place and the relationship between built form, vegetation, topography and other features.

Protecting character does not mean preventing development. It is about ensuring that design is sensitive to the valued characteristics of a place. Protecting heritage sites and adapting buildings for reuse can also strengthen sense of place, character and connection to the local environment. Contemporary approaches to design which consider environmental challenges are also important.

Landscape character

The Limestone Coast's rugged coastline provides spectacular scenic coastal landscapes and contributes to a strong sense of place and community identity. Other scenic rural and natural landscapes surround many townships in the region, contributing significantly to local identity and supporting the visitor economy. These high-quality landscapes are often protected through a combination of legislative and planning policy mechanisms. However, there is opportunity to enhance their recognition and protection through more deliberate spatial planning. By identifying and mapping these valued landscapes within the planning framework, councils and communities can better guide development, preserve visual amenity, and unlock tourism and cultural interpretation opportunities that celebrate the region's unique character.

Neighbourhood character

Neighbourhood character refers to the look and feel of a place, shaped by built form, vegetation, topography, and other features. It differs from heritage, which is embodied in the physical fabric and setting of a place. Protecting character involves ensuring new development is sensitive to and complements the defining features of the area.

Protecting character does not mean preventing development. It is about ensuring that design is sensitive to, recognises and complements the important characteristics of a place.

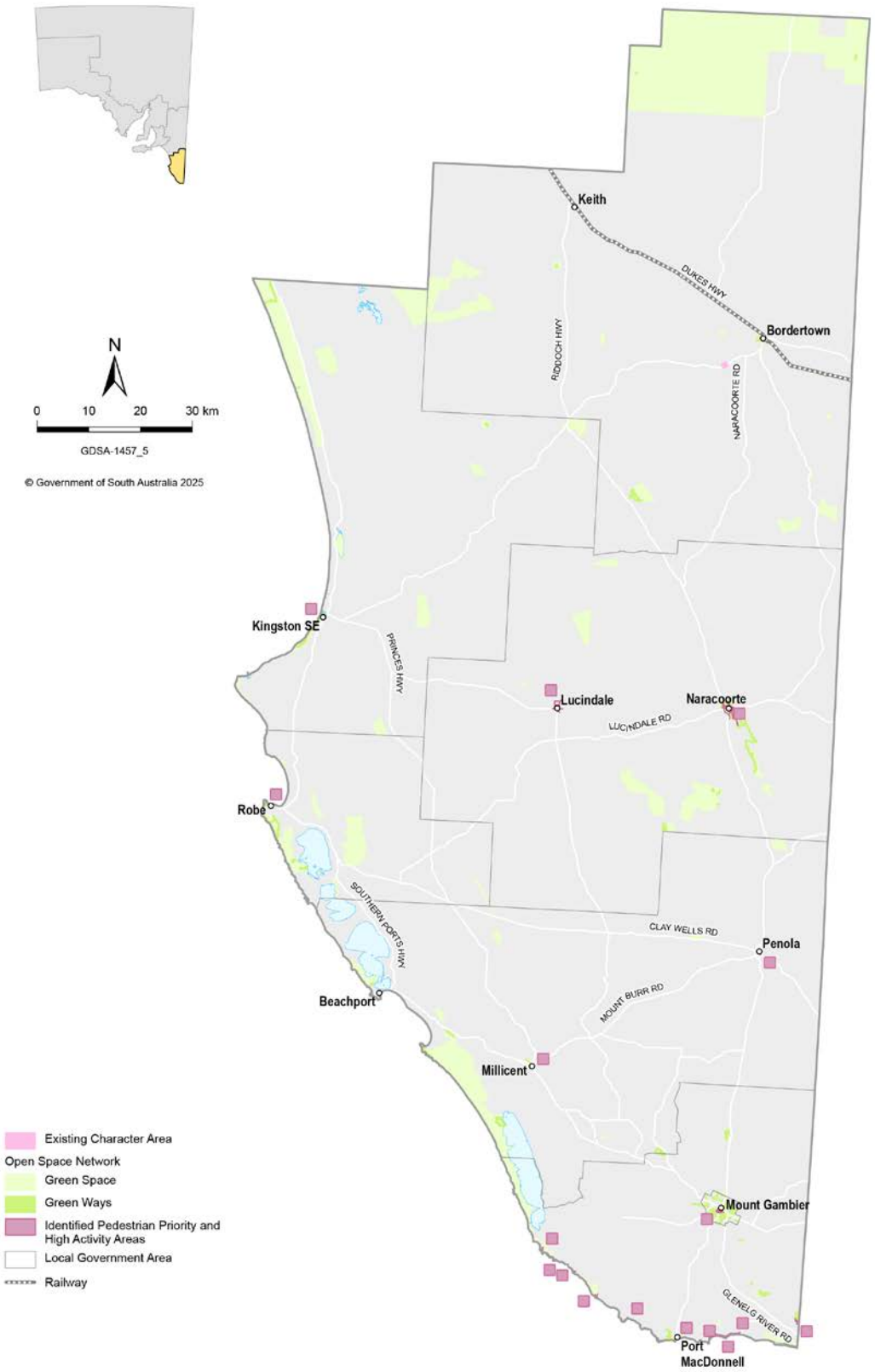
Master plans and public realm investment

Master plans are encouraged to guide where and how development should occur. They provide a clear vision, support investment certainty and enhance character and placemaking in key precincts such as town centres, foreshores or parklands.

Public realm initiatives will be progressed in Mount Gambier, Millicent and Penola to encourage public participation and promote vibrancy in activity centres and protect significant areas such as the Crater Lakes precinct in Mount Gambier.

The Plan complements this work by identifying pedestrian priority areas within established town centres, activity hubs, and foreshore precincts. These areas will be the focus of targeted improvement efforts aimed at enhancing pedestrian safety, stimulating local economic investment, and activating key civic spaces. including Penola, Millicent, Beachport, Kingston SE, Port MacDonnell, Robe, Mount Gambier, Lucindale and Naracoorte.

An enhanced emphasis on tree planting and green infrastructure initiatives across the region, with a particular focus on native species selection, will deliver benefits to local communities. In addition to promoting biodiversity, these efforts will contribute to a cooler, healthier environment and offer valuable recreational spaces. The presence of green infrastructure enhances the overall amenity and aesthetic appeal of these towns, fostering a greater sense of wellbeing and community pride. It can help to mitigate the impacts of climate change, supporting resilient and sustainable development. Ensuring building design and siting responds to the hotter, drier climatic conditions projected to occur in the region is a priority.



Landscape and open space

Productive economy

Theme:

Outcome 2: A strong economy built on a smarter, cleaner future

The Limestone Coast Region contributes approximately $5.0 billion to South Australia's Gross State Product.[11] Agriculture, fishing and forestry make the greatest contribution to the region's economic output.

The government is committed to developing a smart, sustainable and inclusive economy which is tailored for the future, ensuring a higher standard of living for all Australians while attracting and retaining skilled workers. This forms the basis of the South Australian Economic Statement[12] (Economic Statement).

Supportive planning policies, investment in infrastructure, expansion of local training opportunities and attraction of skilled labour will all be critical to realise the Limestone Coast's economic potential.



Source: Trabantos - Shutterstock

Current top 3 employing industries

Industry	Percentage
Agriculture, forestry & fishing	18%
Healthcare & social assistance	13%
Manufacturing	12%

Source: ABS, 2021

Economic drivers

The five most valuable **agriculture commodities** in the region are livestock slaughter, vegetables, milk, wool, and grapes (wine and table). The Limestone Coast Region is well known for its wine, southern Rock Lobster, and premium brands of beef including Terra Rossa beef produced near the Coonawarra wine region and Wagyu beef produced near Millicent.

The region's **viticulture industry** produces over 16% of the state's share of grapes, which in 2023, had an export value of over $50 million. Wine regions within the Limestone Coast include Coonawarra, Mount Benson, Mount Gambier, Padthaway, Robe and Wrattonbully.

The Green Triangle, which spans the border between Victoria and South Australia, is Australia's largest plantation **forestry region** containing18% of the national plantation estate. Its estimated value is $1.64 billion in turnover and $1.2 billion in direct and indirect income. The forestry sector creates over 3,500 jobs and supports a further 4,650 jobs throughout the Limestone Coast Region.[13] Significant timber processing and **manufacturing investments** have resulted in Australia's first softwood, state-of-the-art cross laminated timber (CLT) and glue laminated timber (GLT) manufacturing facility in Tarpeena, and large-scale timber milling and particle board manufacturing in Mount Gambier.

The state government has also committed $15 million for a new Forestry Centre of Excellence to be established in Mount Gambier. The Kimberly-Clark Mill (Mill) near Millicent is a significant manufacturing enterprise that exports Kleenex and Viva and Professional brand products, valued at over $400 million.[14] The Mill is one of 10 Safeguard Mechanism sites in South Australia. The Safeguard Mechanism is an Australian Government scheme requiring Australia's highest greenhouse gas emitting facilities to reduce their emissions in line with Australia's emission reduction targets of 43% below 2005 levels by 2030 and net zero by 2050 (Clean Energy Regulator). The Mill reported a reduction of 30.5% from its 2015 baseline. In 2023, the Mill achieved 100% landfill diversion onsite and are assessing the feasibility of replacing the Mill's existing energy supply with renewables renewables-based hydrogen (Energy South and Kimberly-Clark – Millicent Mill Green Hydrogen Project, HyResource).

The emerging **circular economy** sector is becoming a key contributor to the Limestone Coast's economic landscape as the region's largest industries move towards a net zero economy.

The Limestone Coast has a substantial tourism industry, providing 3,000 direct jobs across the region. The World Heritage Listed Naracoorte Caves, dormant volcanoes, seasonal wetlands, internationally renowned diving locations and wineries, and the Australian Camino, a spiritual pilgrimage route associated with St Mary Mackillop, are all major tourist drawcards to the region. Limestone Coast tourists can also easily access some of Victoria 's most significant tourism sites including the Great Ocean Road and Budj Bim National Park.

Over the past five years, **healthcare and social assistance**, retail trade, construction and wholesale trade industries have increased in the region. This trend is likely to continue as the population changes and strong demand for housing continues. In particular, the ageing population will increase the demand for services in aged care and health related professions.

As the area's Regional City, Mount Gambier will continue to provide these services for southeast South Australia and southwest Victoria, including government administration, education, health and retail.

Future workforce

For any sector to succeed, it needs a skilled, reliable, and supported workforce, along with good, affordable housing in reasonable proximity to employment. Furthermore, if the region is to attract and retain younger workers and families, access to quality schooling and childcare services is essential. To support this goal, collaborative efforts across government and industry will be directed toward identifying short-term actions that quantify childcare demand and enhance access for working families.

Employment lands

Long-term strategic objectives

1. **Protect and expand well-serviced and strategically located employment land to support economic growth and productivity.**

2. **Support the growth of local employment precincts through strategic planning, policy and investment**

The planning system plays a critical role in supporting the ambitions of the Economic Statement by ensuring enough serviced land is available to accommodate current and future industries, in the right location and serviced by infrastructure.

Attracting and retaining a strong, educated workforce will support economic growth in the region. To support both industry and employment, there must be a readily available supply of employment land, serviced by appropriate infrastructure. This is critical for enabling local job opportunities and accommodating a growing population.



Source: Zema Estate

Well-connected employment lands linked to freight corridors, telecommunications, and essential infrastructure are critical to regional growth and population sustainability. To maximise their value, they must be integrated with local industries, protected from residential encroachment, and able to expand as needed.

Broad industry categories (BICs) have been created as a way of identifying an industrial employment precinct's strategic purpose and infrastructure needs. This can inform network planning and delivery (see Learn more about broad industry categories).

Employment land supply and demand

The Limestone Coast has approximately 3,000 hectares of employment land, of which 263 hectares is vacant. An area for future employment land has been identified at Glenburnie, an eastern suburb of Mount Gambier. Based on the amount of land currently zoned as employment land and the annual consumption rate of 5.9 hectares, there is approximately 44 years' worth of zoned employment land in the region.

The region's continuing investment in recycling and reuse of materials, and its transition to a more circular economy, will require an appropriate supply of land for waste and resource recovery. Other waste management solutions that support local processing of materials will also be required where waste export restrictions are in place.

Actions

Title	Action Description	Timing	Lead	Spatial application
Local Government Strategic Planning - Employment Lands	Examine future projected employment land needs across the Limestone Coast Region to plan for employment land growth and identify requirements and timing for local infrastructure and services to inform updates to the Plan.	11/2025 - 11/2030	Councils	Limestone Coast Region
Mount Gambier Regional Airport	Undertake a Code amendment to the identified Infrastructure (Airfield) Zone area in Wandilo to amend zoning to allow for land uses that support aviation activities and provide broader employment land uses.	11/2025 - 11/2030	District Council of Grant	Mount Gambier Regional Airport
Glenburnie Employment Lands	Undertake a Code amendment to apply the Strategic Employment Zone to the identified Rural Zone areas in Glenburnie.	11/2025 - 11/2030	District Council of Grant	Glenburnie

Activity centres and retail

Long-term strategic objectives

1. Maintain a township hierarchy that encourages investment in activity centres and township centres that aligns with the role, function and form of each township.

2. Enable activity centre and township centres to support access to local employment, diverse and affordable housing, essential services, and amenities, tailored to the scale and character of each township.

3. Promote strategic investment in activity centre and township main streets across the region to ensure equitable access to economic, employment, and business opportunities, particularly in smaller and remote communities.

4. Strengthen connectivity between consumers, workers, and businesses within and between townships, supporting a productive and resilient regional township pattern.

5. Optimise the distribution of retail and service businesses through a well-planned network of activity and township centres that enhances liveability, convenience, and choice for regional populations.

6. Foster social cohesion and community identity by positioning activity and township centres as focal points for civic life, cultural exchange, and social interaction.

7. Design and enhance activity and township centres to promote healthier and more resilient communities, reducing the need for long-distance travel and encouraging active transport options where feasible.

Activity and township centres in regional and country areas shape the form and function of townships, acting as hubs for civic, social, and economic life. They provide convenient access to shopping, administrative, cultural, entertainment, and essential services, often within a single trip. The scale and mix of activities vary according to the township hierarchy, ensuring that each centre reflects the needs and aspirations of its community.

Encouraging investment that aligns with the township's designated role and function – whether as a Regional City, Major Service Centre, or Supporting Service Centre – helps ensure that growth is appropriately scaled, economically viable, and responsive to local context. This approach supports the delivery of infrastructure and services that match community expectations and regional development goals.

Local activity and township centre planning

Across the region, local and township centres must evolve in response to changing retail and service demands. In growing townships, this may involve the development of new commercial floor space. In slower-growing or transitioning communities, the focus may shift toward adapting existing spaces to meet evolving consumer preferences – or even consolidating retail footprints to better align with local needs.

Local governments, with their deep understanding of community dynamics and responsibility for local infrastructure planning, are best positioned to lead this strategic response. Empowering councils to guide activity centre planning ensures that decisions are locally informed and responsive. This approach supports investment that is not only economically viable but also socially and spatially appropriate.

Tourism and events

Long-term strategic objectives

1. **Co-locate new tourism development with complementary uses and supporting infrastructure.**

2. **Support expansion of unique visitor experiences, including nature-based activities where minimise impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.**

The tourism industry is an important contributor to the state's economic activity, generating jobs and export dollars by attracting interstate and international visitors. With high visitation numbers, the industry is flourishing. The government is now committed to growing the state's visitor economy to $12.8 billion, with the creation of 16,000 new tourism jobs by 2030.[15]

The South Australian Visitor Economy Sector Plan 2030 highlights the economic benefits of tourism and events through its links to employment across the hospitality, retail, transport and construction sectors. By facilitating growth in tourism activity and supporting appropriately designed and located tourism facilities in our planning system, this enables the diversification of small and medium enterprises and assists in the preservation of our valuable environment and food production areas.

The tourism sector is a significant contributor to the Limestone Coast's economy. In 2024, tourism generated $662 million in total visitor expenditure, driven by 656,000 domestic day trips and 2,263,000 overnight visitors.

The *South Australian Tourism Commission's Value of Tourism snapshot* projects a tourism expenditure target for the Limestone Coast of $609 million by 2030.[16] As tourism in the region is predominantly a self-drive visitor market, leveraging existing touring routes, developing tourism experiences and promoting events that reflect the region's uniqueness is key to achieving the region's tourism targets.[17]

Cultural and heritage tourism

The region is host to many exceptional tourism experiences including the Naracoorte Caves World Heritage Site, the Blue Lake/Warwar, Umpherston Sinkhole, Ewen Ponds and Ghost Mushroom Lane as well numerous art galleries and museums that share stories about the region's history. This includes opportunities for cultural tourism that celebrates Aboriginal heritage and contemporary Aboriginal cultural experiences.

Pathways for tourism development

The planning system provides an impact assessed pathway for large-scale tourism enterprises, being the highest level of development assessment. It is reserved for projects which cannot be properly considered under existing pathways (such as an assessment under the Code). This may be due to the nature, scale and extent of their potential impacts, where the effects of those impacts are unknown or uncertain, or in situations where the environment is considered sensitive.

The State Planning Commission is undertaking a review of policies within the Code that relate to tourism development. The purpose of the review is to ensure that policies are contemporary and meet current market demands for high-quality tourism accommodation and development, marinas and golf course development. This includes agri-based tourism that diversifies rural business development. These activities should be considered where impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.

Actions

Title	Action Description	Timing	Lead	Spatial application
Tourism Development	Undertake a Code amendment to facilitate appropriate tourism development within wine regions and protect valued landscape character.	01/2025-01/2027	Department for Housing and Urban Development	State-wide



Tourism and events

Primary industry

Long-term strategic objectives

1. Drive innovation, diversity, and dynamism in the region's primary industry sector by adopting new technologies, intensifying production systems, and recognising and protecting its unique advantage.

2. Safeguard and enhance water security and quality to support the growth, diversification and resilience of the region's primary industry sector, recognising the critical role of reliable and sustainable water supply in underpinning agricultural productivity and investment confidence.

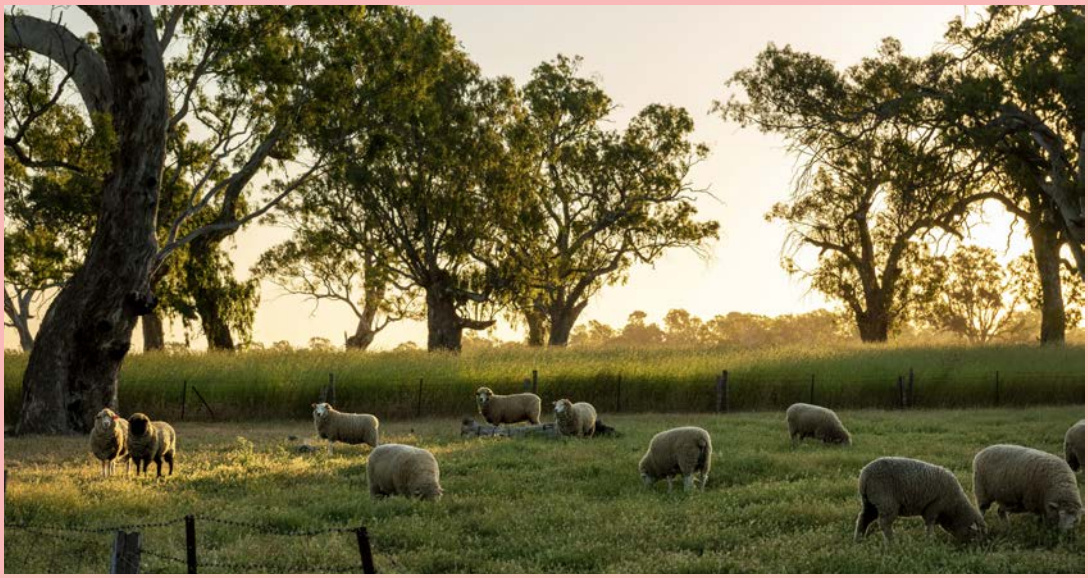
3. Facilitate value-adding and rural business diversification through associated ancillary land uses such as storage, warehousing and logistics.

4. Ensure valuable primary production land remains viable through protection from fragmentation and encroachment from inappropriate or conflicting land uses.

5. Protect and enhance the region's critical infrastructure, natural resources, and ecosystem services that underpin current and future opportunities for primary industry development.

6. Identify opportunities to promote region-wide soil protection and regenerative agricultural practices to enhance long-term agricultural sustainability, food security, and biodiversity.

7. Equitably manage the interface between primary production and other land use types.



Source: South Australian Tourism Commission

The Limestone Coast contains some of the richest and most productive agricultural land in South Australia due to its groundwater resource and high annual rainfall.

Retaining and protecting primary production land across the region is a key priority through sustainable agricultural practices, technology improvements and appropriate land management practices.

The region produces a diverse range of products for both the domestic and export markets including livestock (lamb, beef and pork) for meat, wool and dairy as well as viticulture; horticulture and fish products (particularly Rock Lobster). Cereal crops and grains such as barley, oats and wheat are also important to the region's long-term growth and prosperity, with the Tatiara district home to the largest lucerne growing area in the Southern Hemisphere.

Forestry and timber processing are also major economic and employment generating activities in the region. Forestry in the Limestone Coast is unique in that it facilitates the entire forest production cycle, from seedling cultivation through to milling and timber processing.

As a world class leader and innovator for agriculture, marine, aquaculture and viticulture, the region is at the forefront of non-traditional methods of food production and manufacturing.

Biosecurity

Strong biosecurity measures are crucial to primary industry and natural resource management. The *South Australian Biosecurity Policy 2024-25* aims to reduce pest and disease impacts, maintain food safety and support responsible agricultural chemical use. Comprehensive measures ensure economic, environmental and social assets, and public health are protected.

Carbon farming

Carbon farming through increasing carbon sequestration or reducing emissions can support a regenerative approach to agriculture and land management. Recent investments in this area, backed by the state government's *Carbon Farming Roadmap for South Australia*, highlight the region's commitment to this sustainable practice.

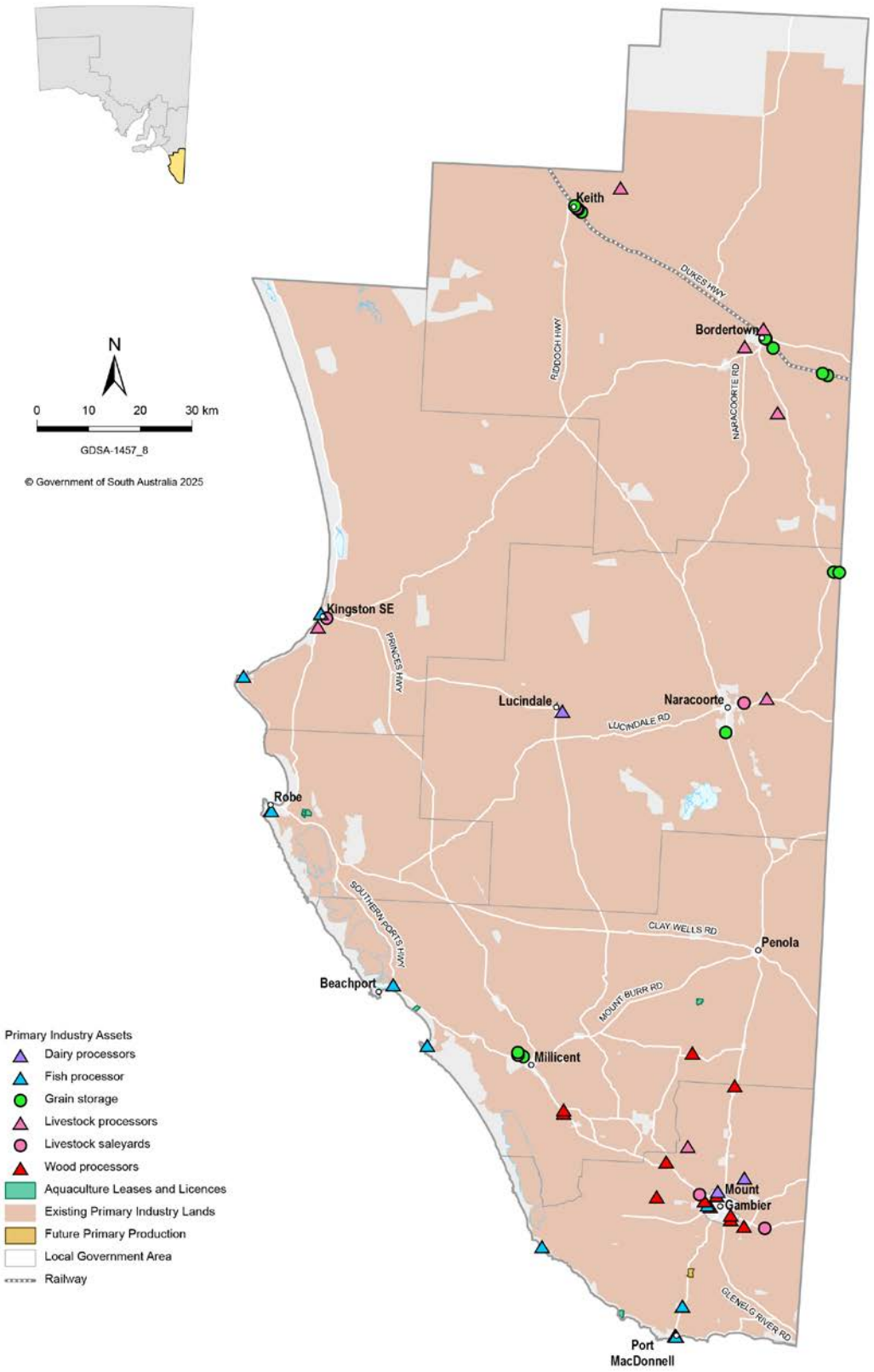
Value-adding

Key agricultural value-add industries in the region include seed cleaning, meat processing, wine making, milk and dairy product processing, fresh herb preparation, and grain milling.

An increase in value-adding activities and local manufacturing across the region's agriculture, aquaculture and timber industries, may result in less raw product exports from the region.

Actions

Title	Action Description	Timing	Lead	Spatial application
Productive Land Value Mapping	Maintain contemporary productive land value mapping and identify key primary production assets that should be protected.	03/2025 - 03/2027	Department of Primary Industries and Regions	State-wide
Interface between rural and urban lands	Review interface management policies in the Planning and Design Code to ensure the ongoing viability of primary industries at the edge of urban areas and undertake a Code amendment as necessary.	11/2025 - 11/2030	Department for Housing and Urban Development	State-wide


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DUKES HWY
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Kingston SE
PRINCES HWY
Lucindale
Naracoorte
LUCINDALE RD
Robe
SOUTHERN PORTS HWY
CLAY WELLS RD
Penola
Beachport
MOUNT BURR RD
Millicent
Mount Gambier
GLENELG RIVER RD
Port MacDonnell
Primary Industry Assets
Dairy processors
Fish processor
Grain storage
Livestock processors
Livestock saleyards
Wood processors
Aquaculture Leases and Licences
Existing Primary Industry Lands
Future Primary Production
Local Government Area
Railway

Waste and resource recovery

Long-term strategic objectives

1. Provide an appropriate supply of land for waste and resource recovery facilities and other circular industries, including building material banks, to maximise resource use, support economic growth, and service our communities.

2. Future-proof the operations of new and existing waste and resource recovery facilities by managing the interface and the encroachment of incompatible land uses.

3. Promote best practice waste management (including segregated collection systems) in residential, commercial, industrial and mixed-use developments to support resource recovery activities.

4. Promote the adaptive re-use and retrofitting of existing building stock as well as designing new buildings for adaptability and/or disassembly.

5. Promote circular economy principles in the planning system to support a circular built environment.

As South Australia's population continues to grow, waste generation will also follow.

The regulation and management of waste and resource recovery is primarily the responsibility of the state government. The *Environment Protection Act 1993* (EP Act) establishes the primary legislative framework for this, while the *Green Industries SA Act 2004* requires Green Industries SA to develop a waste strategy for the state every five years. This waste strategy aims to reduce the disposal of material to landfill and support the growing transition to a 'circular economy' – an economy that realises the best or full value from products and materials produced, consumed and recovered in South Australia.

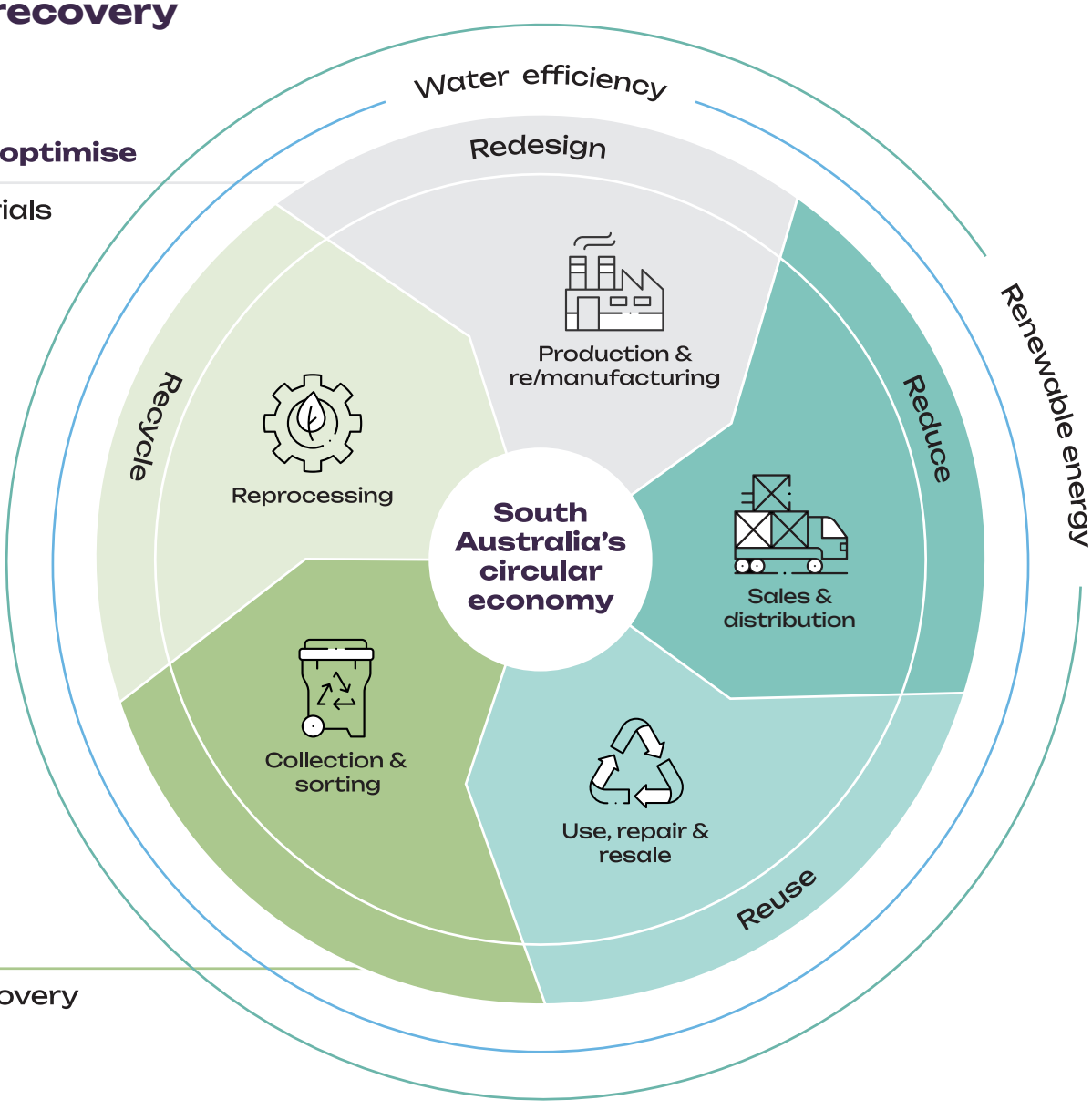
Circular economy principles

South Australia is transitioning to a circular economy to improve and sustain our environment, increase our wellbeing, and grow our economic prosperity in a sustainable way. Changing from a 'take-make-waste' linear economy to a circular economy requires a collaborative approach across government, business, industry and the community.

The three key principles of a circular economy are:

1. **Reduce** – design out waste and pollution.
2. **Preserve** – keep products and materials in use and at their highest possible value.
3. **Regenerate** – regenerate natural systems and natural capital.

Waste recovery



Avoid and optimise

Raw materials

Minimise

Energy recovery
Disposal

Source: GISA

Land for waste and resource recovery

The capacity of South Australia's waste processing and recovery centres will need to grow in step with population growth. This will ensure we can handle the increasing amount of waste generated and ensure these resources are repurposed rather than being simply sent to landfill. Land for these industries should be considered during structure planning processes for growth areas.

Waste and resource recovery facilities should be appropriately located and measures put in place to manage the interface with sensitive land uses to ensure new and existing facilities can operate without impediment. Associated mapping identifies key waste and resource recovery locations, together with appropriate buffer distances, to assist in planning for future employment and residential lands.

Continuing investment in recycling and reuse of materials is being driven by community, state and national objectives to transition to a more circular economy and deliver higher order waste management solutions. Building capability and capacity additionally supports local processing of materials where waste export restrictions are in place. An appropriate supply of land for waste and resource recovery, as well as other related industries to establish a localised circular economy, should be identified to maximise resource use, support economic growth, and serve communities. This can include consideration of initial local processing of materials to increase transport efficiencies for secondary processing and markets in other locations.

Supporting a circular built environment

The building sector is one of the biggest emitters of greenhouse gas emissions (globally responsible for half the world's raw material use and 40% of landfill waste), with the largest contribution coming from the use of concrete, steel and aluminium. Extending the use of buildings and adapting them for different purposes could reduce global greenhouse gas emissions by 1.3 billion tonnes of carbon dioxide equivalent per year in 2050.

The planning system can promote the adaptive re-use and retrofitting of existing building stock as well as designing new buildings for adaptability and/or disassembly. This approach avoids waste creation, contributes to the state's commitment to reduce emissions, reduces the need for new building materials, and preserves the embodied energy of existing structures, leading to significant environmental and financial savings.

It fosters innovative design, retention of buildings that may be important to the character of local areas, and the overall enhancement of sustainability outcomes. Reusing spaces, assets and building materials also ensures that these resources are retained at the highest value.

Adaptive reuse and reuse of materials supports delivering on actions across industry and government policy areas including *Australia's Circular Economy Framework* (2024), Accelerating SA's transition to a circular economy: South Australia's waste strategy 2025–2030 and the *Circular economy in South Australia's built environment – Action Plan* (2023).

Circular Economy Resource Recovery Infrastructure Plan

Green Industries SA is currently developing a Circular Economy Resource Recovery Infrastructure Plan. This new plan will build on *South Australia's Waste and Resource Recovery Infrastructure Plan* (2018) and the 2020 addendum, expanding the scope to support a more comprehensive circular economy approach. It aims to guide investment over the next 20 years and broader the focus to include emerging waste streams, circular precincts, community circularity hubs, placed-based assessment and higher-order waste hierarchy options such as reduction, reuse and report. Planning and land use considerations will need to take into account relevant characteristics of circular infrastructure and different requirements for its zoning, for example, flexibility of land size, minimum required buffer zone and proximity to employment or residential zones.

There are intersections between addressing climate change and reducing waste from our building and construction industry by promoting circular economy principles. The government has committed to exploring how the planning system can advance the circular economy by reusing materials and designing for less waste, alongside waste treatment and management policies that consider climate change and urban infill scenarios.

Waste collection services

Councils provide services to residents such as household waste and recycling collection and disposal services, with many offering a three-bin system (general waste, co-mingled recyclables, and organics). Green Industries SA provides support to councils to implement new services through grants, incentives and education resources. Waste management systems provided in townships and regional areas should be considered early in the planning process along with other space, infrastructure and activity requirements and minimum requirements in the *National Kerbside Collections Roadmap*.

Mineral and energy resources

Long-term strategic objectives

1. Protect key resources including associated strategic access routes, transport corridors and pipelines, that contribute to the Limestone Coast's economy.

2. Establish infrastructure corridors that support infrastructure such as transport, pipelines and energy infrastructure provision to key resource areas.

3. Minimise the impacts of encroachments by incompatible land uses to manage risk to public safety, the environment and security of energy supply.

4. Maintain adequate separation distances between mining activities housing, primary production and other incompatible development.

5. Facilitate appropriate post-mining land uses.

6. Encourage co-existence and equitably manage the interface between mining and other land uses, including environmental protection and carbon farming.



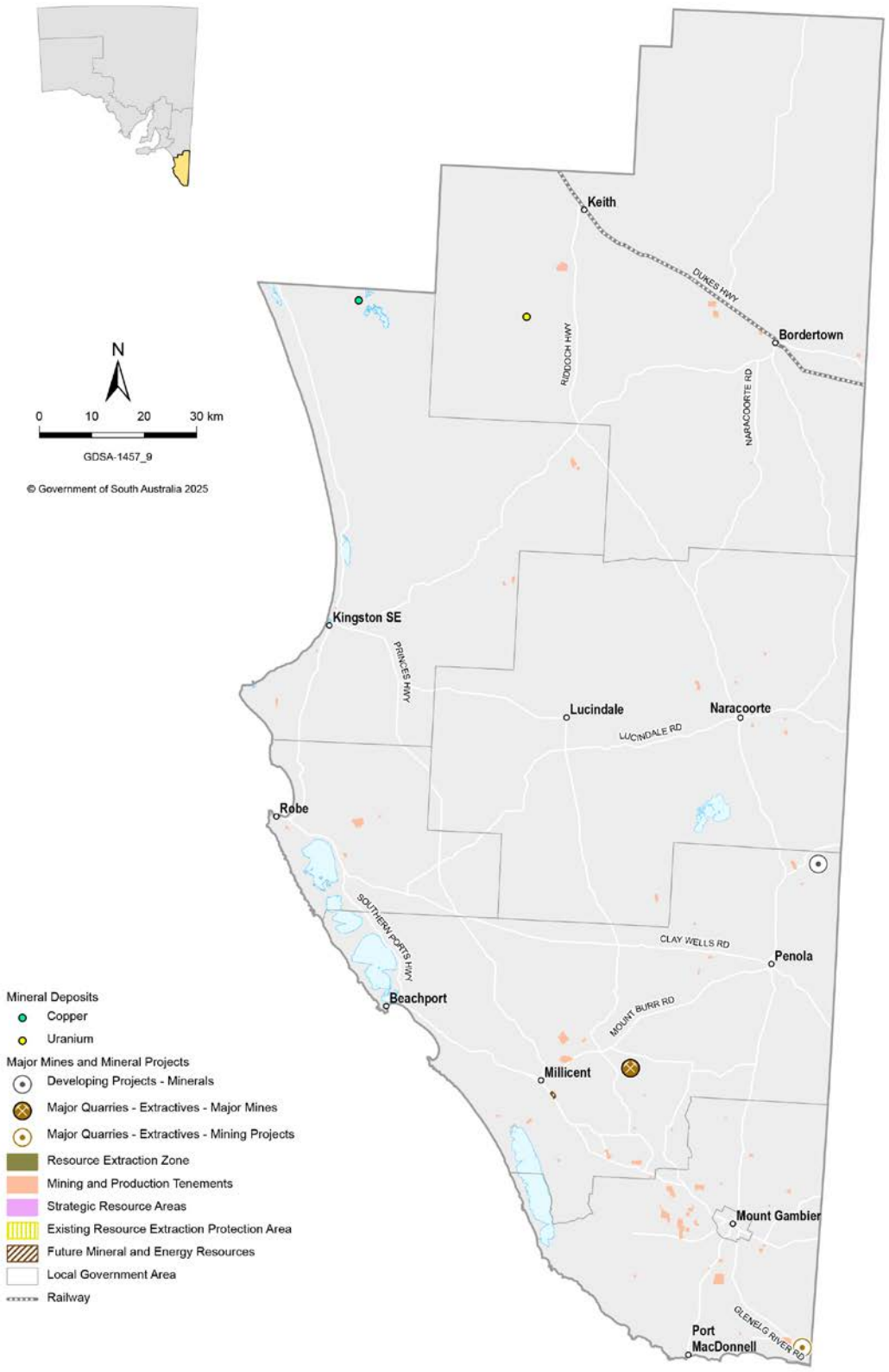
Source: South Australian Tourism Commission

South Australia has considerable in-demand commodities, including critical minerals which underpin the state's economy and export activities.

Limestone extraction is the main mining activity for the region. Several rare earth element (REE) mineral exploration activities are occurring along the border from Mount Gambier in the south to beyond Keith in the north, and into areas of western Victoria, spanning more than 7,000 square kilometres.

The Code contains policy frameworks to manage challenges related to mineral and energy resources in regional areas. These are the Resource Extraction Zone and the Resource Extraction Protection Area Overlay. The overlay aims to maintain the long-term availability and productive capacity of extractive resource lands. The opportunity exists to investigate and consider the application of these policy frameworks to licenced activities across the region.

In the long-term, the Plan can play a role in the planning of appropriate post-mining land uses. It will provide up-to-date regional data and strategies, allowing for collaboration between mine operators, government, regulators and private landowners.



Minerals and energy resources

Natural resources, environment and landscapes

Theme:

Outcome 3: A more climate-resilient and sustainable region

Our future prosperity, the liveability of our cities and towns, the health and wellbeing of our communities and the resilience of our built and natural environment all depend on how well we adapt to and mitigate the impacts of climate change.



Source: Thomas Cowey

The Limestone Coast Region is characterised by a diverse natural environment, incorporating the Southern Ocean, significant sand dune systems, the lower lakes of the Coorong, vast labyrinths of caves and sinkholes, volcanic fields, globally significant wetlands, forests, bushlands and rich pastoral lands.

The region is home to three national parks, 18 conservation parks, three Ramsar sites and two marine parks, each with diverse marine life, flora and fauna. National parks include the Coorong, Naracoorte Caves and Canunda National Parks. These parks and other areas of environmental significance play a crucial role in supporting biodiversity throughout the Limestone Coast. There are currently no Indigenous Protected Areas in the Limestone Coast Region.

In addition to the fauna and flora supported on public and protected land, there are considerable biodiversity assets in native forest reserves and on private land.

Currently, 48 native species (24 animals and 24 plants) and seven ecological communities[4] found in the region are nationally listed as Vulnerable, Endangered or Critically Endangered. For example, Avenue Cassinia, Jumping Jack Wattle, Monarto Mintbush and various species of spider-orchids and sun-orchids are all categorised as Endangered at state and national levels.[18]

Pest plants and animals

Pest plants and animals, including overabundant species, have a huge impact on agriculture, the environment and communities and result in a loss of productivity, biodiversity, social and cultural values.

Declared plant pest species include bridal veil, golden dodder, Mexican feathergrass, African lovegrass and white weeping broom. Declared pest animals include feral deer, rabbits, pigs and goats, wild dogs and foxes.[19]

The region's marine parks are home to an exceptionally large range of plants and animals due to the Bonney Upwelling (an ocean current that supplies nutrient-rich water to the area). Extensive reef systems, giant kelp forests, the Coorong beach system and significant areas of seagrass, act as an important feeding and resting ground for migratory and resident shorebirds, and as an important habitat for fish breeding and shelter. The endangered pygmy blue whale also frequents the marine parks to feed. Both recreational and commercial fishing are popular across both parks, with main catches being abalone, Rock Lobster, giant crab and scalefish.

Water resources are critical to the Limestone Coast's ecological health and the viability of its pastoral, mining, and tourism industries. Today, the region's 17,000 wetlands and primary production activities sit side by side in a drying landscape. The region has a long history of landscape-scale modification including extensive draining of the land for the South East Drainage Network to support the expansion of primary production. This has resulted in a significant reduction in wetlands coverage across the region, from 44% of the landscape prior to European occupation to 2.5% today. Remaining wetlands are important for tourism and recreation and are some of the most visited and iconic features of the region.[20]

The region experiences natural variability in weather during the year, characterised by hot, dry summers and cold, wet winters. Average annual rainfall varies considerably within the region, from approximately 850 millimetres in the south to 450 millimetres in the north.[21]

South Australia is projected to experience increased average temperatures, reduced average rainfall and rises in sea level. This is coupled with an increased frequency and intensity of extreme natural events. Heatwaves, bushfires, coastal erosion and flooding place people's health, livelihoods, and property at risk.

Effective climate change mitigation and adaptation is crucial for the region's liveability and environmental wellbeing. Planning decisions should be informed by the best available climate science to minimise the need for future adaptive responses.

New development will need to be carefully planned to locate it away from areas of high risk. Protecting communities and the environment from exposure to industrial emissions and hazards is also fundamental to maintaining a healthy region.

Biodiversity

Long-term strategic objectives

1. Identify areas where biodiversity conservation and restoration should be prioritised.
2. Identify areas of high biodiversity value and determine what types of sensitive development, if any, they could accommodate.
3. Minimise impacts of development on areas with recognised biodiversity value, such as native vegetation and habitat.
4. Protect and enhance native vegetation, habitats and areas of high biodiversity value, that provide ecosystem services.
5. Implement guidelines and pathways that minimise and offset unavoidable impacts.
6. Identify and protect modified landscapes that have significant environmental value and can co-exist with other land uses such as primary production and tourism.



Source: South Australian Tourism Commission

The Limestone Coast Region is home to a diversity of native and endemic flora and fauna, and ecological communities. Currently, 48 native species (24 animals and 24 plants) and seven ecological communities found in the region are nationally listed as Vulnerable, Endangered or Critically Endangered.[22] For example, Avenue Cassinia, Jumping Jack Wattle, Monarto Mintbush and various species of spider-orchids and sun-orchids are all categorised as Endangered at state and national levels.

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Wetlands throughout the region provide some of the most diverse habitats for biodiversity found anywhere in Southern Australia. These wetlands play a vital role in supporting a wide variety of animals and plants that need water to complete all or part of their life cycle including birds, fish, amphibians, trees, sedges and rushes. Of note are the Ramsar sites – the Coorong and Lower Lakes, Bool and Hack Lagoons and Piccaninnie Ponds Karst Wetlands.

Native vegetation legislation

South Australia's native vegetation is currently protected by the *Native Vegetation Act 1991* (NV Act) and the *Native Vegetation Regulations 2017*. The Act prevents broad-scale clearance and minimises smaller-scale clearance, enhances and restores the state's native vegetation, and outlines certain procedures and assessments that need to be undertaken before any clearance of native vegetation can proceed.

Where the Act applies, approval from the Native Vegetation Council must be sought in addition to approvals under the PDI Act.

In March 2024, the government agreed to investigate a recommendation of the Expert Panel for the Planning System Implementation Review to review and refine the intersection between the PDI Act and NV Act to remove confusion within the community and development sector to ensure native vegetation is retained.

As part of a more holistic review to streamline current legislation and enhance biodiversity protection the government has passed its first ever Biodiversity Act. *The Biodiversity Act 2025* once in operation will absorb the entirety of the existing NV Act and wildlife provisions of the *National Parks and Wildlife Act 1972*. This is considered the best opportunity to create a clearer and simpler framework to enhance biodiversity protection and restoration in South Australia.

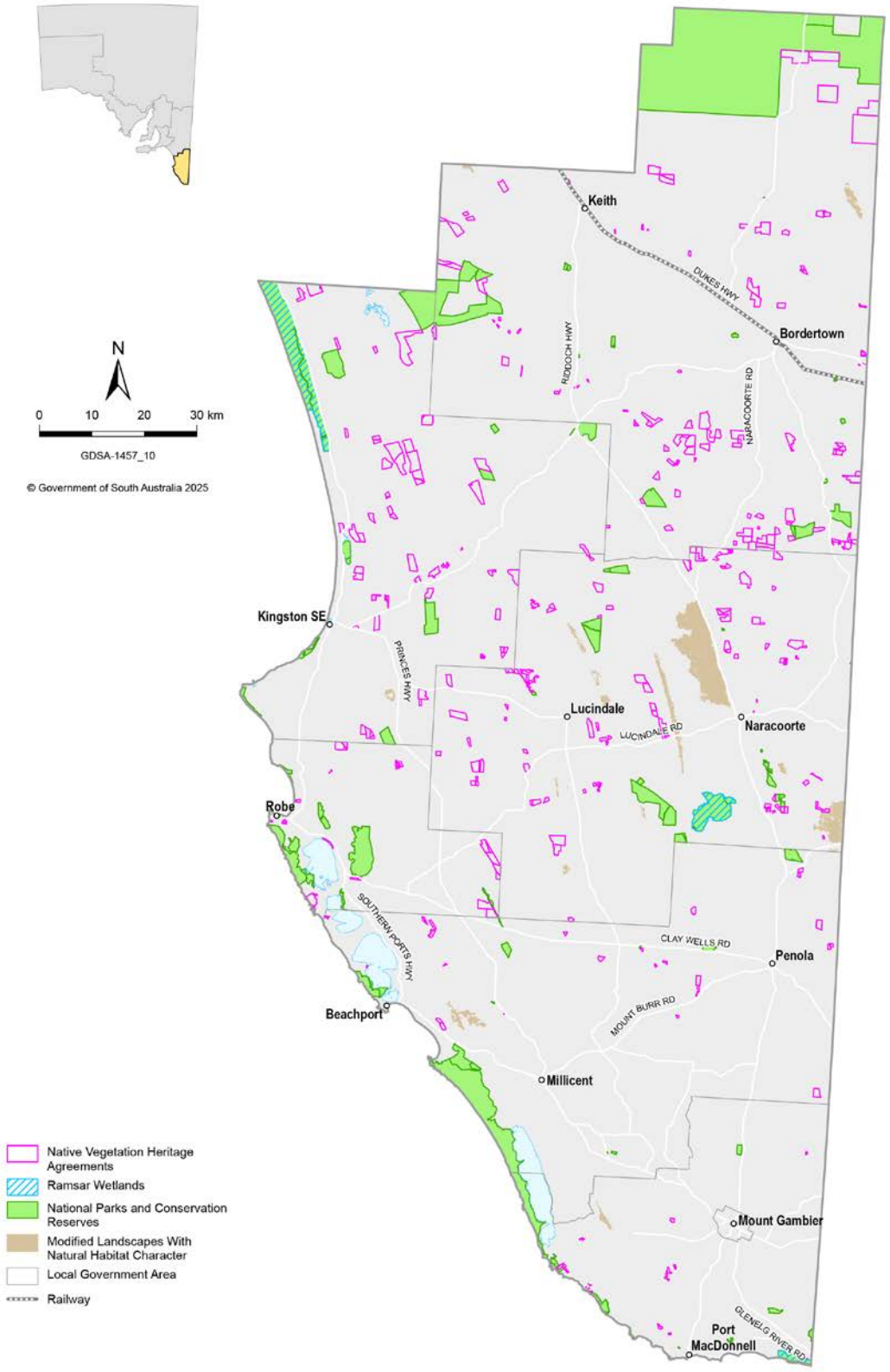
Links to the PDI Act and future updates to the Plan could enable earlier consideration of biodiversity in decision making processes by, for example:

- Publishing spatial priorities for conservation and restoration.
- Consolidating state biodiversity data and making it publicly available for proponents and others.

Recognising areas of high biodiversity is crucial to ensure that future development is located and designed to prevent the degradation of native vegetation or habitat. Where impacts cannot be avoided, they will be minimised or offset by reintroducing habitat into landscapes that have been previously modified through urban development or primary production.

Actions

Title	Action Description	Timing	Lead	Spatial application
Biodiversity Mapping	Incorporate new biodiversity and habitat mapping that provides clear guidance on which areas need protection, which areas may be appropriate for development, and which areas need caution to provide greater certainty about regional biodiversity priorities.	2028	Department for Environment and Water	State-wide

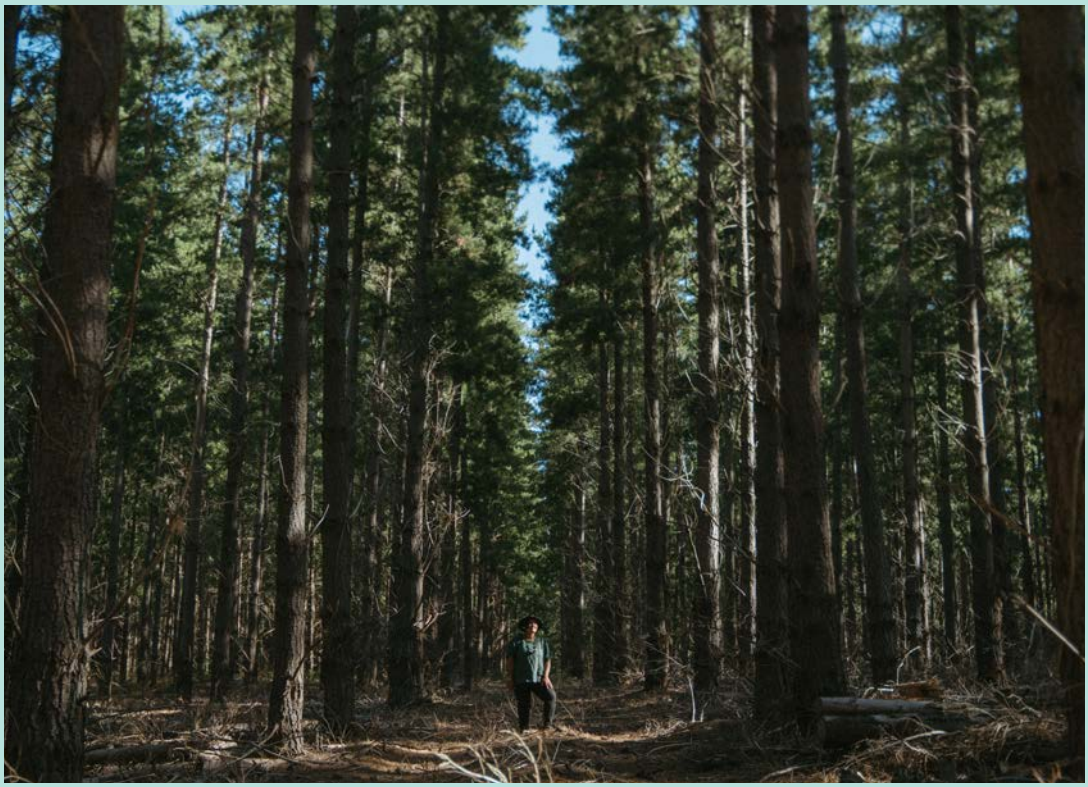

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Keith
DUKES HWY
Bordertown
RODDICH HWY
NARACOORTE RD
Kingston SE
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Lucindale
LUCINDALE RD
Naracoorte
Robe
SOUTHERN PORTS HWY
CLAY WELLS RD
Penola
Beachport
MOUNT BURR RD
Millicent
Mount Gambier
GLENELG RIVER RD
Port MacDonnell
Native Vegetation Heritage Agreements
Ramsar Wetlands
National Parks and Conservation Reserves
Modified Landscapes With Natural Habitat Character
Local Government Area
Railway

Climate change

Long-term strategic objectives

1. Evaluate the impact of climate change on vulnerable communities and identify and implement risk mitigation measures when planning for future growth.
2. Encourage low or net zero greenhouse gas emissions development and living environments in the region, including within townships and localities.
3. Ensure development is climate-ready to support a resilient economy, community and environment.
4. Consider decarbonisation and climate change adaptation strategies in the early planning of master planned township neighbourhoods and new investment in established townships.
5. Promote opportunities for green technologies and industries that reduce reliance on carbon-based energy supplies.
6. Actively investigate, monitor and review, the impact of climate change on hazard risk and update hazard overlays and other measures within the Code to manage these risks.
7. Create policies, schemes, education and incentives to promote low or zero net emissions and climate resilient buildings and support market transition.
8. Protect and enhance areas that provide biodiversity and ecological services and maximise opportunities for natural carbon sequestration.
9. Ensure developments avoid or minimise lifecycle greenhouse gas emissions to align with South Australia's climate targets.

The Limestone Coast Region will be challenged by climate change. By 2050, the region is projected to experience an increase in average daily temperatures of 1.6 degrees Celsius and 4.7% less annual rainfall.[24] As a result, the region will experience more frequent and severe heatwaves, storms, bushfires and floods. These are likely to impact agricultural production, natural landscapes and wildlife habitats, community health and infrastructure. Improving the resilience of the region against these threats requires an understanding of the projected impacts of climate change and planning accordingly.



Source: South Australian Tourism Commission

Guide to climate projections for risk assessment and planning in South Australia

	Projected Change	Associated Risks
 **Higher Temperatures**	• Higher average daily maximum temperatures • Longer, hotter and more frequent heatwaves.	• Reduced agricultural productivity • Changes in distribution and abundance of pest plants and animals • Increased risks of heat related illness and death.
 **Drier with more time in drought**	• Reduced average annual rainfall • Reduced spring rainfall • More time spent in drought.	• Increased stress on water resources • Reduced condition of water dependent ecosystem • Reduced agricultural productivity.
 **More dangerous fire weather**	• More days of dangerous fire weather • Longer fire seasons.	• Increased risks to public health and safety • Increased damage or destruction of assets, infrastructure and the natural environment.
 **More intense heavy rainfall events**	• More rain falling in extreme rainfall events • More frequent extreme rainfall events.	• Increased flood risk • Increased damage to assets, particularly roads and bridges • Increased damage to food crops.
 **Rising sea levels**	• Increasing average sea levels • Increased height of extreme sea level events.	• Increased coastal flooding • Increased erosion of beaches and damage or destruction of coastal assets.

The government is committed to restoring a safe climate by transforming the economy to net zero emissions by 2050. This includes a target to reduce net greenhouse gas emissions by 60% by 2030 (from 2005 levels) and achieve 100% net renewable electricity generation by 2027.[25]

With a 55% decrease from 2004–05 levels recorded in 2022–23, a further 5% net emissions reduction is needed to meet the interim 2030 target. While emissions from the energy generation sector are reducing, greater efforts are needed to address other major sources of emissions. For example, transport is the largest contributor to emissions in the state, responsible for 29% of all emissions.[26]

Kimberly-Clark Millicent Mill

The Kimberly-Clark Millicent Mill is one of 10 Safeguard Mechanism sites in South Australia. The Safeguard Mechanism is an Australian Government scheme requiring Australia's highest greenhouse gas emitting facilities to reduce their emissions in line with Australia's emission reduction targets of 43% below 2005 levels by 2030 and net zero by 2050 (Safeguard Mechanism | Clean Energy Regulator).

The Mill reported a reduction of 30.5% from its 2015 baseline. In 2023, the Mill achieved 100% landfill diversion onsite and are assessing the feasibility of replacing the Mill's existing energy supply with renewables based hydrogen (Energy South and Kimberly-Clark – Millicent Mill Green Hydrogen Project).

Consistent with the government's approach, the South Australian planning system aims to promote climate change mitigation and adaptation. Through planning policies and mechanisms, we can deliver tangible climate change outcomes as well as co-benefits including cost savings, energy conservation and improved community connection.

Long-term land use decisions should consider the most up-to-date climate projections and align with the *South Australia's Net Zero Strategy 2024-2030, South Australian Government Climate Change Resilience and Adaptation Actions* and the *Climate Ready Government Initiative*. This includes increased intensity of natural disasters, temperatures and sea level rise, and reduced rainfall.

Industries and technologies that reduce reliance on carbon-based energy supplies and directly or indirectly reduce emissions should be supported. The region presents an opportunity to recover waste from primary production to generate energy from biomass, noting that nutrient and carbon recovery should be prioritised over energy-only uses.

The Code contains several overlays which include policies to recognise sea level rise, bushfire (development siting, asset protection) and flood hazard. It also recognises the important role that native species plays in sustaining biodiversity and responding to climate change. Recent work to update these overlays and other policies in the Code for flood and bushfire hazard will contribute to climate change resilience. There are opportunities for further investigation to update the Plan and guide improvements to the Code, Design Standards or other components of the planning system.

Actions

Title	Action Description	Timing	Lead	Spatial application
Embodied Carbon Policy	To aim for carbon neutrality, investigate policy approaches that enable the consideration of embodied carbon.	2030	Department for Housing and Urban Development	State-wide
Regenerative Planning Framework	Develop a regenerative planning framework and toolkit to assist state government, local government, and the private sector in applying regenerative approaches to planning	2030	Department for Housing and Urban Development	State-wide

Coastal environment

Long-term strategic objectives

1. Maintain and enhance public access to open space along the coastline.

2. Protect and enhance coastal and marine environments for their contributions to biodiversity, open space, economic productivity, and hazard risk mitigation.

3. Protect the high blue carbon storage values of areas such as salt marshes.

4. Recognise and continue to protect and enhance the natural coastal environment including environmentally important features, such as estuaries, marine-protected areas, and sand dunes.

5. Protect key coastal areas where critical infrastructure is at risk from sea level rise, coastal erosion and storm surges, and ensure new coastal development incorporates appropriate adaptation measures including nature-based solutions

6. Maintain and enhance the scenic amenity and natural values of important natural coastal landscapes, views and vistas.

Coastal areas support important ecological systems and environments and play a key role in the state's economy through aquaculture, recreation and tourism, transport and industry. The coastline can be a contested space. Legislation provides high-level guidance and policy for a balanced approach to a range of competing interests while recognising its environmental, cultural and economic significance.

The region's coastal environments support two of its biggest industries – fishing and tourism. These areas are protected by the Open Space Zone or the Conservation Zone within the Coastal Areas Overlay. This zoning preserves the open nature of the coast, promotes public access and limits development. A large portion of the region's 400 kilometres of coastline is adjacent to the Upper South East and Lower South East Marine Parks, which is identified in the *Special Legislative Scheme – Marine Parks Act 2007.*

The region's coastal councils examine coastal hazards and are responsible for preparing and implementing long-term coastal adaptation strategies (CAS) for 11 townships in the Limestone Coast.



Source: Stillwater 4x4 Scenic Tours

Learn more about the legislative framework

The legislative framework for the management of South Australia's coast includes:

- *Coast Protection Act 1972*
- *Environmental Protection Act 1993*
- *Planning, Development and Infrastructure Act 2016.*

The Coast Protection Board (CPB) is the statutory authority responsible for administering the *Coast Protection Act 1972.*

The Environment Protection Authority (EPA) has a responsibility through the *Environment Protection Act 1993* to ensure water quality and discharge into coastal waters are appropriate and will not cause environmental harm or nuisance.

Future development should preserve and enhance the natural coastal environment. It should avoid impacts on coastal processes including sea level rise, flooding, erosion and dune drift, to avoid the need for public expenditure on protection of the environment and development. Investigations for the future growth of townships and localities, should consider marine impacts associated with stormwater run-off on sanctuary zones within the region's marine parks.

Blue carbon

Blue carbon is carbon captured and stored in coastal ecosystems, including seagrass meadows, saltmarshes and mangroves. These ecosystems are carbon sinks, accumulating and retaining carbon in plants and in the soils below. Much work has been done to investigate blue carbon potential across South Australia. This work has identified the benefits of tidal reconnection and coastal wetland and seagrass restoration.

Coastal storms and sea level rise

Climate change is expected to increase the frequency, intensity and impacts of some weather events, such as coastal storms. Sea level rise leads to an increased frequency and depth of flooding in coastal areas. It is important to identify areas that are likely to be affected by storm events to determine the most appropriate management strategies. Sea level rise, coastal flooding and erosion are risks for existing and future infrastructure and development in proximity to the coastline. Code amendments should consider sea level rise implications (for erosion and flooding) to the year 2100, as ongoing sea level rise beyond this point is expected.

Actions

Title	Action Description	Timing	Lead	Spatial application
Coastal Areas Overlay	Initiate a Code amendment to amend the Coastal Areas Overlay, to update coastal flooding policy and associated finished ground and floor level Technical and Numeric Variations.	2028	Department for Environment and Water	State-wide
Coastal Processes and Hazard Mapping	Update coastal processes and hazard mapping including coastal flooding and storm surge, dune drift and coastal mangrove and saltmarshes to inform spatial amendments to the Coastal Areas Overlay and Coastal Flooding Overlay	2028	Department for Environment and Water	State-wide
Scenic Landscapes	Areas of high landscape value to be identified and incorporated into the Limestone Coast Regional Plan to strengthen policy addressing scenic quality, to inform future Code amendments.	11/2025 - 11/2030	Councils	Limestone Coast Region

Natural hazards

Long-term strategic objectives

1. **Avoid locating future growth and sensitive developments (such as hospitals, major transport infrastructure and critical services) in areas of high natural hazard risk where the mitigation strategies are unable to bring risks to an acceptable level.**

2. **Maintain contemporary data and mapping for areas that are at risk of natural hazards including bushfire, flooding, acid sulphate soils, erosion and other hazards.**

South Australia's climate and geography place people and property at risk of natural hazard events. In response, our land use planning system needs to be dynamic and well informed. It must continue to evolve to safeguard communities, infrastructure and environments as the frequency and intensity of natural disaster events increase due to climate change. Consideration of natural disasters as a priority in land use strategies and planning will protect the region's affordability, create more resilient communities and reduce recovery timeframes.[27]

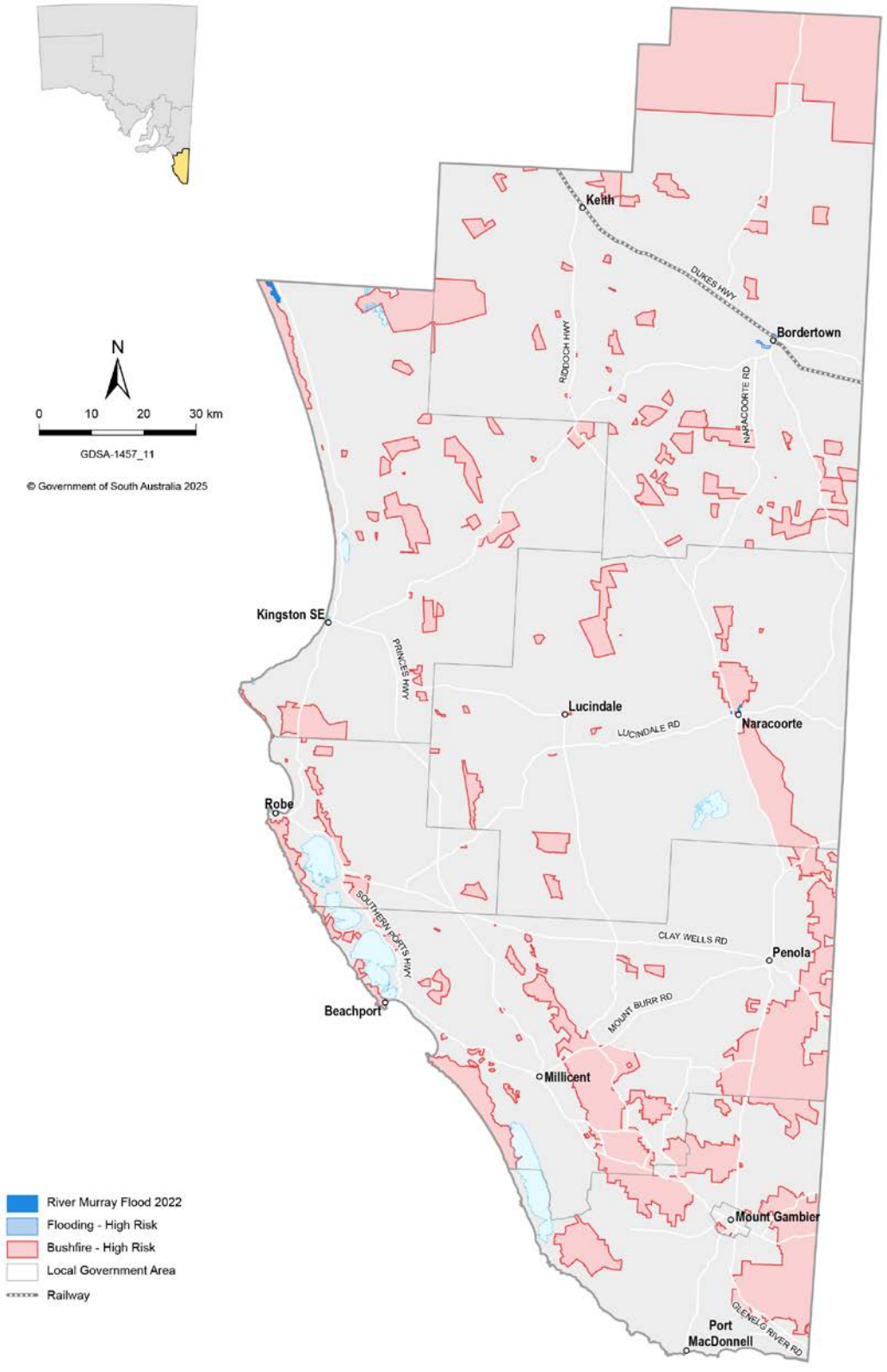
The Limestone Coast is vulnerable to bushfire and flooding events, and coastal erosion and inundation. The risks associated with these events will intensify as our climate continues to change. As a result, future development in the region should be focused within established townships that are more resilient to these threats.

Low-lying coastal townships and shack settlements face a particularly high risk of flooding due to rising sea levels. Future development in these areas must be carefully planned and, when appropriate, restricted if risks are too great. The location and design of future development will adopt a risk hierarchy of 'avoid', 'accommodate', and 'adapt', and where possible will avoid locating people and essential infrastructure in locations identified as high-hazard risk.

Introducing a consistent, state-wide approach for managing natural hazards, particularly flood and bushfire, will support strategic planning, provide direction on suitable locations for essential infrastructure, and inform key land use policy decisions around growth areas. This work is underway and will be incorporated into the Plan. For example, the state-wide Flooding Hazards Mapping Update Code Amendment is looking to utilise section 71 of the PDI Act to enable the updated flood mapping data to be reflected in the Code, which can also be linked to the Plan.

Actions

Title	Action Description	Timing	Lead	Spatial application
Bushfire Mapping	Update the bushfire mapping in the Regional Plan to align with the finalisation and publication of the Statewide Bushfire Hazards Overlay Code Amendment.	2026	Department for Housing and Urban Development	State-wide
Flood Hazard Mapping	Finalise the state-wide Flooding Hazards Mapping Update Code Amendment and update floodwater mapping in the Regional Plan to align with the finalisation and publication of the Code amendment.	2027	Department for Housing and Urban Development	State-wide



Natural hazards

Emissions and hazardous activities

Long-term strategic objectives

1. Protect communities and the environment from risks associated with emissions and hazardous activities.

2. Protect coastal and marine environments from encroachment and significant development impacts.

3. Support state significant operations and industries and protect them from encroachment by incompatible land uses and/or sensitive receivers.

4. Assess and manage risks posed by known or potential site contamination to enable the safe development and use of land.

Legally operating industries that contribute to the economy can still produce emissions and engage in hazardous activities, such as air and noise pollution or site contamination.

Environment Protection Authority (EPA) licenced activities within the Limestone Coast primarily relate to resource recovery waste and disposal activities, timber milling and treatment, meat processing, and hydrocarbon and chemical-related licensed activities.

Our planning system seeks to protect communities and the environment from risks associated with these emissions and hazardous activities, whilst ensuring industrial development can continue to operate through:

- Supporting a compatible land use mix through appropriate zoning controls.
- Appropriate separation distances between industrial sites that are incompatible with sensitive land uses.
- Controlling or minimising emissions at the source, or where emissions or impacts are unavoidable, at the receiver.

Ensuring suitably zoned land with required infrastructure is available for a range of industrial and infrastructure uses provides greater certainty for industry, helps to safeguard our air, water and soil quality, and protects communities from unacceptable noise and/or other emissions.

Communities and the environment should be protected from any hazards or risks associated with industry. The location of future residential or employment growth should be identified with a view to ensuring appropriate separation from established industries. The identification of growth areas will be guided by best practice policy and updated mapping, with respect to established and designated industrial areas which may cause emissions or involve hazardous activities.

The Interface Management Code Amendment will strengthen planning policies for the management of interfaces between sensitive land uses and existing industrial and employment activities.

Site contamination

The Code provides means by which relevant authorities can assess and manage risks posed by known or potential site contamination to enable the safe development of land. Land should not be developed for more sensitive uses unless site contamination risks have been investigated and, where necessary, appropriate fit for purpose remediation measures put in place.

Scientific understanding and technologies to assess and remediate site contamination are constantly improving. The Commission seeks to oversee targeted improvements to site contamination policy and practice, where site contamination investigations and assessment are undertaken commensurate to the level of risk.

Actions

Title	Action Description	Timing	Lead	Spatial application
Interface Management	Identify significant lawfully operating industries that may benefit from improved interface policy such as the application of the Interface Management Overlay or Significant Interface Management Overlay.	2029	Environment Protection Authority	State-wide

Transport and infrastructure

Theme:

Outcome 4: An integrated and connected region

Land use planning that is successfully integrated with transport, essential services and social infrastructure, allows for more sustainable and coordinated growth, supporting economic productivity.



Source: South Australian Tourism Commission

Infrastructure refers to is the physical assets and structures that enable the services necessary to sustain or enhance the economy, environment and liveability of South Australia.

Effective infrastructure planning and delivery has a range of benefits. It can reduce commercial barriers by increasing market access and boosting supply chain productivity. It also promotes social inclusion and community resilience by improving connectivity and accessibility, which can foster opportunity and enhance placemaking and amenities.

Transport

The Limestone Coast Region's transport networks are essential for moving resources and freight, while also providing safe and reliable access to goods, services, employment, education, and social opportunities. The region is heavily reliant on its road networks which play a key role in the movement of freight and passengers. The Dukes and Riddoch Highways, and the Adelaide to Melbourne rail line serve as part of the National Land Transport Network. The importance of these links to the national supply chain has been highlighted in recent years, with floods and bushfires severely impacting access and restricting the availability of essential goods and services in the region and Western Australia.

The transport of commodities (including timber, dairy, grains, cattle, sheep, horticulture and viticulture) in the region is primarily by road, between South Australia and Victoria.[28] Specifically, the timber industry relies on road transportation to move product to the Port of Portland in southwest Victoria. The Port of Portland is the only deep-water port between Melbourne and Adelaide and provides a vital and growing trade link for southeastern Australia. The port specialises in bulk commodities and is the largest hardwood chip export port in the world.[29]

Transportation from the region to the port is via the Princes and Henty Highways and smaller main roads including the Portland-Nelson Road and Portland-Casterton Road. These roads have a higher-than-normal level of road surface distress due to the high intensity of freight movements.

Given the vastness of the region, an efficient, safe and reliable transport network is critical for liveability and future economic growth. Studies into reinstating the Mount Gambier to Heywood (Victoria) rail line have found that the region could benefit from the rail line reinstatement.[30]

The Mount Gambier Regional Airport is the region's primary airport, serving 80,000 people each year. The airport offers regular return passenger services between Mount Gambier and Melbourne or Adelaide. Other general aviation airfields are located at Millicent, Coonawarra, Naracoorte, Lucindale, Robe, Padthaway, Kingston SE, Bordertown and Keith. Air transport infrastructure provides timely access to medical and emergency services, and supports general aviation, primary production and recreational activities. These sites must be protected from incompatible development in surrounding areas to ensure their safe operation.

Public transport services are limited in the region. Pensioners and seniors account for most patronage which is expected to increase as the population ages. There are calls for a public transport review and upgrade of public bus service in Mount Gambier.

Jetties in the region

Jetties in South Australia are of significant social, heritage, and tourism value, often serving as iconic landmarks for activities like fishing and walking. Jetties attract tourists and visitors to coastal regions, supporting regional economic growth. They offer opportunities for swimming, fishing, boating, walking, sightseeing and water sports. Visitors spend money when they visit, support job opportunities and local businesses.

Almost half of the state's 75 jetties are leased to local councils. Many of these jetties, built in the 1870s and 1880s, require costly repair and maintenance, creating financial strain on local councils. Jetty capital works between 2022-23 were predominantly funded by councils - approximately 66% according to *The Value of South Australia's Jetties* report by the Local Government Association of South Australia. The SA Jetties Renewal Program by the Department for Infrastructure and Transport provides funding to support local governments to repair or upgrade a divested jetty.

Visit the SA Jetties Renewal Program to find out more.

Social infrastructure

Social infrastructure is comprised of the facilities, services and networks that support the quality of life and wellbeing of our communities. They support communities to be happy, healthy and safe. The provision of social infrastructure is delivered by federal, state and local governments, as well as the private sector. It can vary considerably in function and scale, such as a local swimming pool or a major regional hospital.

Future housing and employment land for the region will be prioritised to maximise the use of existing, and planned social infrastructure, including schools, hospitals, aged care facilities, and recreational spaces. This approach focuses new population and housing in locations where there is access to services and where population will support the ongoing viability of social infrastructure.

Essential services

Reserving land for essential services such as power and water is also critical. Designing infrastructure that is adapted to future challenges such as climate change will ensure robust and resilient places and communities.

Strategic transport networks

Long-term strategic objectives

1. Enable a transport system that connects people and goods with opportunity, ensuring access to services, jobs, and markets across the region.

2. Strengthen regional connectivity by enhancing service quality and expanding travel choices, supporting inclusive communities and improving wellbeing.

3. Facilitate a transport system that drives regional prosperity, enabling economic growth, innovation, and productivity.

4. Identify and protect areas for future strategic transport infrastructure to meet growing demand for passenger and freight movement.

5. Advance an integrated and efficient transport network that boosts capacity, minimises disruption, and supports a more productive South Australia.

6. Support a transport system that is resilient, environmentally responsible, and financially sustainable.

The region's strategic transport network is central to economic growth, providing fundamental linkages to support business activity, employment and trade.[34] This network incorporates major national highways and strategic freight routes, alongside key transport facilities including airstrips, seaport, intermodal and bulk handling facilities.

South Australia's Transport Strategy

South Australia's Transport Strategy, prepared by the Department for Infrastructure and Transport (DIT), is an overarching strategy document with a 30-year horizon that guides how infrastructure investment decisions will be made, justified and explained.

South Australia's Transport Strategy has been designed to:

- set the direction for future transport planning
- guide decisions on which projects to prioritise and invest in
- help ensure that our transport network is ready for the future
- ensure South Australia remains a great place to live and do business.

To facilitate integrated planning across government, *South Australia's Transport Strategy* sits amongst a suite of key long-term planning documents that work to define the aspirations and future direction of the state, including the *South Australian Economic Statement, South Australia's Net Zero Strategy 2024–2030, South Australia's 20-Year State Infrastructure Strategy 2025*, and the *Greater Adelaide Regional Plan*.

As a seminal piece, South Australia's Transport Strategy guides and is supported by sub-strategies including the *Freight and Supply Chain Strategy and Road Safety Strategy to 2031.*

Read the *South Australia's Transport Strategy* for more information.

The government invests in, operates, and maintains a range of road, rail, public transport, cycleway and marine networks. Aviation also plays an essential role in tourism and provides critical transport, medical, business, education, social and other services to interstate and regional areas. Seaports, in conjunction with our freight road and rail lines and intermodals, are critical to the state's resource and mining sectors.

Road network

Ongoing improvements to the road network are crucial for industry growth, and for intra and interstate visitors. Road renewal, corridor duplications, and overtaking lanes will strength the network, improve safety and productivity. Facilitating electric vehicle charging infrastructure and potential battery swap networks for freight vehicles along key routes will encourage the transition to zero emission technologies.

High Productivity Vehicle Network Project

The High Productivity Vehicle Network Project led by DIT comprises a corridor from the South Australian and Victorian border through to the South Australian and Western Australian border. This includes the Eyre, Sturt, Augusta and Dukes Highways, as well as connecting routes around Greater Adelaide and to Outer Harbour. The project is focused on improving freight productivity on existing corridors by moving more freight with less vehicles, enhancing safety for all road users.

Learn more about the project: High Productivity Vehicle Network Project - Department for Infrastructure and Transport - South Australia



Public transport

A range of bus services providers operate through the Limestone Coast Region. Stateline offers services to metropolitan Adelaide; Firefly Express takes passengers to Melbourne and V/Line provides a service to Warrnambool. LinkSA runs limited services within Mount Gambier and BusBiz within the Tatiara area including a medical service for residents. Some bus services connect with The Overland train services to transport passengers to metropolitan Adelaide and Melbourne, whilst the reintroduction of rail transportation from the region to the Port of Portland will open a range of exporting and importing options for the Limestone Coast.

Public Transport Strategy

The development of *South Australia's Transport Strategy* will be followed by an accompanying *Public Transport Strategy* to inform strategic prioritisation and investment in the state's public transport network, including how we:

- support population and economic growth
- strengthen connections to our regions
- respond to changing demand and travel patterns.

The Strategy is currently being developed and is expected to be finalised by 2026.

Source: Public Transport Strategy - Department for Infrastructure and Transport - South Australia

The Mount Gambier Regional Airport will continue to be the primary air infrastructure asset for the region, catering for the transportation of passengers and freight.

Whilst current public transport networks in the Limestone Coast assist people travelling in and out of the region, connection services between townships are limited and do not provide daily services between townships.

Local transport network

Local transport networks are planned at the local government level and include roads, cycling and walking routes. These networks feed into and are supported strategic transport networks provided by the federal and state governments and are crucial for linking people with places. The functions of different roads and corridors should be understood at the local-level and guide long-term planning, infrastructure investment and urban design approaches.

The Movement and Place approach recognises that the function of transport connections can be the movement of people, or act as a destination. From a planning perspective, Movement and Place often compete. Great Movement corridors are fast, efficient and minimise travel time, whereas great Places encourage us to linger and stay. Establishing the right balance between the two is vital.

Future transport planning will explore connectivity and transport infrastructure requirements to adequately service the region. Relevant findings from these studies will be incorporated into future updates to the Plan to ensure continued alignment. A review of the *Passenger Transport Act 1994* will investigate the removal of barriers to service delivery in regional South Australia.

Planning for transport infrastructure

Planned and existing transport infrastructure should be supported by the planning system. There are a range of statutory instruments that support the creation and protection of transport corridors, including the identification of infrastructure corridors and reserves in the regional plans. In addition, section 129 of the PDI Act sets out a process to reserve land and streamline approval processes for infrastructure through the creation of an 'infrastructure reserve' in the Code.

There are four stages of infrastructure delivery where different planning approaches can be used:

1. **Potential infrastructure** is the least certain in terms of infrastructure delivery. It is future or potential infrastructure, identified as required in an approved state policy or strategy and eventually will be identified in the Plan. Planning should ensure that the ability to deliver this opportunity is maintained.

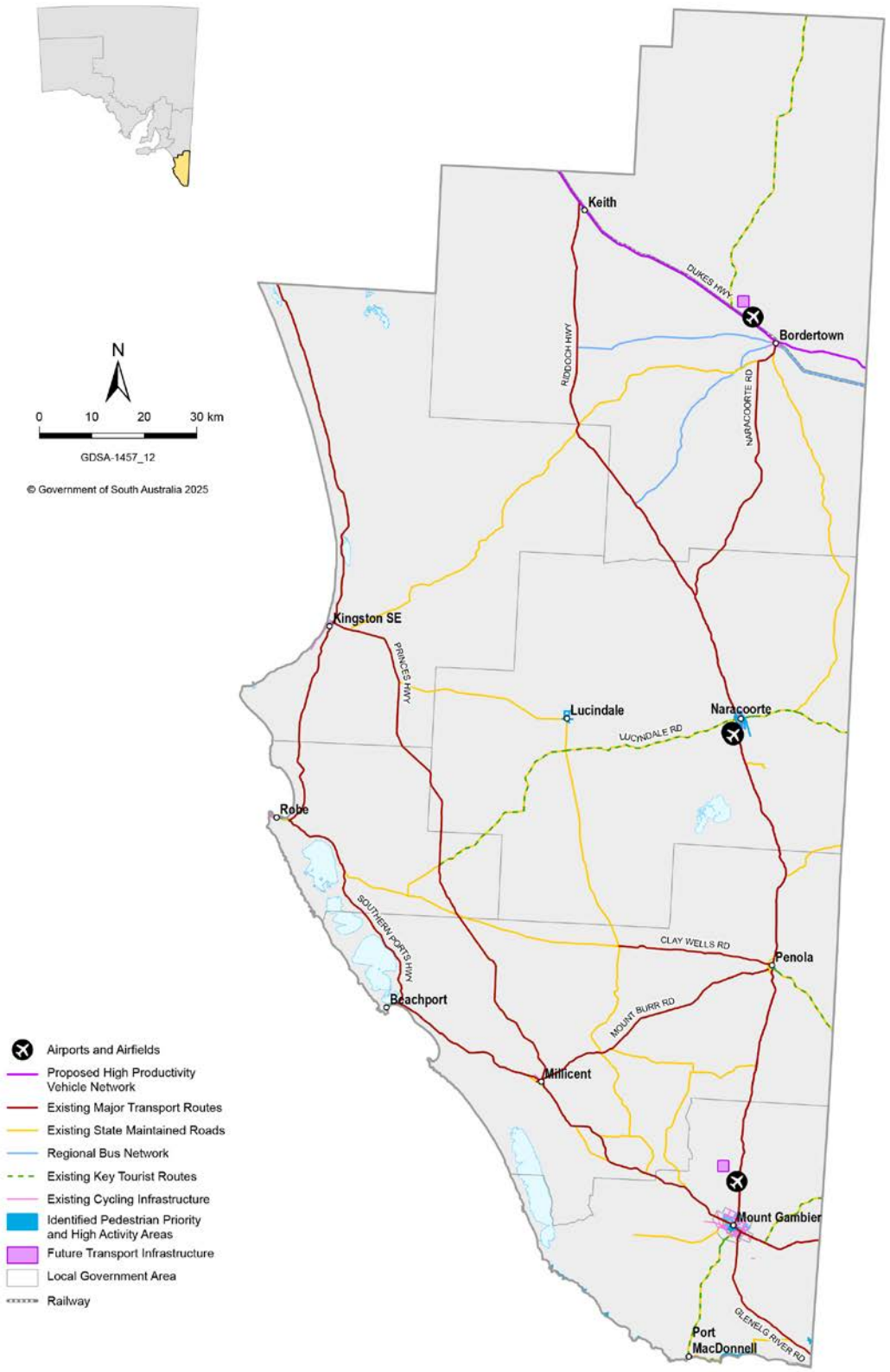
2. **Planned infrastructure** is land reserved through identification in the Plan and the Code.

3. **Infrastructure in delivery** is infrastructure that is under construction with planning controls in place to support delivery. Overlays within the Code should be used to protect this infrastructure from inappropriate development (i.e. to control access).

4. **Built infrastructure** is the most certain for planning purpose and the response is generally to protect and improve infrastructure that is already available. This may include strategically planning for growth to capitalise on the opportunity.

Actions

Title	Action Description	Timing	Lead	Spatial application
Remote and Regional Aviation Strategy	Incorporate any planning and land use related outcomes from the Remote and Regional Aviation Strategy such as any Code amendments.	2028	Department for Infrastructure and Transport	State-wide
Limestone Coast Transport Study	Undertake a transport study for the Limestone Coast to inform area network planning and investment in the region. The study will consider key issues and opportunities to improve all forms of transport across the region, including freight productivity, efficiency, road safety, and its ability to support liveability, population and economic growth in the Limestone Coast.	12/2025 - 03/2027	Department for Infrastructure and Transport	Limestone Coast
Bordertown Airport	Review current zoning and investigate opportunities to apply the Infrastructure (Airfield) Zone and appropriate interface management overlays to the identified Rural Zoned area in Bordertown to safeguard strategic transport infrastructure.	11/2025 - 11/2030	Tatiara District Council	Bordertown
State Transport Study	To implement actions and strategic transport outcomes from South Australia's Transport Strategy to guide future transport investment and services across the Limestone Coast Region, with assistance from the Department for Infrastructure and Transport.	12/2025 - 03/2027	Department for Infrastructure and Transport	Limestone Coast Region



Strategic transport networks

Integrated water management, security and quality

Long-term strategies

1. The Limestone Coast's water supply catchments are protected and support resilient ecosystems, vibrant communities and a strong economy.

2. A climate resilient water supply and supporting infrastructure meets the needs of a growing population and economy while balancing affordability.

3. An adaptive planning approach supports clearly defined benchmarks for investment in water and wastewater system options.

4. Fit-for-purpose integrated water and wastewater management systems and adaptive infrastructure solutions facilitate the timely delivery of infrastructure to support housing and employment growth.

5. Urban areas utilise water sensitive urban design principles to integrate the water cycle into the built environment and enhance the urban environment through the sustainable use and treatment of water.

6. Blue Lake/Warwar and its associated urban recharge zone is maintained as a safe and sustainable drinking water source for Mount Gambier, in addition to conserving the lake's Boandik Cultural values and status as a state tourism icon.

The economy of the Limestone Coast Region is founded on the availability of groundwater. This precious natural resource is under increasing pressure from a growing population and economy, and a changing climate. Adaptive solutions are required to meet the water needs of the Limestone Coast Region's population, while restoring and maintaining water-dependent ecosystems like Piccaninnie Ponds, Bool Lagoon, and Ewan Ponds.

The Limestone Coast's groundwater resources support the region's significant primary production industry (encompassing sectors such as agriculture, forestry and viticulture), provide for the vast majority of town/city drinking water supplies, and sustain environmental assets like the region's iconic wetlands and underground cave systems. Groundwater, by way of confined and unconfined aquifers, is the primary water source in the Limestone Coast. In addition, the township of Keith is supplied by water from the River Murray, via the Tailem Bend to Keith Pipeline.

The Blue Lake/Warwar

The Blue Lake/Warwar in Mount Gambier is the crater of an extinct volcano that contains groundwater from local aquifer systems and is the primary drinking water source for Mount Gambier. When compared to other SA Water-operated reservoirs, the lake is the third largest storage in the state. Groundwater seeps into the crater through porous limestone to create the lake (around 36,000 megalitres in size). Unique to South Australia, the urban stormwater of Mount Gambier helps to recharge Blue Lake/Warwar, via the hundreds of stormwater drainage wells across the city, which is then filtered through the limestone aquifer before reaching the lake. SA Water seeks to limit annual lake extractions to no more than the average annual aquifer recharge received via Mount Gambier's urban stormwater. This system means that urban stormwater quality management and mitigating contaminated land risks is critical to maintaining safe drinking water supplies in Mount Gambier.

The groundwater systems of the Limestone Coast are recharged locally and in Victoria. As such, the state government and the Limestone Coast Landscape Board, when allocating groundwater resources in accordance with the *Landscape South Australia Act 2019*, consider cross-border groundwater management issues in accordance with the *Border Groundwater Agreement (Groundwater (Border Agreement) Act 1985)*. The sharing of groundwater and surface water systems in the Limestone Coast occurs via the water licensing and allocation system associated with each of the five water allocation plans in the region.[32] Lower Limestone Coast, Padthaway, Tatiara, Tintinara-Coonalpyn and Morambro Creek/Nyroca Channel.

Did you know?

The Limestone Coast also has a long history of landscape-scale surface water flow modification to enable primary production. This extensive historic de-watering of the land has resulted in a network of drains and associated infrastructure now managed by the South Eastern Water Conservation and Drainage (SEWCD) Board in accordance with the *SEWCD Act 1992*. This system is a key regional water infrastructure asset, and while it was initially established to remove waterlogging and expand available productive land, the system is now managed for multiple objectives including to: protect infrastructure, land, soils and ecosystems from flooding and dryland salinity; provide water for environmental purposes to enhance the natural environment; protect and enhance South East agricultural lands for primary production; and assist in the proper conservation and management of water in the South East.



Source: City of Mount Gambier/ Czech Aus

Planning for future water

Planning for future water requires projections of both supply and demand as they change over time. Both are influenced by variables such as climate change, population growth, demographics and economic drivers at all scales.

Modelling can indicate the volume of water required to meet projected needs under different scenarios. It is also important to ensure that water supply can be maintained during extreme events such as drought, bushfire, or flood events and support the health of our natural environments.

Projections of future water demand also inform the design of water treatment and distribution infrastructure.

There is often a high cost and long lead times associated with building resilience into urban water systems. An adaptive planning approach is required with clearly defined triggers for decision-making to determine alternative pathways, rather than committing to a fixed long-term plan.

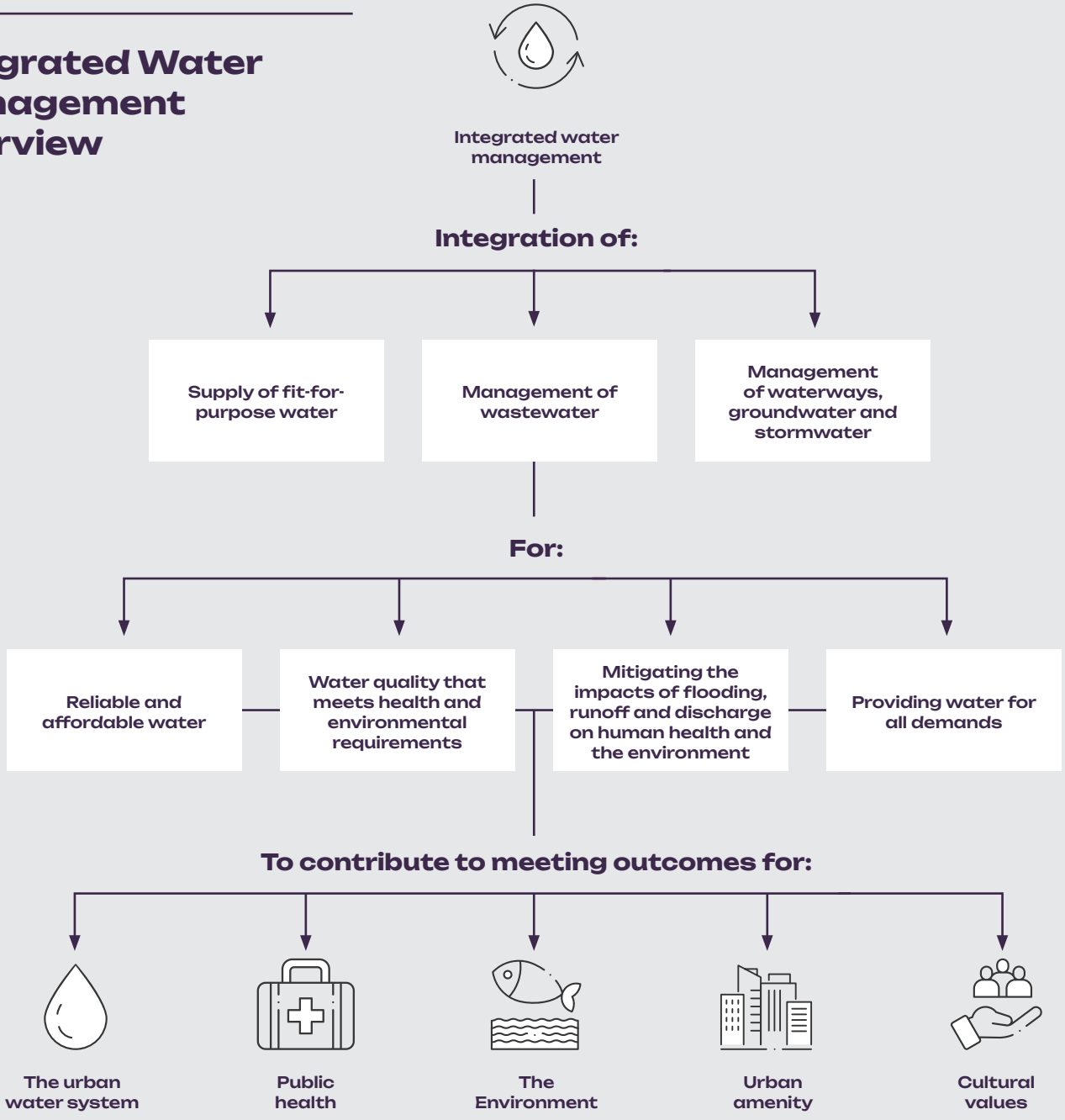
Integrated water management

Integrated water management considers how the delivery of water, wastewater and stormwater services can contribute to water security, public and environmental health and urban amenity.

All potentially feasible water sources will need to be considered to support future growth in a changing climate. These sources include groundwater, surface water (e.g. rivers, creeks, reservoirs, rainwater, drains), desalinated water (sourced from seawater or groundwater), stormwater harvesting, recycled water and purified recycled water.

Enhanced cooperation in the delivery of water, wastewater, recycled water and stormwater services is required to support water security, public health, environmental resilience, urban amenity and cultural outcomes that South Australians value and expect.

Integrated Water Management Overview



Source: https://www.sawater.com.au/water-and-the-environment/south-australias-water-sources/water-for-future-generations

In terms of wastewater management, a reticulated urban sewerage system provides better environmental and public health outcomes (compared with on-site disposal), while also enabling a scale of water recycling that provides the best chance of making such a scheme economically viable.[33] However, on-site solutions, including new technologies that avoid wastewater entering surface water or ground water will continue to be viable, where new large scale infrastructure or augmentation is not cost effective (e.g. beyond cities and towns).

The combined supply of wastewater from SA Water treatment plants and local government Community Wastewater Management Schemes (CWMS), together with stormwater capture and reuse, are becoming increasingly important to meet water demand and reduce environmental impact, both in larger urban areas and small towns.

The Limestone Coast's groundwater systems are protected through legislation including the Groundwater *(Border Agreement) Act 1985, Landscape South Australia Act 2019, Water Resources (Lower Limestone Coast Prescribed Wells Area) Regulations 2004, Water Resources (Morambro Creek) Regulations 2001, and Water Resources (Surface Water Prescribed Area—Morambro Catchment) Regulations 2001.*

There are four water allocation plans in the region guiding water management in the lower Limestone Coast – Padthaway, Tatiara, Tintinara-Coonalpyn, and the Morambro Creek and Nyroca Channel. Across the Lower Limestone Coast Prescribed Wells Area (LLC PWA), water use is currently within sustainable limits.

There are, however, localised 'hotspots' where the water resources are vulnerable. In these areas, steps need to be taken to ensure we look after the water resource for the benefit of current and future users.

Urban stormwater management at all scales and phases of urban development (including land use planning and development decisions, capture and reuse scheme implementation, street-scale water quality improvement, asset maintenance, etc.) plays a critical role in managing the quantity and quality of runoff from urban areas (also see WSUD, below). This is especially crucial in Mount Gambier, where urban stormwater recharges the drinking water supply from Blue Lake/ Warwar. Through the development and implementation of Stormwater Management Plans, Council Asset Management Plans, and appropriate planning responses to address stormwater and flood management risks, the opportunities arising from urban stormwater can be best realised, with management of associated risks.

Water sensitive urban design

The region's varied rainfall and increase in frequency of long, hot, dry summers mean that availability is potentially a limiting factor for successful urban greening that can meaningfully mitigate high temperatures. Unless carefully planned for, many trees and other vegetation planted in today's climate may not thrive, or even survive, without significant irrigation water. The careful selection of plant species, with a particular focus on species that are native to the area, will improve the viability of urban greening initiatives.

Urban landscapes often disrupt the natural connections between water and plants, and between rainfall and groundwater recharge. Conventional roads, roofs and other hard surfaces prevent rainwater soaking into the soil and landscape. It is important to reduce impermeable surfaces, where possible, to help improve groundwater recharge and stormwater management, to retain healthy soils, reduce the 'urban heat island' effect, and increase the available space for planting trees and other greenery.

The planning system plays a key role in facilitating good design outcomes that ensure new development protects groundwater catchment areas, existing valuable trees, increases site permeability, enhances diversity of plantings, and provides sufficient space for new urban greening, supported by adequate soil and water infrastructure. There is opportunity for water sensitive urban design (WSUD) to be further supported through the Code and other relevant development policies, through incorporation of measurable performance objectives that stormwater quality runoff.

Integrating WSUD through residential and commercial developments, including in carparks, is an effective way to protect groundwater systems, manage stormwater, improve water quality, and maximise the growth of trees and other vegetation.

Policy improvements, education, advisory material, incentives and new practices supported by strong evidence and data are all needed to strengthen the response to urban greening and cooling.

Finally, WSUD assets, like any asset, must be properly maintained to realise the positive outcomes detailed above. This makes the operational role of local government and private landholders critical to the success of WSUD.

Actions

Title	Action Description	Timing	Lead	Spatial application
Water infrastructure strategy	Development of a water strategy for the Limestone Coast Region which will address the demands of SA Water's existing and potential future customers and consider all sources of water, and long-term master planning to support the planning of key growth areas.	11/2025-01/2029	SA Water	Limestone Coast Region

Social infrastructure

Long-term strategic objectives

1. Co-locate shared facilities in mixed-use areas within townships that combine health, education and social facilities with residential and commercial development to drive collaboration, job creation, learning and innovation.

2. Continue to provide opportunities for compatible non-residential uses such as education, health, recreational and community services near where people live.

3. Focus new population and housing in locations where there is access to services and where population will support the ongoing viability of social infrastructure.

4. Provide easy access to social infrastructure benchmarks to enable the consideration of priority areas for additional social infrastructure capacity.

5. Support the expansion and upgrading of mobile and broadband networks across the region to ensure reliable digital connectivity for residents, businesses, and essential services, particularly in remote and underserved areas.

6. Facilitate the development of digital infrastructure that supports emerging industries, smart agriculture, regional entrepreneurship, and innovation hubs.

Equitable and inclusive social infrastructure involves the thoughtful planning, design, and delivery of community facilities, spaces, and services that are accessible and beneficial to all residents, regardless of background or circumstance. It seeks to address historical and systemic inequalities, fostering social inclusion, community wellbeing, and sustainable urban development.

Social infrastructure

Social infrastructure is the interdependent mix of facilities, places, spaces, programs, projects, services and networks that maintain and improve the standard of living and quality of life in a community. Examples of Social Infrastructure Assets include schools, universities, hospitals, prisons and community housing.

Demand for social infrastructure will increase over the next 15- to 30-years, driven by population growth, an ageing population, and migration. These factors will also change the expectations that people have for the variety, quality and accessibility of social infrastructure services and assets.[34] While these changes present challenges, advancements in technology offers opportunities to enhance the utility and accessibility of services for individuals and communities.

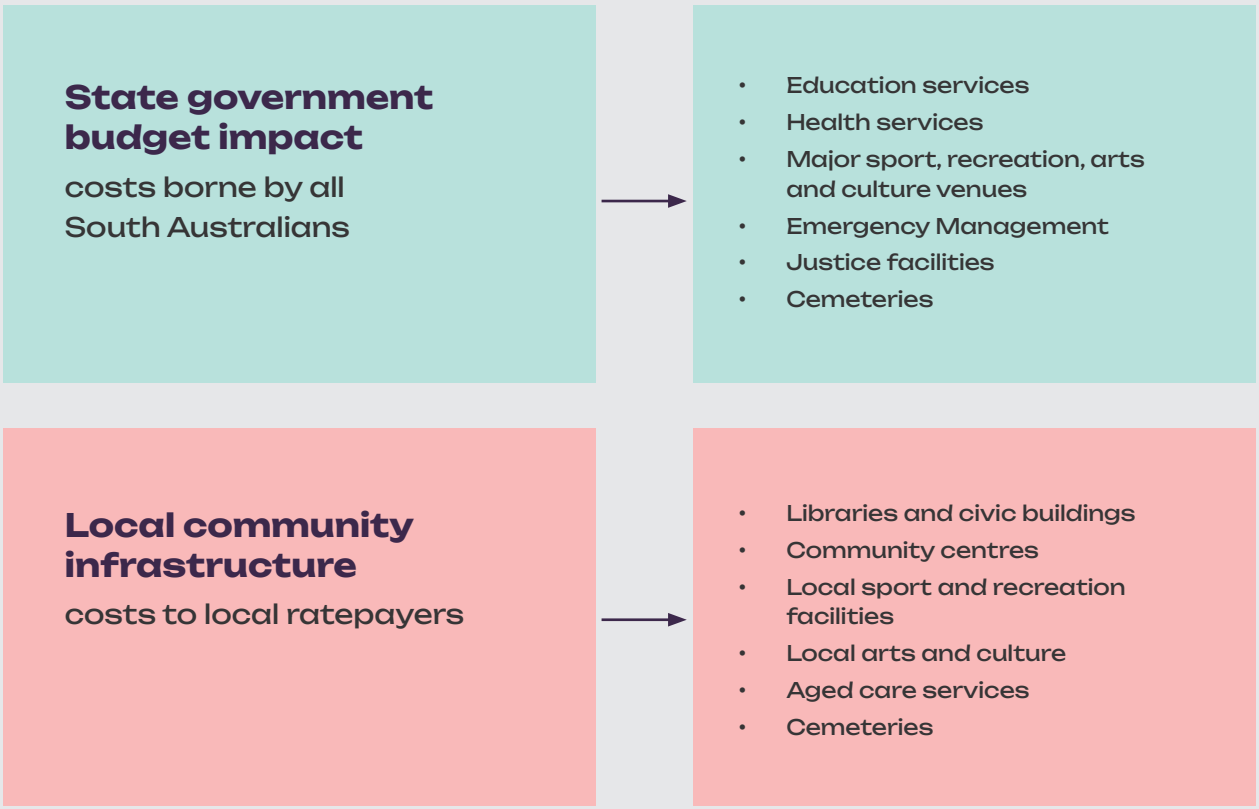
Delivery of social infrastructure

The government is responsible for planning, regulating, funding and operating the state's largest social infrastructure assets, including social housing, education facilities, health services, and justice and emergency services. Private and not-for-profit providers also play a significant role in service delivery.

Accessibility and quality can vary for different types of social infrastructure. This often impacts the region's most vulnerable and remote groups. Furthermore, the planning and delivery of social infrastructure can fall behind responses to housing demand.

The Plan's strategic direction recognises the need for integrated planning and can inform social infrastructure planning to support the region's growing and changing communities. Effective strategic planning can reduce barriers to access, improve social inclusion, support employment, and enhance resilience.

Responsibilities for social infrastructure provision



Future housing and employment land for the region will be prioritised to maximise the use of existing, committed, and planned utility and transport infrastructure. These areas also make the best use of existing and planned social infrastructure, including schools, hospital and aged care facilities, and recreational facilities.

The use of agreed growth projections and monitoring and agreed infrastructure thresholds will be critical for alignment of land use planning and infrastructure delivery.

Education services

A range of education facilities are provided throughout the region including university and TAFE campuses, the new Forestry Centre for Excellence, new Limestone Coast Technical College, government and non-government schools and childcare centres. The catchment area for the Mount Gambier campus of the Adelaide University extends across the region and into western Victoria. Nonetheless, students continue to leave the region to complete their secondary and/or tertiary education. This may begin to change as more educational offerings become available online. Flinders University provides in-region opportunities for students to undertake a medical degree in Mount Gambier, at the Mount Gambier and Districts Health Service.

The region will become known for its educational offerings, with thriving VET/higher education opportunities covering forestry, agriculture, health and allied health, aged care, early childhood education, marine and aquaculture, and tourism. This is supported connection to AARNet, Australia's national research and education network at the Mount Gambier campus of the Adelaide University. Offering diversity and providing its communities, particularly its youth, with an in-region pathway for education and career, will decrease the number of students leaving the region due to study. Major townships and urban centres have sufficient available land supply and appropriate policy settings to encourage and accommodate a range of combined industrial and educational opportunities.

Health services

Ensuring equitable access to high-quality health, aged care and disability services across the region is a challenge, particularly for communities outside of Major Service Centres. The capacity of existing health infrastructure is also limited. Rural and remote communities typically have higher rates of socioeconomic disadvantage and chronic health issues when compared to major centres. A lack of access to health infrastructure in these areas exacerbates this wellbeing gap.

Seven public hospitals are located across the region, operating within the Limestone Coast Local Health Network. The Mount Gambier and Districts Health Service is the major regional health provider for the Limestone Coast, providing a range of medical, surgical, maternity/obstetrics, mental health, diagnostic, specialist services, and a 24-hour accident and emergency service.

Hospitals in Naracoorte and Millicent provide general medical and surgical care services, maternity/obstetrics (Naracoorte), specialist services, residential aged care and 24-hour accident and emergency services.

Bordertown Memorial Hospital provides general medical and surgical care, residential aged care and a 24-hour accident and emergency service.

Hospitals in Keith, Kingston SE and Penola are primarily focused on providing general medical care, residential aged care and provision for telehealth services. These hospitals provide limited to no general medical or surgical services. Both Kingston Soldiers Memorial Hospital and Penola War Memorial Hospital provide a 24-hour accident and emergency service. Keith and District Healthcare provides an urgent care service during set times, 7 days per week.

In addition to the region's hospital services, several Country Health Connect branches provide community-based health services across the region.

While a range of health services are provided throughout the Limestone Coast, travel distances remain an issue. There are several specialists who visit the Limestone Coast; however, many services still require travel to Adelaide or Victoria.

Demand for health services is anticipated to increase with the ageing of the population and as identified, there is likely to be significant growth in aged care, healthcare and social services industries in the region.

Justice and emergency facilities

Justice and emergency services infrastructure comprises the buildings and facilities which protect and support the safety of our communities.

Justice infrastructure includes police stations, courts, correctional facilities, and forensic health facilities.

Other emergency services infrastructure includes fire and ambulance stations, and other state and local emergency response facilities such as state emergency services.

Planning for and managing risks from natural hazards is critical to ensuring the ongoing liveability, resilience and safety of our communities. This includes ensuring we plan and provide future capacity for emergency services, such as the South Australian Metropolitan Fire Service (MFS), the South Australian Country Fire Service (CFS) and South Australian State Emergency Service (SES).

The South Australian Fire and Emergency Services Commission (SAFECOM) ensures that volunteers and employees across the fire and emergency services sector are provided within the resources and support they need to conduct vital emergency services work.

Recreation and sport facilities

While local government is typically the major provider for community-scale recreation and sport facilities, the Office for Recreation, Sport and Racing sets out strategies to support state places and spaces, including:

- Supporting the delivery of the state's significant active places and spaces.
- Optimising the utilisation of places and spaces for active living.

As the population in the region continues to grow, the need for communities to have access to appropriately sized and fit-for-purpose open space including sporting facilities becomes increasingly important.

Social infrastructure benchmarking

To facilitate early planning for future social services and assets, Infrastructure SA, in conjunction with state agencies, have prepared benchmark principles for expanding social infrastructure based on cost and population. The social infrastructure benchmarking, as well as population projections, will form the initial basis for considering thresholds and capacity. Additional engagement with agencies and local government throughout the structure planning process should inform the specific needs of a locality.

Thresholds will be maintained for state-level social infrastructure by the Growth and Infrastructure Coordination Unit (GICU) of the Department for Housing and Urban Development, to ensure transparent infrastructure planning benchmarks inform state, local and private planning processes. The use of agreed growth projections, monitoring and agreed infrastructure thresholds will be critical for the alignment of land use planning and infrastructure delivery.

Telecommunications

Digital connectivity is critically important in the region due to its role in bridging geographic isolation, supporting economic development, and improving access to essential services.

In the Limestone Coast where communities are widely dispersed and transport options are limited, reliable digital connectivity is a lifeline. It enables residents and businesses to access online services, participate in remote education and telehealth, and engage in e-commerce and digital agriculture. For farmers and producers, connectivity supports precision agriculture, real-time market access, and supply chain coordination. It also enhances emergency response capabilities and community resilience by allowing timely communication and access to critical information.

Mobile Black Spot Program

The Mobile Black Spot Program (MBSP) is an Australian Government initiative that invests in telecommunications infrastructure to improve mobile coverage and competition across Australia.

Under the MBSP to date (Rounds 1 to 7), the Government's commitment has generated a total investment of more than $1 billion, to deliver up to 1,400 new mobile base stations across Australia.

Rounds 1 to 7 have been supported by co-contributions from a range of third parties including state and local governments, and telecommunications industry grantees that are national mobile network operators and mobile network infrastructure providers.

The Limestone Coast Region has benefited from several mobile network upgrades through the MBSP, aimed at improving connectivity in remote and underserved areas. These upgrades were part of multiple funding rounds, with Round 4 delivering coverage to locations such as Compton and Tower Road (Riddoch Highway); and Round 5 adding Legges Lane to the list.

These initiatives are designed to enhance mobile coverage for residents, businesses, and emergency services, supporting both safety and economic development. The upgrades are particularly valuable for agriculture, tourism, and regional communities that rely on reliable digital access.

Link: https://www.infrastructure.gov.au/media-communications-arts/phone/mobile-services-and-coverage/mobile-black-spot-program

As the region transitions toward smart infrastructure and zero-emission technologies, digital networks will be essential for managing electric vehicle charging, freight logistics, and data-driven planning. Without strong digital infrastructure, the region risks falling behind in competitiveness, innovation, and social equity.

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Actions

Title	Action Description	Timing	Lead	Spatial application
Social Infrastructure	Establish and maintain publicly available social infrastructure benchmarks to assist with planning for new growth areas.	2026	Department for Housing and Urban Development	State-wide

Energy

Long-term strategic objectives

1. Support the ongoing provision of sustainable, reliable and affordable energy options that meet the needs of community, business and industry, and that takes advantage of South Australia's success in renewable electricity generation and transition to a decarbonised economy.

2. Identify the appropriate location and types of infrastructure assets required for future energy requirements for housing, business and industry growth.

3. Minimise the impacts of encroachments by incompatible land uses near energy supply infrastructure and corridors taking a risk-based approach that supports public safety and security of energy supply.

4. Minimise the encroachment of energy supply infrastructure into productive agricultural land and areas of remnant native vegetation.

5. Provide electric vehicle charging stations and infrastructure that is readily available and accessible to users.

6. Facilitate renewable energy generation and storage including small scale decentralised energy supplies to support agriculture, industry and communities in isolated locations.



Source: Adobe Stock

The provision of sustainable, reliable and affordable energy is essential for meeting the basic needs of communities. It supports housing supply, businesses, services, economies and future enterprises. Renewable and sustainable energy supply is also critical to a successful decarbonised economy, to mitigate the impacts of climate change (refer to Climate change).

South Australia is at the forefront of change, with the highest per-capita percentage of rooftop solar photovoltaic installations in Australia, and the second largest wind-to-load ratio in the world (2024). While these emerging technologies and economic factors are contributing to a reduction in the energy consumed from the grid, the transmission and distribution network will continue to play a vital role into the future.

South Australia's renewable energy generation

South Australia generates more than 70% of its electricity from renewable sources. By 2025-2026, this is projected to reach 85%, with a target of 100% net renewable energy by 2027.

Clean electricity is essential to South Australia meeting its commitment to reduce net greenhouse gas emissions by at least 50% by 2030 (compared to 2005 levels).

Off-grid energy systems generate electricity for homes, businesses, communities and towns. They can be standalone or mini grids.

Standalone systems usually generate electricity from solar photovoltaic panels, wind turbines or diesel generators and store it using battery or fuel cell technology.

Mini grids, also called micro-grids, comprise a set of electricity generators and may include energy storage systems connected to a distribution network. The energy is provided to a local group of consumers.

Source Our electricity supply and market | Energy & Mining (energymining.sa.gov.au)

The South Australia and Victoria electricity grids are interconnected by the Heywood interconnector, a 275 kV AC overhead line, running through the centre of the region. This is the primary connection between the South Australian and Victorian grids, allowing for power flow between the two states and has been used to an increasing degree to transport wind-powered electricity from South Australia to Victoria.

Limestone Coast lends itself to a range of renewable energy sources, including windfarms, bioenergy, solar, hydrogen, hydrological and geothermal energy sources. The region aims to lead the state and become the first South Australian country region to be self-sufficient in energy production. In the lead up to reaching its net zero targets, the region aims to become a prototype research and development hub, producing leading edge technologies in solar, wind, wave, geothermal, biomass and hydrological energy production.

By 2053, the entire region aims to be run from renewable energy sources, including a mix of offshore and onshore windfarms, bioenergy, solar, hydrogen, hydrology and geothermal energy sources. Energy storage systems are located throughout the region, reducing reliance on the grid and resulting in community and township energy production/power networks.

The planning system will need to respond effectively to emerging green energy technologies, battery storage (including community batteries) and supporting infrastructure for electric vehicles.

Existing strategic electricity substations, transmission and distribution lines will require ongoing protection from incompatible land uses or activities. Further investigations in collaboration with key electricity infrastructure providers are required to identify future strategic corridors. This can ensure that the region's long-term electricity needs can be met, which will form the basis of a future amendment to the Plan.

Supporting the development of efficient, smart electric buildings will be vital to enable energy use to be shifted to times when electricity is plentiful and cheaper, thereby benefiting consumers, the distribution network and the broader market. The government's Energy Masters collaboration with SA Power Networks to trial and demand flexibility and home energy management technologies is a good example of these new innovations.

Infrastructure corridors and reserves

Long-term strategic objectives

1. **Identify and set aside land required for future strategic infrastructure corridors and facilities, including to accommodate growth, new technologies and changing demands.**

2. **Infrastructure reserves are planned and coordinated to service multiple uses including opportunities for regional open space and recreation opportunities.**

To support growing communities, it is critical to pre-plan infrastructure requirements. This will enable efficient roll-out during, or in advance of, land development. Reserving land ahead of demand provides greater certainty for establishing future infrastructure that is of key importance to a planning region or the state, including infrastructure such as:

- The generation, distribution, or transmission of electricity or other forms of energy.
- Gas transmission pipelines.
- Water infrastructure including stormwater or sewerage infrastructure.
- Transport networks or facilities (including roads, ports, wharfs, jetties, airports, and freight-handling facilities).
- Digital connectivity infrastructure.
- Health, education, community, police, justice, or emergency services facilities.

Section 129 of the PDI Act outlines a streamlined approval process for essential infrastructure proposed within an 'infrastructure reserve'. Including infrastructure services in the Code supported by standard infrastructure designs, could significantly streamline assessment processes.

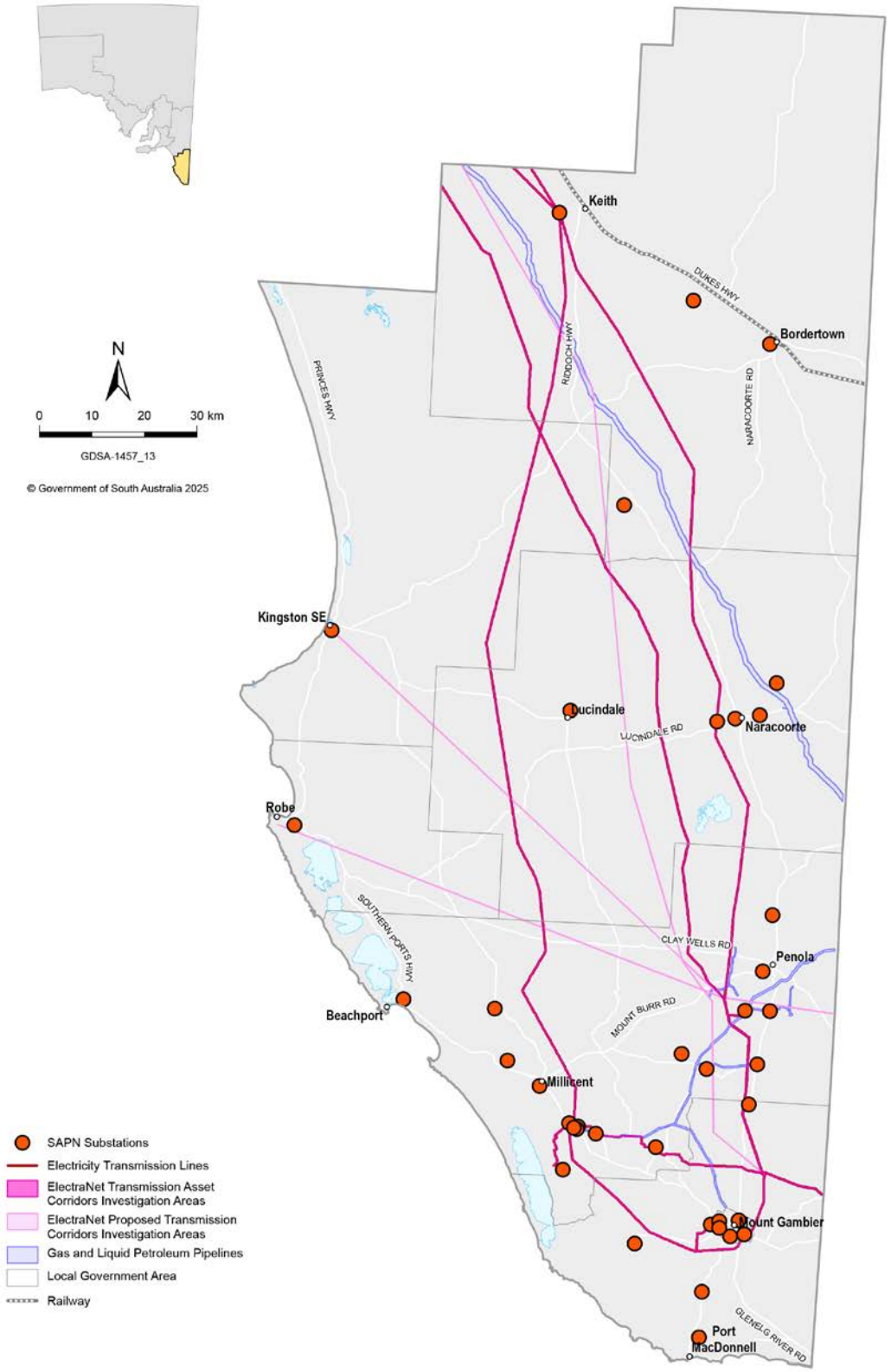
Infrastructure agencies and service providers may consider using this mechanism under the PDI Act to strategically reserve corridors or sites for future assets, or for the rebuilding of aged assets to assist with long-term infrastructure planning to accommodate future growth.

A range of factors will drive the need for new infrastructure and infrastructure corridors. For example, significant future growth in demand for electricity due to electrification (including electric vehicles) or potential desalination plant upgrades to provide water security.

Different categories of infrastructure will have different needs, and these will need to be understood when infrastructure reserves are established.

Actions

Title	Action Description	Timing	Lead	Spatial application
Future Infrastructure Corridors and Reserves	Undertake a Code amendment to introduce policy seeking to protect future infrastructure corridors and reserves (e.g. freight, rail, utilities).	03/2025 - 03/2027	Department for Housing and Urban Development	State-wide



Infrastructure corridors and reserves

Implementation and delivery

Theme:

Outcome 5: Coordinated delivery of land use and infrastructure planning

Regional planning is a vital link between state planning policies with locally tailored strategies, ensuring that land use and infrastructure decisions are coordinated, responsive, and community focused.

The successful delivery of the Plan requires several important elements to be in place:

- Improved coordination of planning and implementation processes.
- Effective governance arrangements.
- Fit-for-purpose funding mechanisms.
- A schedule for monitoring, measuring and reporting progress.



Source: KaZKaptureZ

Implementing successful land use and infrastructure planning requires an iterative approach to align assumptions, planning and asset management.

This iterative approach requires the ongoing collaboration and coordination across government, councils and the private sector acknowledging that there are numerous processes occurring simultaneously, typically at different stages and with different horizons.

New governance arrangements within the Department for Housing and Urban Development, including the Growth and Infrastructure Coordination Unit and the Infrastructure Coordination Group are central to coordinating infrastructure investment and facilitating well-serviced strategically located developments.

New digital tools in the state's new planning system will keep government, industry and councils up to date with trends in land supply, housing demand and employment land use and enable faster responses to these changes.

Integrated planning will enable the timely provision of services that communities expect and require for quality of life. It may also help avoid previous pitfalls where development was not supported by adequate infrastructure planning and financing and is now experiencing an infrastructure backlog.

The alignment of the Plan with key infrastructure strategies, including *South Australia's 20-Year State Infrastructure Strategy 2025* and *South Australia's Transport Strategy*, present an opportunity to deliver a truly integrated plan.

The PDI Act also provides the tools to implement some changes quickly, while other initiatives will need investigation and investment.

Online delivery, reporting and measuring progress

Digital regional plans have been developed to provide all South Australians access to a state-wide planning and infrastructure framework that provide:

- **Interactive planning tools**
  Use dynamic maps, spatial plans, and live data to support land use, transport, and public realm targets.
- **Enhanced data quality**
  Improve decision-making with accurate, up-to-date projections, statistics, and analysis for integrated land use and infrastructure planning.
- **Agile implementation**
  Respond swiftly to housing and employment needs by streamlining zoning changes and accelerating strategy delivery.
- **Whole-of-government integration**
  Align regional plans with broader government strategies and mapping datasets, ensuring consistency and relevance across agencies.
- **Collaborative amendments**
  Enable infrastructure providers and government bodies to update planning instruments in line with long-term strategies.
- **Council support**
  Guide local councils in zoning sufficient land to meet projected growth pressures and community needs.

Actions

An up-to-date implementation plan is to be maintained with five-year rolling actions. This includes regular dynamic reporting to track the implementation by theme, location and the entity responsible.

Actions seek to be specific, measurable and outcome focused and include recommendations about the amendment or establishment of other planning instruments, such as:

- **Code amendments** — changes to the Code's policy wording, spatial application of overlays, or both
- **New mapping or datasets** — to inform future updates and versions of the Plan
- **Guidelines and toolkits** — to help practitioners apply strategic directions and planning processes
- **Infrastructure schemes or charging mechanisms** — to support service delivery
- **New benchmarks** — to measure the success of development areas

All actions and their implementation status will be visible in the Plan's dashboard, alongside other key metrics including:

- **The Land Supply Dashboard**
- **The Code Amendment Tracking System**
- **The Performance Indicators Scheme (for development assessment)**

This ensures transparency across the planning system—for government, industry, and the community.

Actions that are relevant to specific locations in each region are identified in mapping layers. Region-wide and state-wide actions can be viewed in the Implementation Plan section of the Regional Planning Portal.

Recommendations

A regional plan must include recommendations about the application and operation of the Planning and Design Code in the relevant region or area.

Complying Changes to the Planning and Design Code

Regional plans can recommend streamlined Code amendments under Section 75 of the PDI Act, known as Complying Changes. These allow the Minister for Planning to fast-track changes to the Code, such as zoning or overlays, to support the development of new growth areas or make other changes identified in regional plans.

The Minister may agree to an amendment to the Code if it is consistent with a recommendation in the relevant regional plan. For a Code amendment to qualify as a Complying Change, the regional plan recommendation must clearly and expressly identify the appropriate changes through the use of specific maps or other spatial information and specific information about the changes that are considered appropriate.

Recommendations relating to the change to a boundary of a zone or subzone or application of an overlay are generally expressed via mapping layers that will be identified in full in the digital portal that will be launched in late-January 2026.

Coordination and delivery

Long-term strategic objectives

1. Develop and maintain infrastructure capacity analysis in collaboration with state agencies, local government and utility providers to refine and prioritise growth areas.

2. Adopt contemporary benchmarks and trigger points for infrastructure investment to inform planning and investment decisions.

3. Create a transparent land supply and infrastructure prioritisation plan(s) that can be digitally represented with clear plans describing land supply, serviceability and infrastructure requirements, in Regional Cities, Major Service Centres and Supporting Service Centres.

4. Consider priorities for future growth against upfront and ongoing costs to communities including an orderly sequence of land development that enables the cost-effective and timely delivery of infrastructure investment.

5. Develop and implement structure plans for key localities that integrate long-term land use planning and infrastructure planning and delivery.

6. Increase the capacity of key infrastructure such as community wastewater management systems and potable water to support population and tourist growth and industry expansion.

7. Consider seasonal population fluctuations and tourism and other economic drivers when planning for services and infrastructure provision.

8. Enable alternative infrastructure models in areas where conventional servicing is cost-prohibitive or impractical.

9. Develop actions to underpin development and infrastructure planning that is low emissions, climate resilient and environmentally sensitive.

Access to quality infrastructure directly supports community wellbeing, lowers living costs, and helps create greener, safer, healthier, and more prosperous places to live.

Land rezoning should be guided by the timely and coordinated delivery of infrastructure. This means either:

- delivering new or upgraded infrastructure alongside new housing, or
- prioritising housing development in areas where infrastructure capacity already exists.

This approach reduces costs for the community and ensures people have access to vital services like water, power, healthcare, education, and reliable public transport.

Coordinated and integrated planning is about proactively identifying and planning for the housing and population thresholds that will require new and upgraded infrastructure across our cities as they grow, and ensuring infrastructure is operational when triggers are met.

Essential infrastructure such as power, water and sewer should be provided upfront, while other infrastructure such as health and education facilities can follow, based on housing and population triggers as a new suburb establishes.

Infrastructure benchmarks prepared by Infrastructure SA in conjunction with state agencies will form the initial basis for considering infrastructure thresholds and capacity. Additional engagement with agencies, utility providers and local government throughout the structure planning process should inform the specific needs of a locality.

Ongoing engagement with utility providers, councils, and other agencies during structure planning will ensure infrastructure reflects the specific needs of each locality.

Planning roles and responsibilities

Delivering the Plan's housing and land supply targets requires a collaborative, whole-of-government effort.

The role of key planning entities is identified below.

Role	Responsibility
Infrastructure planning	**State agencies and infrastructure providers** will align their long-term plans with the priorities in the Plan.
Infrastructure coordination	The **Department for Housing and Urban Development** is responsible for coordinating the infrastructure planning that is undertaken by state agencies.
Infrastructure benchmarking	The **Department for Housing and Urban Development** is responsible for maintaining benchmarks to guide planning for new growth areas.
Local area planning	**Councils** are responsible for planning how their area can meet the housing targets in the Plan considering local character, housing needs, infrastructure and Living Locally principles.

Greater Mount Gambier Master Plan

A key deliverable of the Plan is the preparation of a new master plan for the greater Mount Gambier area. Population projections suggest the highest level of growth in the region will occur in the greater Mount Gambier area. The master plan will adopt a high growth scenario to understand land demand, infrastructure capacity, service delivery, and environmental impacts to ensure there is a coordinated approach to the future development of Mount Gambier and its environs.

The department will work closely with the City of Mount Gambier and the District Council of Grant during the preparation of the Greater Mount Gambier Master Plan.

Structure plans

Structure plans assist in implementing the housing and employment land projections established in the Plan.

Structure plans can be incorporated into the Plan via an amendment to a regional plan undertaken by the state or local government to inform infrastructure delivery schemes and unlock fast-tracked rezoning processes under section 75 of the PDI Act. They can also be incorporated into the Plan where they form part of an approved infrastructure scheme.

Structure plans should:

- Provide guidance on specific land uses and their locations including land for housing, employment, activity centres, open space networks and infrastructure (including social infrastructure such as education and recreation).
- Identify infrastructure needs (including social infrastructure requirements) to inform agreements and the preferred funding mechanism.
- Identify land that should be reserved for infrastructure (including health, education, transport) which can be incorporated into the Code as an Infrastructure Reserve.
- Identify specific spatial recommendations to amend the Code that could be incorporated into the Plan and implemented through a section 75 complying rezoning process (subject to community engagement and infrastructure agreements being finalised).

Council strategies

Councils play a vital role in strategic planning. Strategic planning at a local level should consider projected levels of growth and identify requirements and timing for local infrastructure and services.

Under the PDI Act, councils have been identified as designated entities that can amend regional plans, giving them a stronger voice in shaping the future of their communities.

Alignment between revised population, housing and employment projections and council strategic management plans required under the *Local Government Act 1999* will also establish greater whole-of-government coordination.

Actions

Title	Action Description	Timing	Lead	Spatial application
Greater Mount Gambier Master Plan	Prepare a Greater Mount Gambier Master Plan to ensure a coordinated approach to the future development of the City of Mount Gambier and surrounding neighbourhoods and townships within the District Council of Grant.	11/2025-11/2026	Department for Housing and Urban Development	City of Mount Gambier and District Council of Grant
Local Government Strategic Planning - Tatiara	Tatiara District Council to undertake strategic planning for the council area to plan for future projected housing and employment growth and identify requirements and timing for local infrastructure and services to inform updates to the Plan.	03/2025 - 03/2030	Tatiara District Council	Tatiara District Council
Local Government Strategic Planning - Robe	District Council of Robe to undertake strategic planning for Robe to plan for future projected housing and employment growth and identify requirements and timing for local infrastructure and services to inform updates to the Plan.	03/2025 - 03/2030	District Council of Robe	District Council of Robe

Infrastructure charging

Long-term strategic objectives

1. Strengthen the integrated use of infrastructure funding and delivery mechanisms including infrastructure schemes, deeds and fixed charges in Regional Cities, Major Service Centres and Supporting Service Centres where scale and governance structures enable effective delivery.

2. Use structure planning of future growth areas to identify infrastructure priorities and inform the selection of appropriate infrastructure funding and delivery mechanisms.

3. Develop models where infrastructure and services can be delivered by third parties to expedite projects, while maintaining quality control of engineering, construction and maintenance standards.

4. Facilitate innovative and flexible infrastructure delivery approaches in regional and remote communities.

Infrastructure charging provides a transparent and equitable mechanism to fund augmentation works and support land supply. However, traditional models often place disproportionate financial burdens on regional developments, where high servicing costs, fragmented planning, and misaligned priorities between government and service providers can constrain delivery. These challenges are compounded by user-pays frameworks that struggle to support smaller-scale developments, limiting housing supply and economic growth.

To maintain fairness and sustainability, infrastructure charging mechanisms must be strategically applied to reflect the diversity of development contexts, including urban, regional, and remote areas, and ensure that costs are shared equitably among developers, governments, and the broader community. In some cases, local governments have assumed developer roles to address market failure, despite the financial risks involved.[35]

A renewed approach to infrastructure funding and delivery is needed. It should enable timely provision of essential services, support long-term social and economic returns, and promote equitable outcomes across the state. This could include:

- Reforming regulatory frameworks to de-risk investment and enable third-party delivery models.
- Improving strategic coordination across agencies and service providers.
- Increasing government funding support where traditional servicing is cost-prohibitive or impractical.
- Facilitating innovative and flexible infrastructure models tailored to regional and remote communities.

By evolving infrastructure planning and funding approaches to better reflect regional realities, new opportunities for growth, resilience, and liveability can be unlocked across the Limestone Coast Region.

Strengthen infrastructure mechanisms for regional growth

Mechanisms such as infrastructure deeds and basic and primary infrastructure schemes can provide a structured and predictable framework for funding essential services like water, sewerage, electricity, and transport, in Regional Cities, Major Service Centres and Supporting Service Centres. These tools should continue to be used and refined to ensure they remain responsive to local conditions and development pressures in a regional context.

To support effective delivery, third-party infrastructure provision should also be enabled where appropriate. This can accelerate project timelines and reduce pressure on public agencies, provided that quality assurance frameworks are in place to uphold engineering, safety, and maintenance standards.

Integrate infrastructure planning into strategic growth planning

Infrastructure planning must be integrated into the broader strategic planning process to ensure that land use decisions are informed by long-term servicing needs and investment priorities. Early identification of infrastructure costs and delivery requirements will enable more accurate and equitable charging mechanisms, while improving certainty for developers, infrastructure providers, and communities. Transparent cost analysis - linked to housing type, location, and density will support better decision-making and help align infrastructure investment with broader social, environmental, and economic goals.

Enable innovation and flexibility in infrastructure delivery

In areas where the funding and delivery of infrastructure is cost prohibitive or impractical, particularly in low-density or remote localities, alternative infrastructure models must be considered. These may include off-grid systems, shared community infrastructure, modular servicing solutions, or infrastructure-light development zones. Such models can reduce reliance on traditional networks while supporting sustainable housing growth.

The planning framework should evolve to support these approaches with flexible zoning, streamlined approvals, and performance-based standards that enable low-impact development. Government support will be critical to demonstrate the viability of these models through pilot projects, financial incentives, and development templates tailored to regional and remote contexts. These innovations will help unlock housing supply in areas that would otherwise remain constrained.

Actions

Title	Action Description	Timing	Lead	Spatial application
Investigate Alternative Infrastructure Approaches	Investigate the opportunity for low-density, off-grid housing utilising alternative energy, water, and waste systems to reduce reliance on public infrastructure investment and unlock housing development in regional locations.	11/2025 - 11/2026	Infrastructure SA	State-wide

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Source: South Australian Tourism Commission

SOUTH AUSTRALIA

Government of South Australia
Department for Housing
and Urban Development