Tailem Bend Growth Structure Plan

November 2026

COORONG
DISTRICT COUNCIL

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Acknowledgement of Country

We acknowledge and pay respect to the Traditional Custodians of the land and waters, the Ngarrindjeri and Ngarkat People whose ancestral lands are on which we meet. We acknowledge the deep feelings of attachment and relationship of Aboriginal people to country and pay our respects to Elders past and present. We also extend that respect to all First Nation People.

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Tailem Bend

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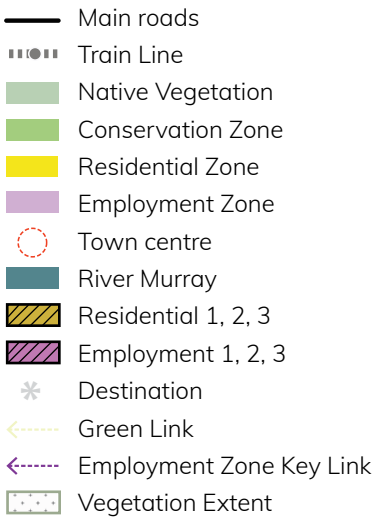
Tailem Bend

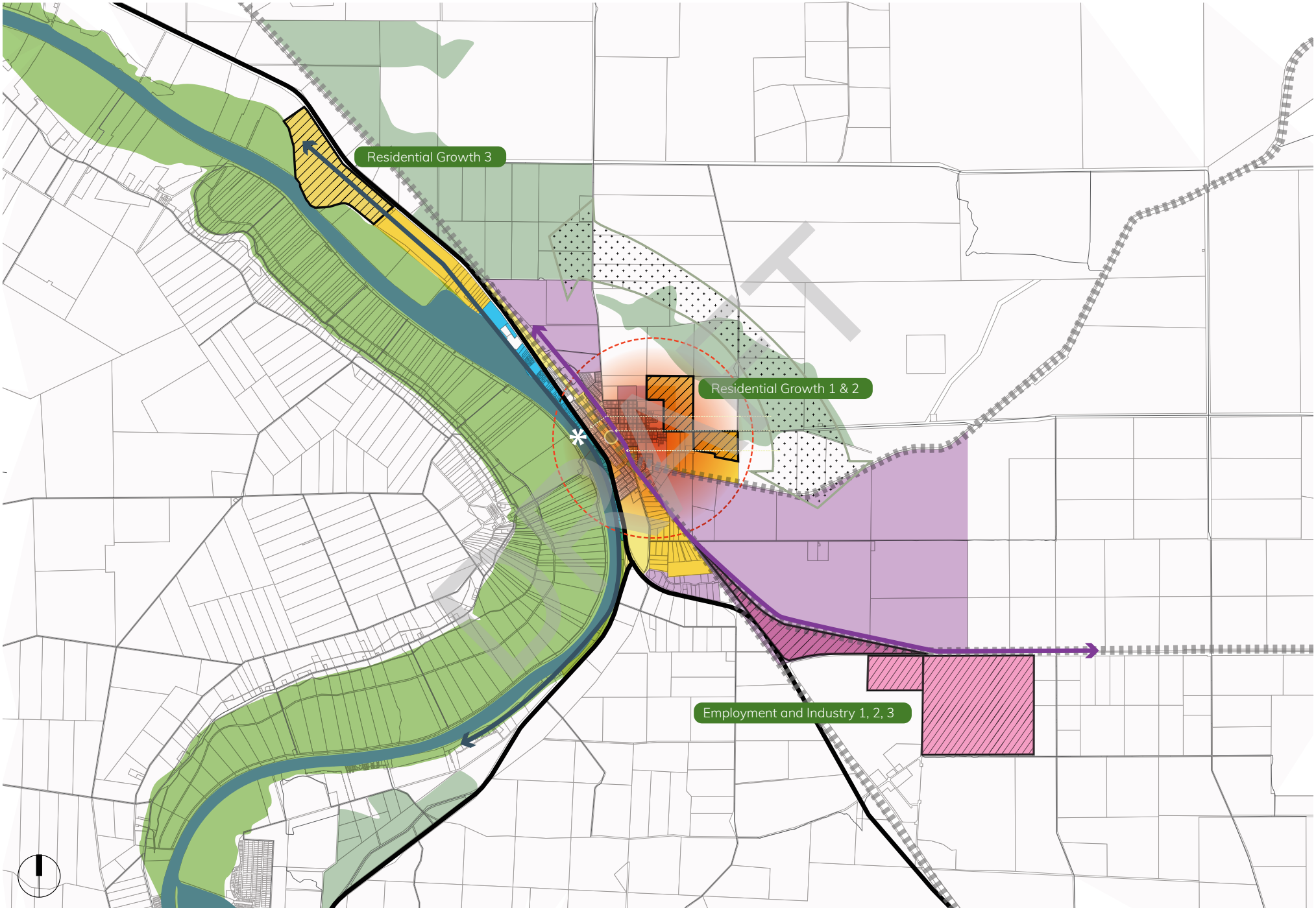
Growth Structure Plan at a glance

Tailem Bend will continue to grow as a regional service centre and gateway for tourism, freight, grain production, and emerging industries. Planned residential growth, supported by infrastructure, utilities, community facilities, and open space, will strengthen the local economy and support a growing population.

Future development will improve connections to the town centre and the River Murray, while responding to flood and bushfire risks through coordinated land use planning and infrastructure.

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Residential Growth 3
Residential Growth 1 & 2
Employment and Industry 1, 2, 3

1.0
Introduction

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1.1 Purpose

The Tailem Bend Structure Plan builds on the Coorong Growth Strategy adopted in 2024 and updated in 2025. It provides a clear and detailed framework to guide how the township will grow over time. The Plan identifies where and how residential, commercial and industrial development should occur to support projected population growth, while improving the township's character, amenity and liveability.

The Structure Plan responds directly to Recommendation 4 of the Growth Strategy. It identifies priority growth areas, infrastructure needs and future zoning directions for the short, medium and long term. It establishes a coordinated approach to land use, ensuring growth occurs in a logical and connected manner that enhances the town centre, strengthens neighbourhoods and supports a high quality living environment.

The Plan will inform future rezoning, including complying changes to the Planning and Design Code, as well as infrastructure planning and environmental management. It provides a basis for coordinated investment and staged delivery. It should be read alongside the Growth Strategy as part of a consistent and integrated approach to shaping Tailem Bend's future.



Coorong Growth Strategy

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1.2 Objectives of the Structure Plan

The Structure Plan aims to...

- **Shape the urban form** – Direct growth to consolidate and extend the existing township in a logical sequence, responding to site constraints, reinforcing the town centre, and managing interfaces to achieve a cohesive and efficient settlement pattern.
- **Coordinate infrastructure investment and staged growth** – Align rezoning, land release and infrastructure delivery with demand, service capacity and landowner intent to support orderly expansion, efficient servicing and a balanced mix of residential and employment land.
- **Strengthen employment and industry capacity** – Consolidate and expand employment land to support freight, logistics, motorsport, renewable energy and industry, while protecting industrial areas from encroachment and ensuring long term land supply.
- **Enhance connectivity, liveability, environment and resilience** – Plan movement, open space and development to improve access, liveability and safety, while responding to hazards, protecting environmental assets and supporting a resilient and connected township.

1.3 Process

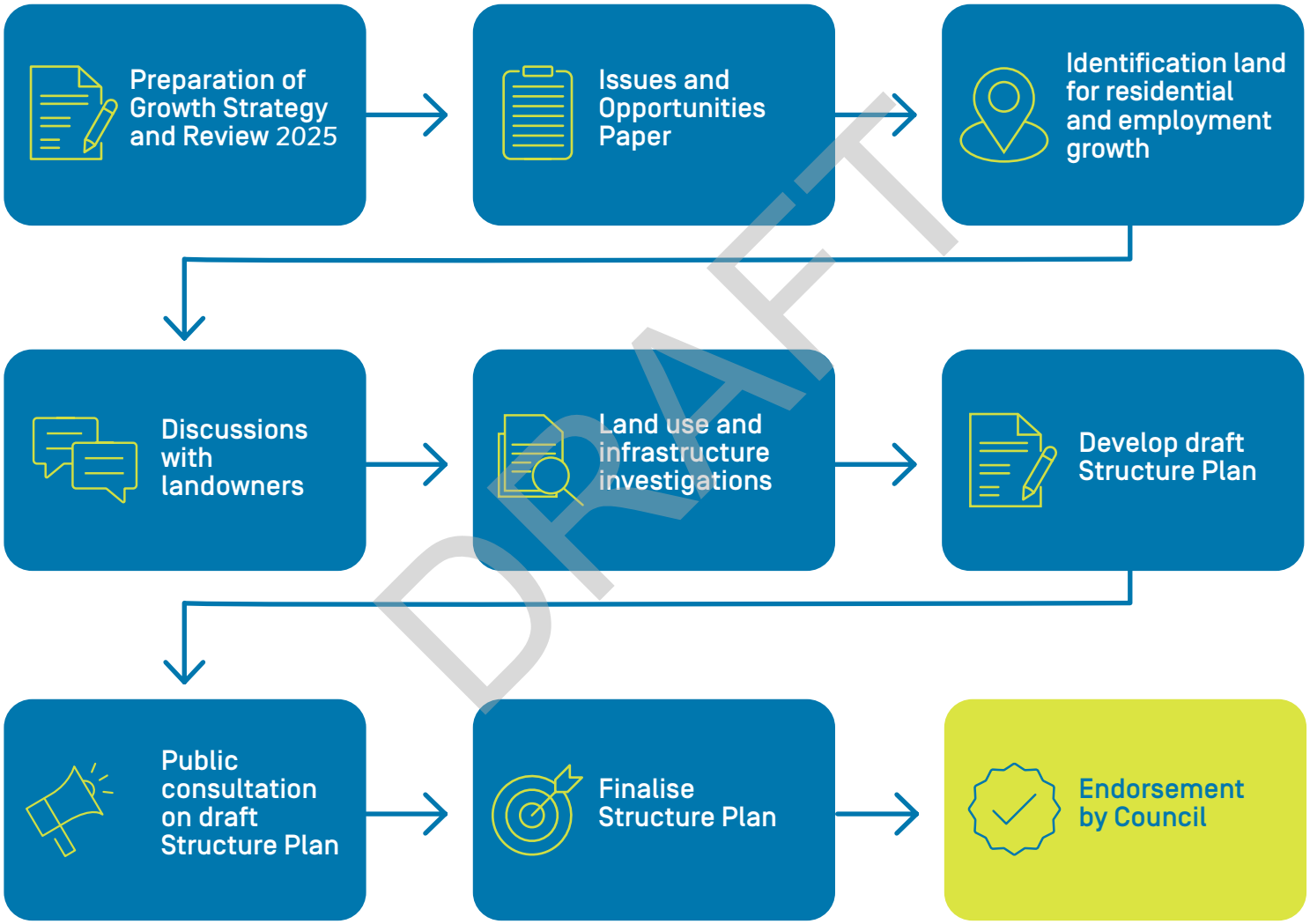
The Growth Strategy sought to understand what growth means for the community and where future development should be directed. Through this process, a series of potential growth areas were identified, forming the foundation of the Structure Plan.

Targeted discussions were undertaken with landowners of these growth areas to determine their interest in and willingness to develop their land. These conversations, supported by detailed technical investigations, helped clarify which areas were suitable for inclusion in the Structure Plan.

Where landowners expressed that they did not wish to pursue development, those areas were removed from consideration. This transparent and collaborative approach ensured the Structure Plan reflects both community aspirations and landowner intentions.

The process is summarised in the chart below:

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Preparation of Growth Strategy and Review 2025
Issues and Opportunities Paper
Identification land for residential and employment growth
Discussions with landowners
Land use and infrastructure investigations
Develop draft Structure Plan
Public consultation on draft Structure Plan
Finalise Structure Plan
Endorsement by Council

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1.4 Policy alignment: a snapshot

State Planning Policies

The State Planning Policies (SPPs) are the highest-level land-use policy instrument in SA.

The SPPs set out state-wide priorities for liveability, sustainability and economic prosperity, and provide an overarching vision for planning and development across SA.

The Structure Plan aligns with the State Planning Policies by supporting coordinated and sustainable growth in Tailem Bend. It integrates land use, infrastructure and environmental considerations, while enabling residential expansion, employment growth and a resilient town centre. Development is staged and infrastructure is aligned to support efficient, long term outcomes.

Key areas of alignment include:

- **SPP1: Integrated planning** – coordinates land use, transport, infrastructure and environmental outcomes.
- **SPP 6: Housing supply and diversity** – provides greenfield and infill growth to expand housing choice.
- **SPP 9: Employment land** – protects and expands land linked to freight routes and strategic industries.
- **SPP 11: Transport infrastructure** – supports efficient movement along the Princes Highway and key freight networks.
- **SPP 14 &15: Environment and resilience** – responds to water management, climate conditions and River Murray constraints through planned development.

Together, these policies ensure the Structure Plan reflects contemporary state planning priorities and contributes to South Australia's vision of sustainable, liveable and economically strong communities.



Tailem Bend Train Station

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Murray Mallee Regional Plan (2026)

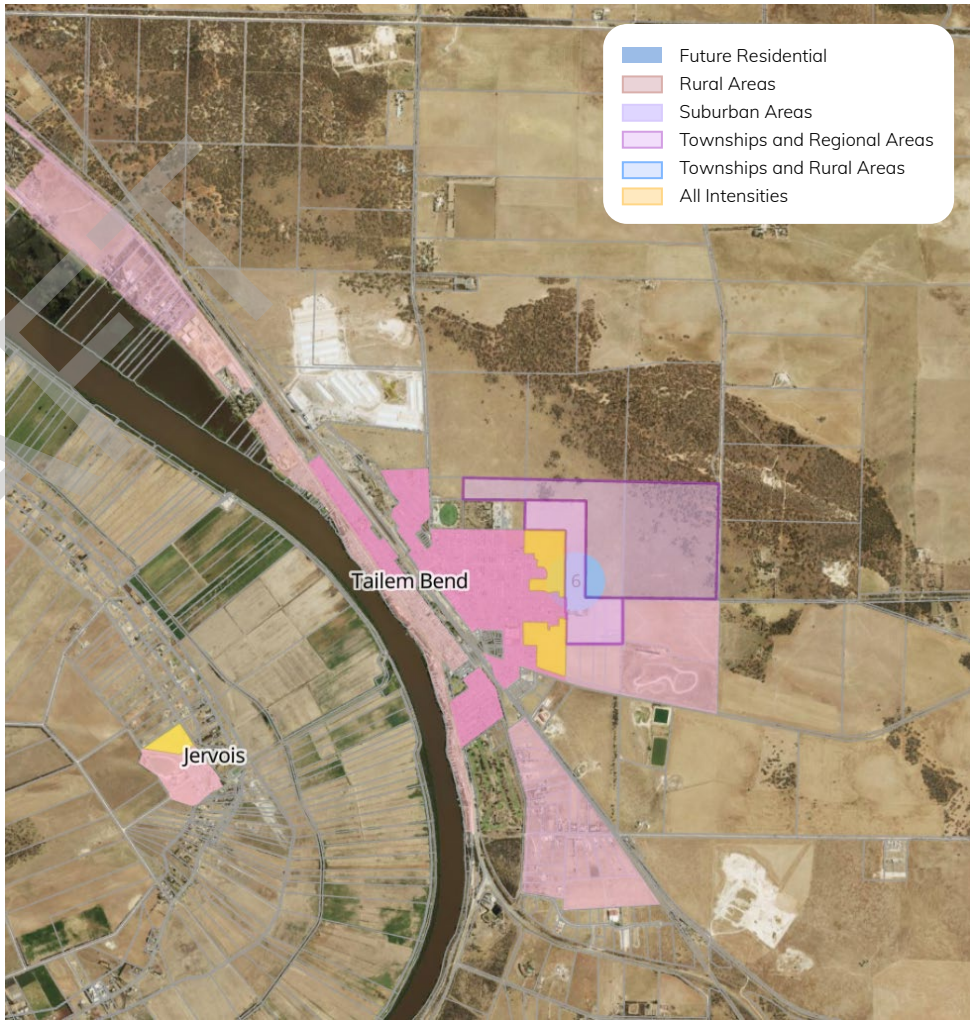
The Murray Mallee Regional Plan (January 2026), adopted by the Minister for Planning following extensive regional engagement, provides the regional framework guiding settlement, infrastructure and economic development across the Murray Mallee, including Tailem Bend.

The Structure Plan aligns with the Murray Mallee Regional Plan by supporting coordinated and sustainable growth in Tailem Bend. It provides for residential expansion, employment growth and a stronger town centre, reinforcing the town's role as a key regional service hub. Development is staged and infrastructure is aligned to ensure efficient delivery and long term resilience.

Key areas of alignment include:

- **Regional vision** – supports a well planned region accommodating growth to 2051 through coordinated land use.
- **Settlement hierarchy** – reinforces Tailem Bend as a key service centre with infill and planned expansion.
- **Economic priorities** – enables growth in freight, logistics, tourism and emerging industries linked to The Bend.
- **Infrastructure** – sequences infrastructure with development, including transport, water and stormwater.
- **Environment** – protects the River Murray, natural landscapes and supports climate resilience through planned outcomes.

The Regional plan identifies land east of the township for residential growth through a recommendation to undertake a complying amendment to the Planning and Design Code. Overall, the Structure Plan contributes directly to achieving the Murray Mallee region's long-term land use, environmental and infrastructure outcomes.



Murray Mallee Regional Plan - Tailem Bend Township Growth

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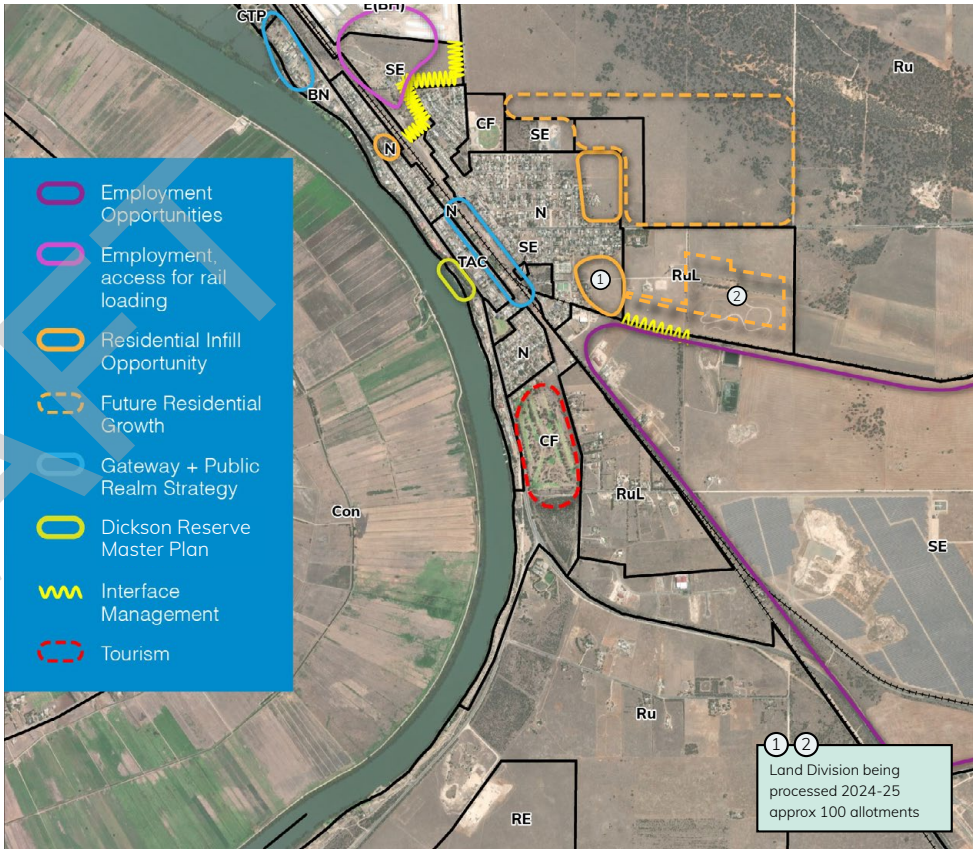
Coorong Growth Strategy

The Coorong Growth Strategy (updated 2024) establishes a 30-year vision for sustainable, liveable and economically resilient growth across the Coorong District, including Tailem Bend. The Structure Plan aligns with the Strategy by planning for sustainable, staged growth in Tailem Bend. It provides for residential expansion, including lifestyle housing, while supporting a more active and resilient town centre. It also reinforces Tailem Bend's role as a regional hub, with employment growth linked to freight, The Bend, tourism and emerging industries, supported by coordinated infrastructure delivery.

Key areas of alignment include:

- **Vision and growth principles** – supports a prosperous, liveable town with balanced growth and protection of key assets
- **Population and land supply** – provides sufficient and serviced land to meet projected demand and diversify housing choice
- **Economic priorities** – enables employment growth tied to freight routes, The Bend, tourism and industry
- **Infrastructure** – aligns infrastructure delivery with staging to ensure efficient and timely servicing
- **Environment** – protects the River Murray, landscapes and vegetation through planned development and design responses.

This alignment ensures local planning directions for Tailem Bend are consistent with the broader district-wide framework, strengthening the coherence of planning and investment decisions.



Coorong Growth Strategy Tailem Bend Township Plan

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Murray River

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2.0
Context

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2.1 Location and Regional Setting

Tailem Bend is a rural township located approximately 85–86 km south-east of Adelaide, positioned along the A1 Princes Highway and the Adelaide–Melbourne rail corridor, giving it strong regional connectivity for freight and passenger movement.

It sits on the lower reaches of the River Murray near Lake Alexandrina, with the township's linear form shaped by river cliffs to the west and the railway to the east.

The town also functions as a regional service centre supporting surrounding rural communities, with connections to Murray Bridge and the broader Murraylands region.



Context Map

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2.2 Demographic Profile

Murray Mallee is home to more than 73,000 people, which is about 4% of the state's population.

According to the ABS 2021 Census, Tailem Bend recorded a population of 1,705 residents, representing modest growth of around 2.4% since 2016. The community has an older age profile, with significant representation in the 55–74 age cohorts, including 15.5% aged 55–64 and 14.3% aged 65–74, reflecting a relatively high proportion of retirement-aged residents. The median age is 49, notably higher than many regional centres in South Australia, aligning with findings that Tailem Bend has a large number of older Australians and lone-person households.

The majority of residents were born in Australia (over 1,390 people), with England, Germany and the Netherlands among the most common overseas birthplaces. Income and education levels are relatively modest, with median household incomes at $937 per week and a local workforce often concentrated in labouring and retail-related roles.

These opportunities need to also be considered in the context of key demographic challenges, including:

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An ageing population, with close to

50%

of additional growth of people aged

over 70



Decline in young adults

15 - 29

for study and jobs outside the region.

Notable increases in

young families

seen by joint projected growth in the 0 to 14 and 35 to 44 cohorts.

2.3 Growth Projections and Land Supply

Tailem Bend is within the Murray Mallee Region. The region is expected to see an increase of 28,000 permanent residents (excluding seasonal workers and tourists) by 2051, translating to an average annual growth rate of 1.1%).

Land supply studies indicate there will not be sufficient land supply by 2034 if population reaches the medium rate. Given the need to have approximately 15 years supply of zoned residential land, planning for additional land should be considered.

There is land available (zoned or earmarked for future rezoning), however not all zoned land is 'development ready'. In many cases, land may lack essential infrastructure, landowners may not intend to develop, or the zone does not meet demanded housing types.

The major commercial and industrial centres such as Tailem Bend will remain the primary employment, logistic and industrial precincts for the region.



165
Existing neighbourhood and township zoned



49
Existing rural living zoned

764
Growth Strategy Population increase (Medium scenario 2024 – 2039)



347
Dwellings required by 2039

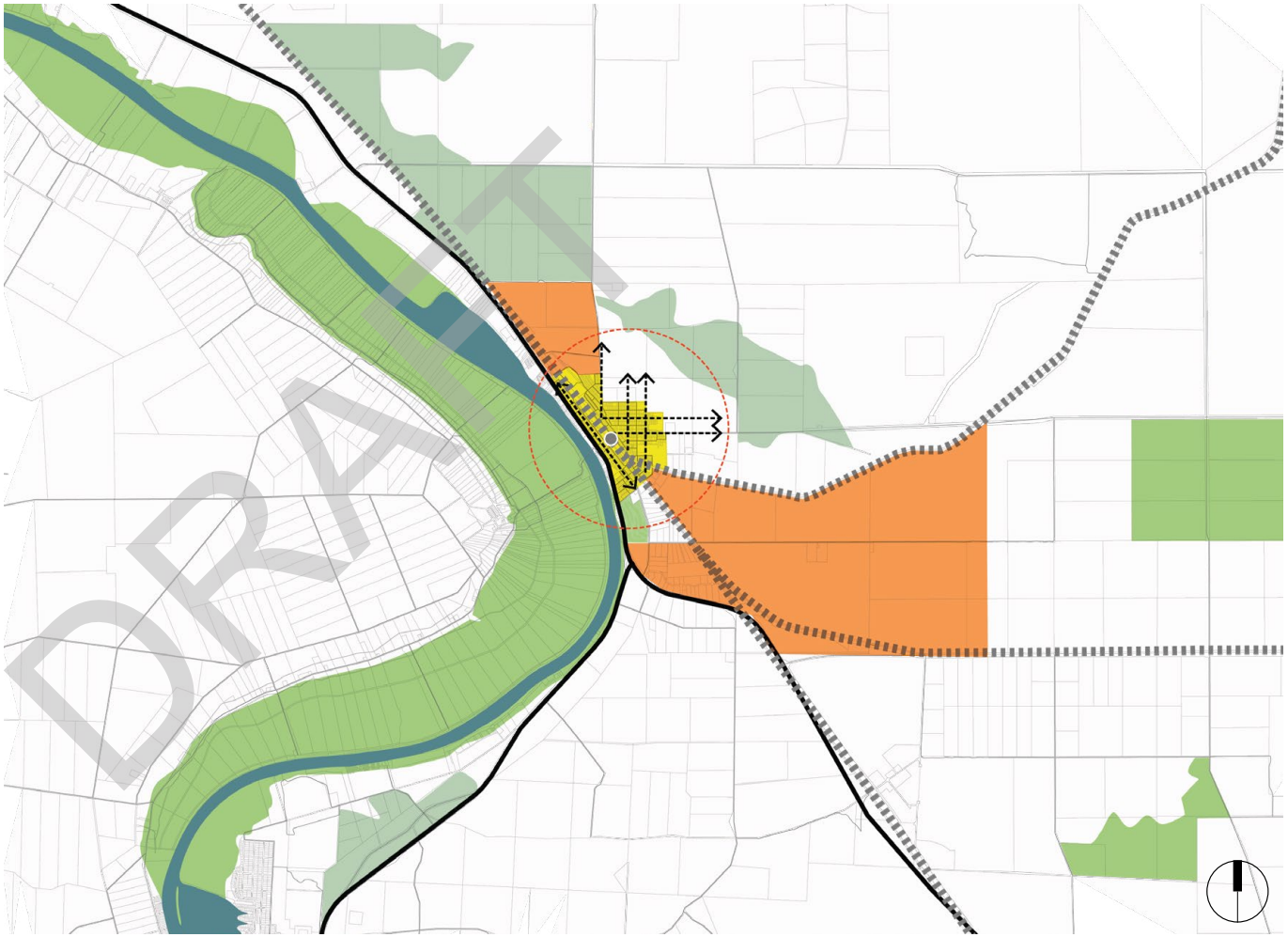
133
Shortfall of Dwellings

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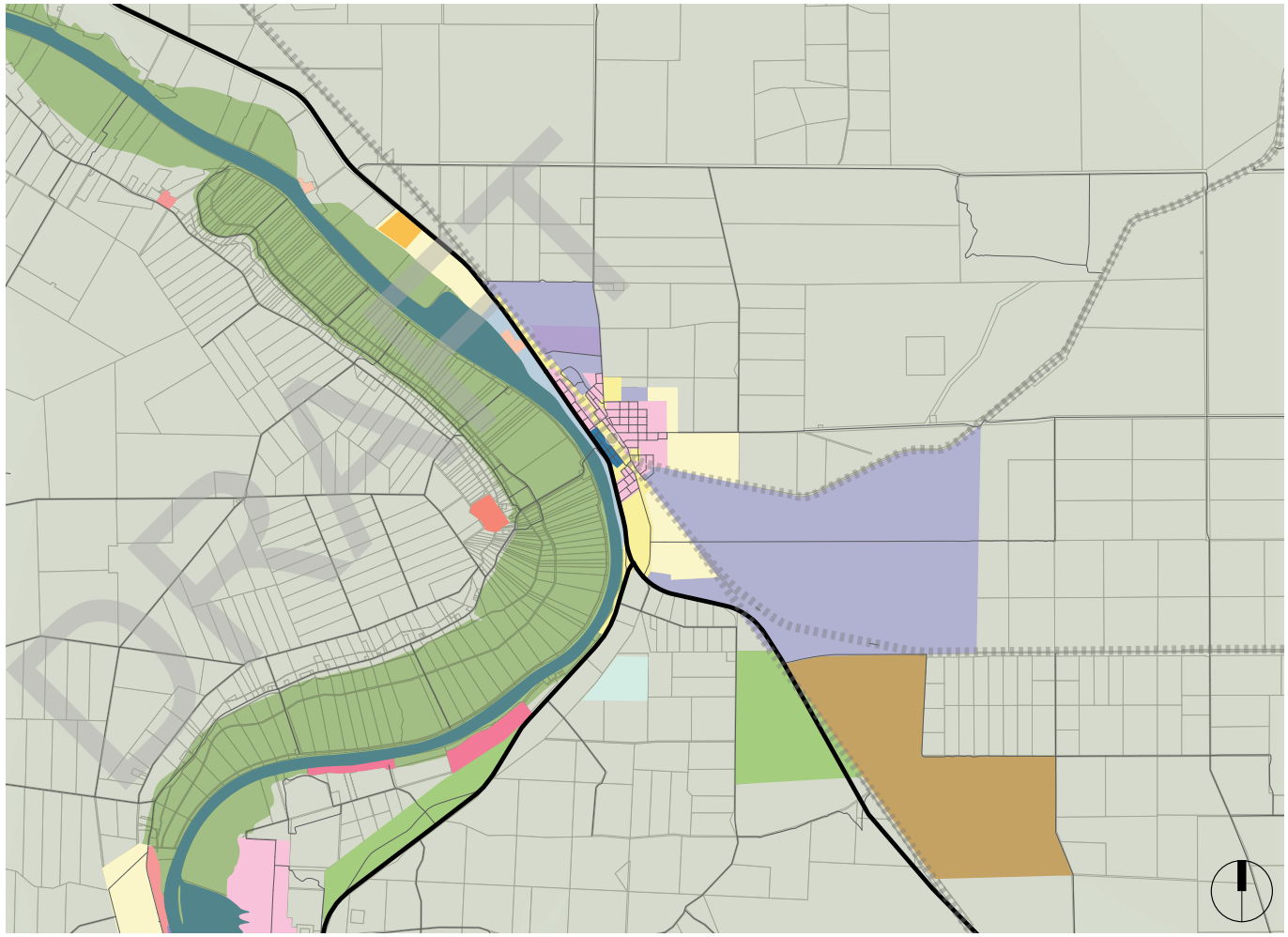
2.4 Land use and built form

The township displays a linear settlement pattern shaped by topographic constraints, particularly the River Murray escarpment, Princes Highway and the rail corridor. Detached dwellings dominate the housing stock, with high rates of outright home ownership and low residential density at an estimated 7 persons per km² across the broader locality.

The town centre provides local retail and service offerings, while residential areas extend primarily north–south and east along the highway spine. Industrial and employment activities are dispersed but supported by the town's historic and ongoing freight and logistics role.



2.5 Current zoning



- Main roads
- Train Line
- Neighbourhood Zone
- Rural Living Zone
- Rural Zone
- Strategic Employment Zone
- Employment (Bulk Handling) Zone
- Business Neighbourhood Zone
- Township Activity Centre Zone
- Community Facilities Zone
- Caravan Tourism Park Zone
- Conservation Zone
- Motorsport Park Zone
- Township Zone
- Tourism Development

2.5 Current zoning

The zoning for the locality largely reflects the existing land use. However, it does allow for the expansion of a tourism development area to the south east of the town. While there is capacity for some additional growth within the Rural Living and Neighbourhood Zone, there is a need for further land supply as the town grows

Neighbourhood	This zone is for standard housing areas. It supports detached houses and low rise development. Small home businesses and local services can be included if they do not disturb residents
Rural Living	This zone is for larger residential allotments in a rural setting. It allows houses with more space for gardens or hobby farming. Uses that create noise, traffic or pollution are usually limited
Strategic Employment	The focus is on jobs and economic growth. It supports large businesses, logistics, manufacturing and warehouses. Sensitive uses like housing are usually not suitable
Business Neighbourhood	This zone is for small scale shops and services close to housing. It supports things like cafes, offices and local retail. Development should be low impact and fit within the neighbourhood
Township Activity Centre	This zone is the main centre for a town. It supports a mix of shops, offices, services and some housing. Development is usually more intense than surrounding areas.
Community Facilities	This zone is for public and community services. It includes schools, hospitals, emergency services and similar uses. Non community uses are generally limited.
Caravan Tourism Park	This zone is for tourist accommodation like caravan parks. It supports cabins, camping and short term stays. Permanent housing is usually limited or controlled.
Motorsport Park	This zone supports motorsport activities as the primary land use. It also accommodates compatible uses that support motorsport operations and visitor activity.

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2.6 Township opportunities and constraints

To inform the Structure Plan, the key opportunities and constraints have been analysed. This draws on investigations prepared for the Growth Strategy, including infrastructure and economic inputs, environmental conditions and liveability. The analysis guides where the town should grow and identifies areas capable of supporting development in the short, medium, and long term. It also highlights where intervention or coordination is required to unlock development opportunities.

Opportunities	Constraints
Council land can support diverse housing and improved open space outcomes. It provides a clear opportunity to deliver coordinated development.	Growth is constrained by Rural Living and Strategic Employment zones. These limit the available land for residential expansion.
Strong property market growth indicates demand and investment confidence. It supports ongoing residential and mixed-use development.	Limited population reduces demand for higher order health and education services. This affects service provision and investment attraction.
Renewable energy expansion supports economic growth and diversification. It can strengthen local employment and investment.	The highway and rail corridor divide the town. This limits connectivity between key areas.
Heritage areas can support tourism, identity, and storytelling. They provide a foundation for place-based cultural experiences.	Limited rental and affordable housing restrict workforce attraction. It reduces the ability to support local employment growth.
Tourism growth can strengthen the gateway role and increase overnight stays. The Motor Sports Park is a key driver.	Native vegetation may constrain development potential. Environmental considerations will influence site yield and design.
Improved liveability can attract population and support growth. It enhances long-term economic resilience.	Infrastructure funding constraints may limit timely delivery. Planning and coordination will be required.

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3.0
Infrastructure

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Tailem Bend benefits from its strategic position on the national A1 highway, giving it direct access to Adelaide, Melbourne and key freight routes. The Adelaide–Melbourne railway remains a dominant physical feature, contributing to long term industrial and freight activity despite changes in railway operations over time.

Essential services such as electricity, water and telecommunications support existing development, although the low density urban footprint and ageing population create unique challenges for infrastructure renewal.

Tailem Bend is a focal point for health care with the Tailem Bend District Hospital and a medical centre. In addition, Tailem Bend Primary School caters for students from the wider district. Separately, the Tailem Bend Community Centre provides a range of support functions for the community. The proximity to Murray Bridge and Mount Barker provides additional access to services, particularly significant recreation and sporting facilities.

Additional facilities required in a medium growth scenario include:

- Social and affordable housing
- Services in Tailem Bend or shared support services from Murray Bridge (eg rec and sport)
- A high school if population grew by more than 5,000 people.

Tonkin have completed a preliminary infrastructure assessment of the Tailem Bend region which focuses on stormwater, CWMS, water, power, communications gas and traffic.

The following sections provide an overview of the current infrastructure across the region and highlight potential challenges that may hinder the area's desired future growth.



Tailem Bend Train Station

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3.1 Stormwater

At a glance

- The Tailem Bend stormwater system is ageing, with limited upgrade capacity in built-up areas due to space constraints
- New development can connect to the existing network but must manage flows onsite to match pre-development peak discharge rates, typically through detention systems
- Council will confirm site-specific discharge, peak flow, and water quality requirements, with pipe or swale extensions needed for fringe areas.

The stormwater system in Tailem Bend is quite old. While the Council undertakes partial upgrades over time, there are limits to what can be done in built-up areas because of space constraints. There are multiple discharge points into the Murray River along the length of the bank. Gross pollutant traps are used to collect rubbish before discharging the water to the river.

It is expected that new developments:

- Can discharge stormwater into the existing network.
- Will likely be required to limit the post-development peak flow rates discharging from site to match the pre-development peak flow rates discharging from site.

Extensions of existing pipes and/or swales may be required to service developments on the outskirts of the township.

Developments may be required to establish their own stormwater management on site - i.e. Stanley Street.

This is standard practice to ensure the downstream network is not overloaded as a result of development and can be achieved with onsite detention systems.

The exact discharge requirements will be confirmed by Council to ensure appropriate stormwater management plans are created for each area of development (residential and industrial). The requirements are likely to include parameters on peak flow rates and water quality measures.

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3.2 Community Wastewater Management System

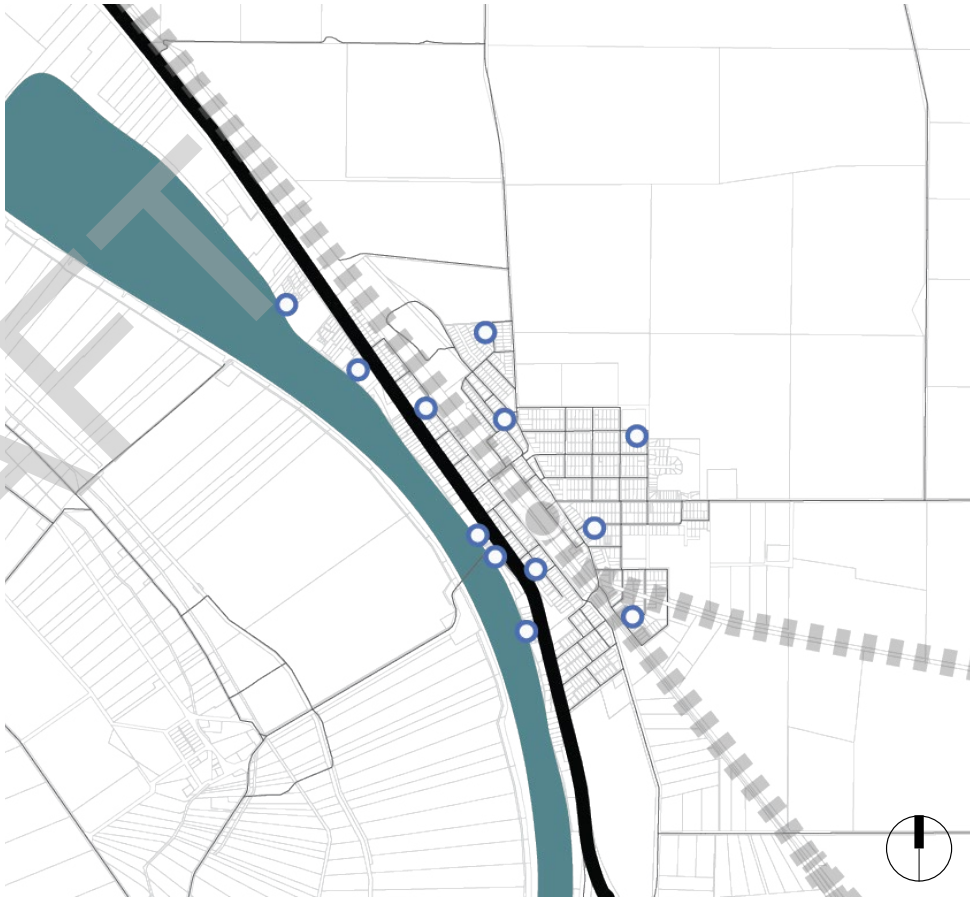
At a glance:

- Tailem Bend is serviced by a CWMS, with gravity mains feeding 12 Council-owned pump stations across the township
- All wastewater is directed to the WWTP on Golf Course Road, which was recently upgraded to increase capacity and allow additional connections
- Large additional loads may require new or upgraded pump stations, extensions to the gravity network and additional capacity increases at the treatment plant.

The existing neighbourhood area is serviced by gravity mains, which feeds into 12 Council owned pump stations (shown below) in the township. Council has recently completed condition assessments for the pump chambers in Tailem Bend and completed a number of renewals in the 2023/24 and 2024/25 financial year to improve their condition.

All CWMS is currently directed to the wastewater treatment plant (WWTP) located on Golf Course Road. The WWTP was recently upgraded to increase the capacity of the asset and allow for additional connections, although at this stage it is unclear what the trigger point may be for another future upgrade. This will be investigated further in the future. Treated water is discharged from the WWTP and used for irrigation of public spaces through the town.

Future discussions with Council will help gauge the current level of capacity within the existing pump stations to allow for future growth in the town. Large additional loads from future development will likely require new pump stations in strategic locations, or upgrades to the existing pump station(s), capacity increase at the treatment plant or a combination. Proposed development further away from the neighbourhood area will likely require extension and/or of the gravity network to service these developments.



CWMS Council Pump Stations

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3.3 Water

At a glance:

- Tailem Bend is generally well serviced with potable water, though large development areas are likely to require network augmentation
- SA Water supplies water via the Tailem Bend Water Treatment Plant sourcing the Murray River, with capacity and upgrade needs to be confirmed for future growth
- Development beyond the neighbourhood area may require water main extensions, with residential demand predictable and industrial demand assessed case by case.

Much of the Tailem Bend neighbourhood area and surrounds is well serviced by water although some augmentation is expected to be able to service large development areas.

Similar to the CWMS, proposed development further away from the neighbourhood area will likely require extension and/or of the network to supply potable water to these developments. Expected water usage in residential areas can be estimated based on the number of dwellings, although industrial demand is difficult to anticipate until the nature of the operations is understood.

SA Water supplies potable water to Tailem Bend via the Tailem Bend Water Treatment plant, located on the corner of the Dukes Highway and the Princess Highway. The TRILITY treatment plant draws water from the Murray River, and supplies it to communities in the Upper South East of South Australia, including Tailem Bend.

3.4 SAPN / ElectraNet

At a glance:

- Tailem Bend is supplied by SA Power Networks from the 33kV sub transmission network, with a transformer upgrade planned in 2027 to meet demand
- The township is largely serviced by an overhead network, with good coverage in the neighbourhood area and surrounding infrastructure
- Medium growth is likely to require network augmentation, including additional local transformers and underground electrical infrastructure for new development.

Tailem Bend is located in the Murraylands Region of the SAPN network. Electricity is supplied to this region directly from the 33kV sub-transmission network or via zone substations. These zone substations are operated at 33,000 Volts stepped down to 11,000 Volts or 7,600 Volts and are upgraded when load exceeds capacity. The SA Power Networks Distribution Annual Planning Report (DAPR) for 24/25 to 28/29 outlines plans to upgrade the transformer in Tailem Bend in 2027 to keep up with customer demand. There is an ElectraNet substation in Tailem Bend that provides feeds to various other townships in the states south east and export / import energy on the National Electricity Grid. SAPN are actively engaged in collaboration with ElectraNet through joint planning activities for the power network in South Australia.

The large majority of the existing electrical supply in Tailem Bend is through an overhead network. The neighbourhood area is well covered, with a reasonable amount of infrastructure further away from the township as well in this region.

Augmentation works may be required to support the medium growth scenario for the region. It is expected that additional transformers will be required in or adjacent to development areas to bring the voltage down to suitably service new development (residential and industrial). New developments will be encouraged to install new electrical infrastructure underground.

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3.5 Communications

At a glance:

- Existing communications services are broadly available over the township area.
- Proposed development near the neighbourhood area should be able to connect to the existing network without significant headworks or augmentation.
- Proposed development further from the 'built up' area may require extension to the existing cables to service the area.

3.6 Social Infrastructure

Tailem Bend is a focal point for health care with the Tailem Bend District Hospital and a medical centre. In addition, Tailem Bend Primary School caters for students from the wider district. Separately, the Tailem Bend Community Centre provides a range of support functions for the community. The proximity to Murray Bridge and Mount Barker provides additional access to services, particularly significant recreation and sporting facilities.

Additional facilities required in a medium growth scenario include:

- Social and affordable housing.
- Services in Tailem Bend or shared support services from Murray Bridge (eg rec and sport),
- A high school if population grew by more than 5,000 people.

3.7 Traffic

At a glance:

- Tailem Bend has strong regional transport access at the junction of major highways, with rail connectivity and good local access to the Princes Highway
- Medium growth will increase traffic, requiring targeted upgrades to key routes serving future development areas
- Interfaces with new development will require assessment and appropriate intersection upgrades, including consideration of Princes Highway duplication plans.

Tailem Bend is well serviced by transport infrastructure, being placed at the junctions of the Princes Highway, Dukes Highway and Mallee Highway, as well as having access to the rail network. The local road network within the town has good access to the Princes Highway. It is understood that there are plans for DIT to duplicate a portion of the Prices Highway, which will need to be considered for future town planning.

We expect to see increased traffic generation in Tailem Bend in the medium growth scenario. It is expected that key paths of travel that will experience increased volumes can be highlighted in reference to areas marked for development, and upgraded to support increased traffic volumes, and facilitate smooth traffic flow.

The interfaces between the existing road network and future developments will need to be assessed, and appropriate intersection treatments will need to be designed to support expected traffic volumes and design vehicles. This can be investigated further for areas marked for development.

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4.0
Environment

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The township's setting on the lower River Murray and proximity to Lake Alexandrina provides significant environmental value, recreational opportunities and biodiversity features, contributing to its appeal for nature-based lifestyles. River cliffs and flood-prone landscapes influence development patterns and require careful stormwater and land-stability management.

The region's climate and exposure to heat, drought and riverine conditions also highlight the importance of climate resilient design and water sensitive urban development.



Murray River

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4.1 River Murray

The SA EPA's State of the Environment Report identifies specific water quality concerns with the River Murray at Tailem Bend. Concerns are largely attributed to pollution from irrigated dairy pastures and pose risks to public health, tourism, and biodiversity. Poor water clarity also impacts recreational use and the town's appeal as a riverfront destination.

The Structure Plan requires stormwater to be properly managed before development, such as preparation of a Code Concept Plan to protect the River Murray.

4.2 Drought

The Coorong District Council experiences a lack of rainfall affecting Tailem Bend and the Coorong region. This can lead to significant stress on primary producers, water resources, and ecosystems. The impact of drought also impacts local businesses, families, and the broader community.

The Structure Plan promotes water sensitive development through measures such as rainwater tanks and efficient water use, to reduce demand on potable supply and improve resilience to ongoing drought conditions.

4.3 Bushfire risk

While bushfires have not been recorded within Tailem Bend itself, areas immediately surrounding the town are rated as High Bushfire Hazard Areas under proposed Bushfire mapping. This proximity to high-risk zones means that Tailem Bend is still exposed to potential ember attack, smoke hazards, and emergency service disruptions during regional fire events.

The Structure Plan has considered the interface with bushfire risk areas, particularly residential areas. Buffers will be required as required by the Planning and Design Code to ensure development is sited and designed to mitigate the threat and impact of bushfires.

4.4 Native vegetation

Tailem Bend is subject to the Native Vegetation Act and the Native Vegetation Overlay, which restrict clearance of native vegetation. As a result, several large sites are constrained by existing vegetation. A preliminary field survey identified Irongrass (Lomandra effusa) in parts of Tailem Bend. Clearance will require approval and a Significant Environmental Benefit. This means any removal must deliver an environmental outcome that clearly outweighs the impacts of clearance, to the satisfaction of the Native Vegetation Council.

The Structure Plan responds by establishing buffers, requiring further ecological investigation, and applying appropriate zoning and overlays to protect native vegetation.

4.5 Flooding

Tailem Bend is situated on the banks of the River Murray, South Australia's largest and most significant waterway. Historically, major flood events along the River Murray have caused inundation across the Murray lands region. Although Tailem Bend has not been among the worst-hit locations, floodwaters can still impact infrastructure, agriculture, and access routes, especially in areas closer to the riverbank or downstream floodplains. As climate variability increases, extreme rainfall events and upstream catchment changes may heighten flood risks.

Tailem Bend is currently captured within the Hazards (Flooding - Evidence Required) Overlay. Studies completed to inform revised draft mapping identifies limited areas remaining within this Overlay. The Structure Plan has responded by limiting growth areas in flood prone areas.

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4.6 Cultural and heritage assets

Tailem Bend has a rich cultural history shaped by First Nations custodianship and European settlement patterns tied to agriculture and the railway industry. The town served as a major railway hub from the late 1800s through the 1990s, leaving a strong built-form legacy and heritage character within the township core.

Cultural identity is also reflected in Census ancestry data, with strong Australian, English, German, Scottish and Aboriginal heritage communities represented within the local population.





Welcome to Tailem Bend Sign / Murray River

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5.0
Structure Plan

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5.1 Vision for Tailem Bend

Tailem Bend will continue to grow as a key regional service centre and gateway for tourism, grain and emerging industries. Strategic transport infrastructure will support freight movement and renewable energy investment. This will strengthen the local economy and provide jobs for a growing population.

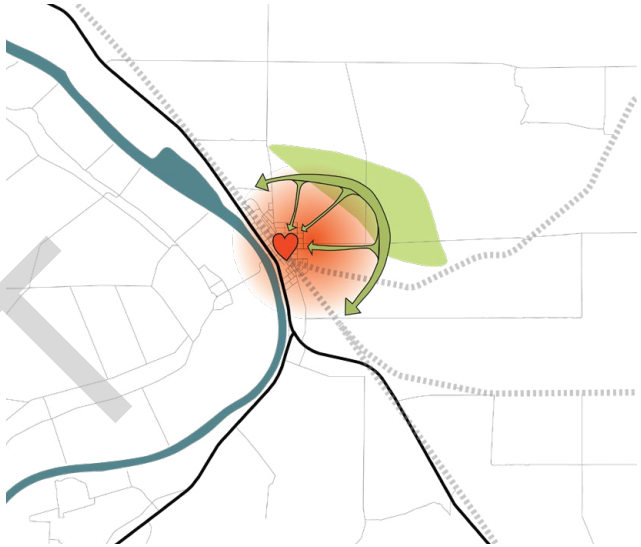
Residential growth will be planned and staged. It will expand the town in a logical and connected way. New neighbourhoods will offer a mix of housing types and support long term population growth. The town centre will evolve to meet demand, with new retail, services and community uses delivered over time.

Infrastructure will align with growth. Roads, services and utilities will be delivered in step with development. Social infrastructure will also expand to support the community, including open space, recreation and community facilities. Urban greening and walkable streets will improve liveability. Strong pedestrian links will connect neighbourhoods to the town centre and the River Murray.



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5.1.1 *Shaping the urban form*

Prioritise growth that strengthens the existing township pattern. Focus on logical, sequential expansion in areas with suitable topography, servicing capacity, and limited environmental constraint. This approach supports a clear structure, efficient infrastructure use, and a cohesive settlement pattern achieved through:

- Reinforce a legible town centre that will expand over time.
- Consolidate development within and at the edge of the existing township footprint, or adjacent similar land use.
- Sequence expansion to avoid fragmented or isolated growth areas.
- Manage transitions between residential, commercial, and industrial land uses.
- Respond to site conditions, including topography and servicing constraints.

5.2.2 Coordinate infrastructure investment and staged growth

Direct residential and industrial growth to locations that can be serviced efficiently and staged in line with demand. Align land release with infrastructure capacity, funding, and delivery.

Focus growth in areas with demonstrated landowner intent, infrastructure feasibility, and limited environmental or land use constraint. This supports a logical settlement pattern, protects key assets, and enables a diverse and affordable housing supply, alongside viable employment land.

This will be achieved through:

- Growth focussed in areas with landowner intent, serviceability, and limited constraint.
- A mix of infill, residential expansion, and industrial land with suitable access and separation.
- Staging rezonings and infrastructure delivery to align with forecast demand.
- Funding and delivery coordinated across Council, developers, and State agencies.
- Confirming infrastructure capacity before or alongside rezoning decisions.

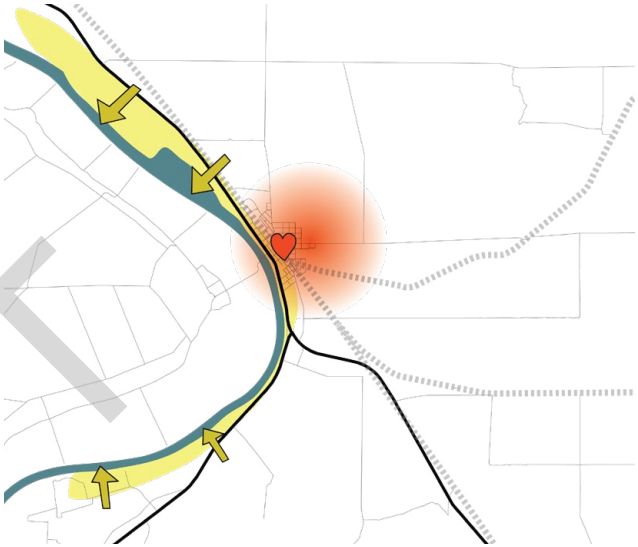
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5.2.3 Strengthen employment and industry capacity

Support the expansion and diversification of industrial and employment lands particularly logistics, motorsport related enterprises, renewable energy, and agri processing - by protecting industrial zones, improving access and servicing, and identifying additional land for long term employment growth.

- Consolidating existing industrial precincts with upgraded access, services and interface treatments.
- Supporting logistics and freight activities leveraging the township's strategic location on the A1 freight corridor and proximity to the rail network.
- Encouraging diversification into renewable energy, agri processing, light manufacturing, transport services and motorsport related industries.
- Protecting industrial land supply by preventing incompatible encroachment and maintaining appropriate buffers to residential areas.
- Identifying strategic employment areas that support long term economic expansion, ensuring future land supply aligns with broader regional economic development drivers, including growth in renewables, data centres and motorsport related industries. This land may not be within the township boundary but will need to be suitably zoned.

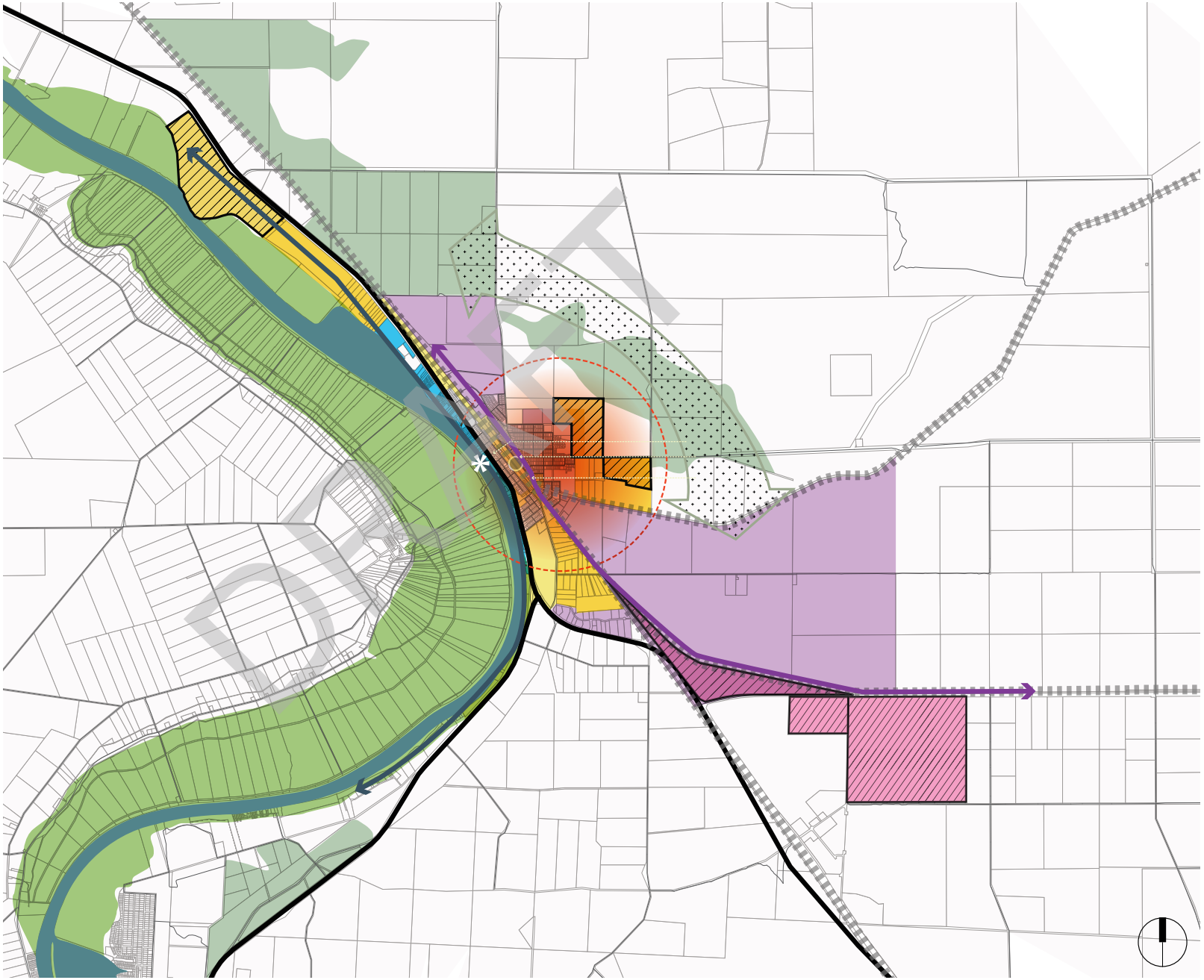


5.2.4 Enhance connectivity, liveability, environment and resilience

Improve movement networks, public realm quality, and address environmental hazards early to guide safe and viable growth. Respond to flood and bushfire risk through land use, design, and infrastructure. This approach supports population growth, tourism, and a strong town identity.

- Integrate flood and bushfire risk into land use planning to direct growth to suitable land.
- Avoid or limit development in high hazard areas, or require risk appropriate design responses.
- Design movement networks to maintain access during flood events and emergency situations.
- Protect biodiversity, native vegetation, and riverine habitats.
- Establish green buffers and ecological corridors to link natural areas and reduce heat.
- Ensure equitable access to open space, facilities, and services across the township.

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Main roads
Train Line
Native Vegetation
Conservation Zone
Residential Zone
Employment Zone
Town centre
River Murray
Residential 1, 2, 3
Employment 1, 2, 3
Destination
Green Link
Employment Zone Key Link
Vegetation Extent



Murray River

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6.0
Structure Plan - Residential

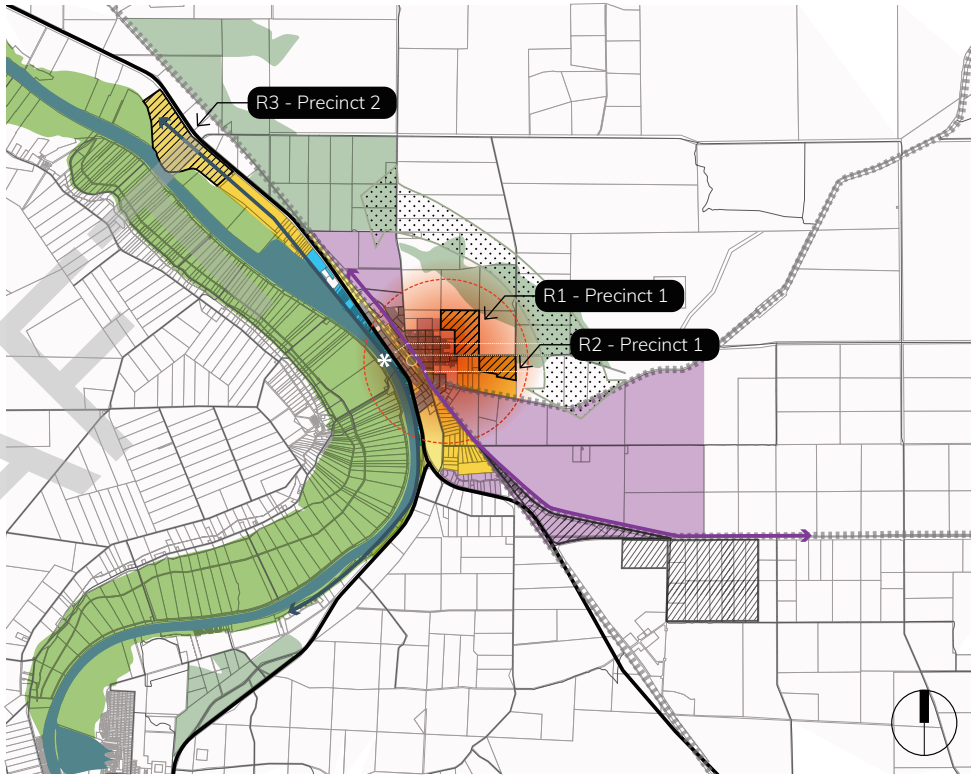
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Two precincts are identified for residential growth.

- Precinct 1 – Residential expansion east of the town centre.
- Precinct 2 – Riverside lifestyle living to the north west of the town centre.

Infill development will continue east of the township. These sites have active development interest and will support near term housing supply.

Yields assume standard residential allotments of 500 to 750 square metres. Lifestyle allotments assume a minimum of 2,000 square metres. A 25 per cent allowance applies across both for roads, infrastructure and public open space.



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6.1 Precinct 1 – Residential Expansion East of Town Centre

Precinct 1 includes Residential 1A, Residential 1B and Residential 2. It comprises three undeveloped allotments zoned Rural Living and Rural. The Tailem Bend Structure Plan identifies this area for new housing to support orderly town growth.

The precinct will deliver low density housing with a range of allotment sizes. This will improve housing diversity and broaden choice in the township. Development should respond to its edge location and create a clear transition to rural land. Public open space will support amenity and liveability. New streets should extend the town's linear pattern, improving connections and access to services.

Growth is expected to occur in stages. Each stage should integrate with infrastructure and reinforce an orderly expansion of the township. Lomandra Grass is present in Residential 1B. Its extent requires investigation to inform appropriate protection through planning policy.

Residential 1A and 1B are identified in the Murray Mallee Regional Plan for future residential growth. This means this land is eligible for a complying change to the Planning and Design Code. Given the existing township layout and development pattern, the Neighbourhood Zone appears to provide a more appropriate planning framework.

Residential 2 is not identified in the Murray Mallee Regional Plan or Growth Strategy. However, it is a suitable option to support residential growth. It can assist in addressing near-term demand if Residential 1B does not deliver the intended land supply, particularly in meeting any immediate shortfall in serviced allotments. While the interface with adjoining land uses will require careful management, this can be addressed through appropriate design responses, buffers, and land use separation at the rezoning and development stage.

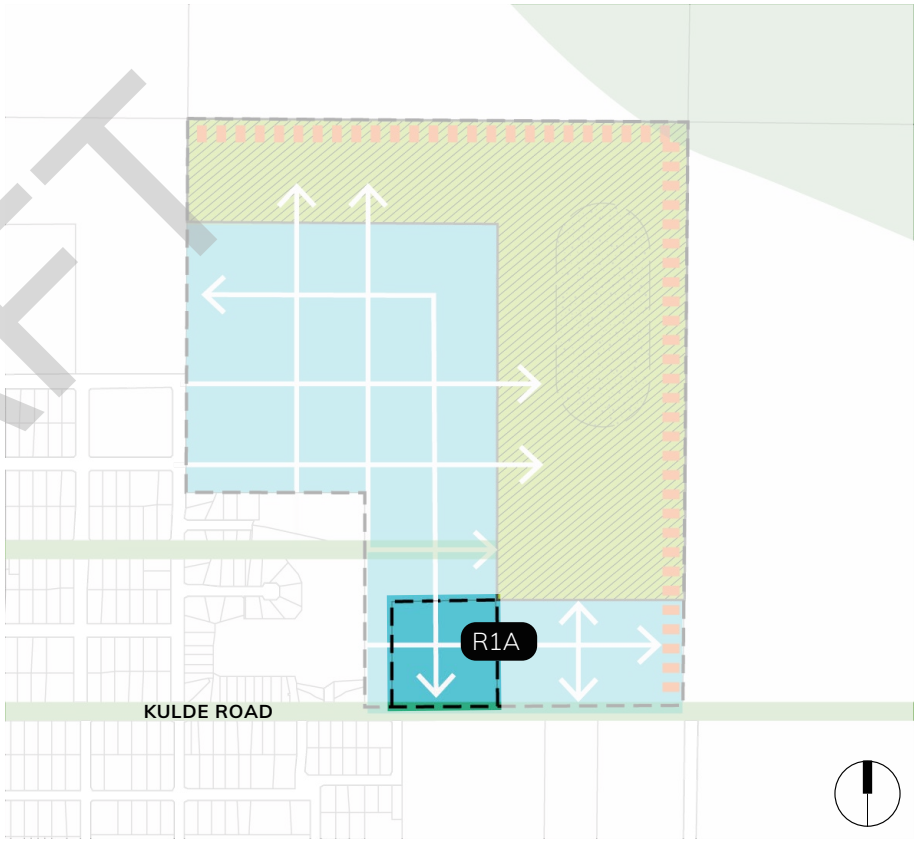


Tailem Bend Railway Station

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6.1.1 Precinct 1 - Residential 1A

Potential Yield	24 Allotments (Approx. 2.3 ha)
Timing / priority	Short term (0 – 3 Years)
Stormwater	Provide on-site retention through swales and basins with rainwater tanks for each dwelling.
Communications	Connect to existing network with no major upgrades required.
Water	Well serviced by water. Augmentation will be required to increase pipe size to be able to service the anticipated development.
Wastewater	Install and maintain septic tanks with connection to CWMS via new gravity network and pump station due to flat grades.
Electricity	Supply from existing 11kV feeder with sufficient spare capacity.
Traffic	No upgrades required for this scale of development.
Environment	Nil
Policy framework	Neighbourhood Zone - Affordable Housing Overlay - Minimum Site Area for a detached dwelling is 750sqm, semi-detached dwelling is 400 sqm; row dwelling is 400 sqm; group dwelling is 400 sqm; residential flat building is 400 sqm - Maximum building height is 2 levels
Recommendation	- Proceed with Code Amendment to deliver housing.



Precinct 1 - Residential 1A

Retention Basin
Investigation Area (presence of native vegetation and opportunity for housing)
Open space and native vegetation protection
Residential
Bushfire Protection Interface
Green Link

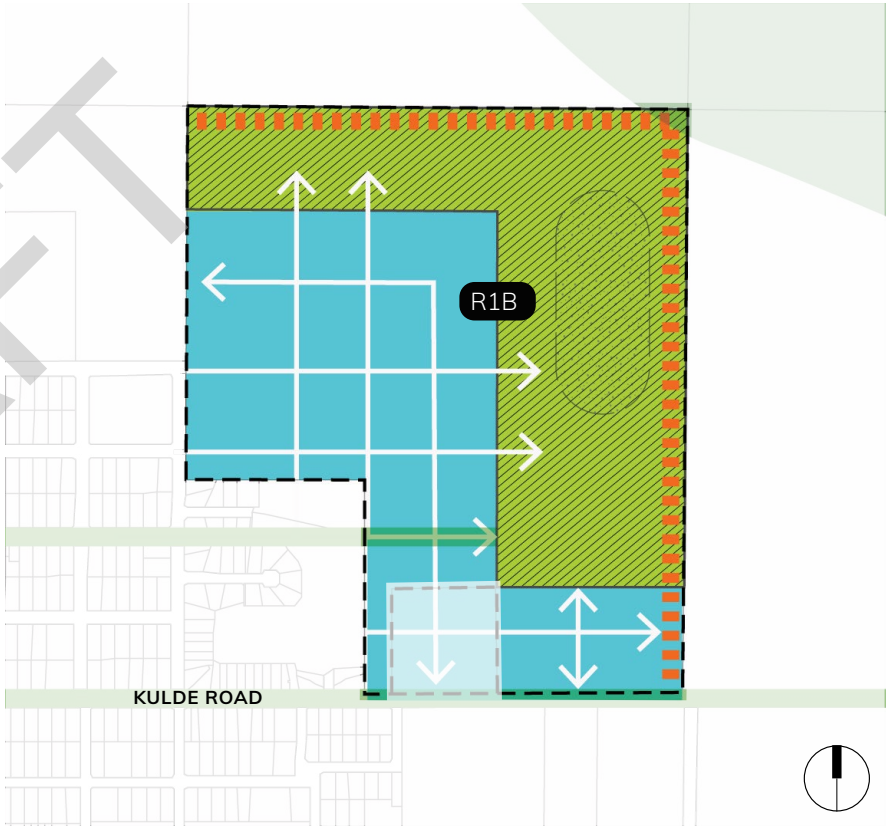
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6.1.2 Precinct 1 - Residential 1B

Potential Yield	190 Allotments (Approx. 51ha)
Timing / priority	Medium Term (3 - 5 Years)
Stormwater	Provide on-site retention through swales and basins with rainwater tanks for each dwelling.
Communications	Connect to existing network with no major upgrades required.
Water	Well serviced by water. Augmentation will be required to increase pipe size to be able to service the anticipated development.
Wastewater	Install and maintain septic tanks with connection to CWMS via new gravity network and pump station due to flat grades.
Electricity	Supply from existing 11kV feeder with sufficient spare capacity.
Traffic	The development may trigger traffic upgrades, with access likely taken from Second Avenue, Wattle Street, and Kulde Road.
Environment	Lomandra grass occupies the north eastern corner of the allotment, largely within the land zoned Rural. Future development to be sensitive to and protective of this vegetation. Consideration to be given to Bushfire Hazard.

Policy framework	- Neighbourhood Zone
	  - Affordable Housing Overlay
	  - Minimum Site Area for a detached dwelling is 750sqm, semi-detached dwelling is 400 sqm; row dwelling is 400 sqm; group dwelling is 400 sqm; residential flat building is 400 sqm
	  - Maximum building height is 2 levels
	- Conservation Zone
	- Code Concept Plan identifying access, open space, land use and vegetation buffers.

Recommendation	- Confirm the extent of Lomandra Grass to inform the application of the Conservation Zone. - Discussions with DEW to establish appropriate management arrangements.



Precinct 1 - Residential 1B

- Retention Basin
- Investigation Area (presence of native vegetation and opportunity for housing)
- Open space and native vegetation protection
- Residential
- Bushfire Protection Interface
- Green Link

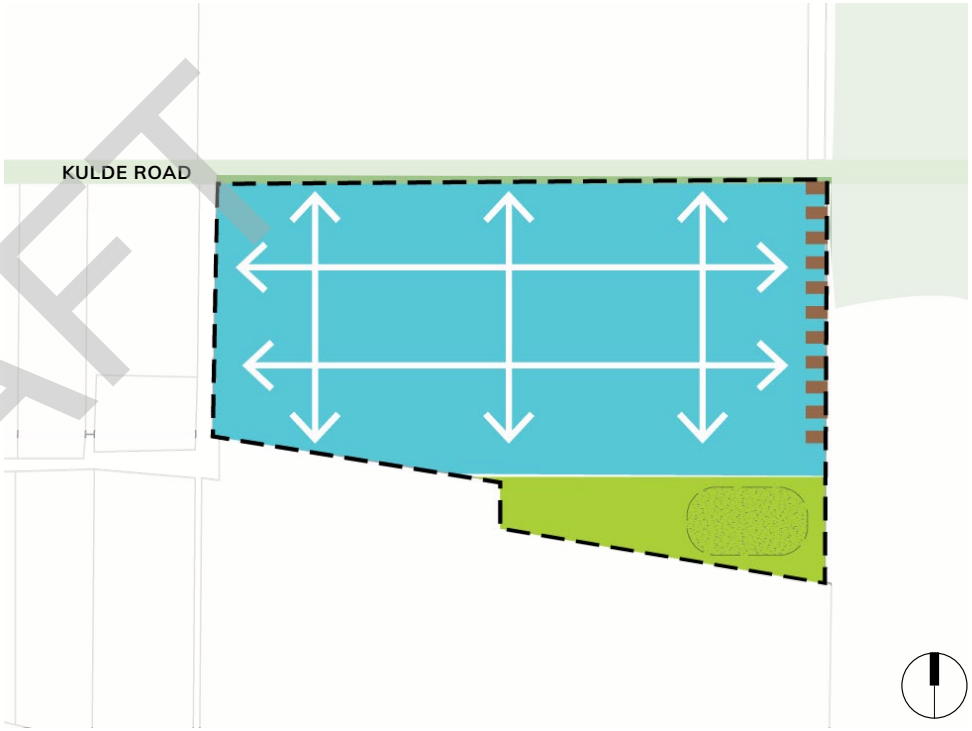
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6.1.3 Precinct 1 - Residential 2

Potential Yield	200 Allotments (Approx. 25ha)
Timing / priority	Short Term (0 – 3 Years)
Stormwater	Provide on-site retention through swales and basins with rainwater tanks for each dwelling.
Communications	Connect to existing network with no major upgrades required.
Water	Serviced by water. Confirm with SA Water augmentation requirements to service the anticipated development.
Wastewater	Install and maintain septic tanks with connection to CWMS via new gravity network and pump station due to flat grades.
Electricity	Supply from existing 11kV feeder with sufficient capacity.
Traffic	The development may trigger traffic upgrades.
Environment	Nil

Policy framework	- Neighbourhood Zone
	  - Affordable Housing Overlay
	  - Minimum Site Area for a detached dwelling is 750sqm, semi-detached dwelling is 400 sqm; row dwelling is 400 sqm; group dwelling is 400 sqm; residential flat building is 400 sqm
	  - Maximum building height is 2 levels
	- Code Concept Plan identifying access, open space, stormwater detention and interface.

Recommendation	- Complete a traffic impact assessment to determine traffic infrastructure upgrades. - Confirm stormwater management. - Obtain advice from SA Water and Council regarding service capacity.



Precinct 1 - Residential 2

- Retention Basin
- Open space
- Residential
- Rural Interface Management
- Green Link

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6.2 Precinct 2 – Riverfront Lifestyle Residential Development

Precinct 2 includes Residential 3. It comprises five allotments zoned Rural and Caravan and Tourist Park. The Tailem Bend Structure Plan identifies this area as a key future lifestyle precinct to support population growth.

The precinct is intended to evolve as a low density residential area. It will offer larger allotments between the River Murray and the Princes Highway. This setting supports a high quality living environment with a semi rural character and strong long term appeal.

Residential 3 is a large area with multiple landowners. Development will likely occur in stages, with some rezonings ahead of others. Despite this, the outcome must be coordinated. Each stage should reinforce a cohesive and orderly precinct aligned with the Structure Plan vision.

It provides an opportunity to meet demand for larger residential land parcels, particularly where existing Rural Living zoned land remains undeveloped. These areas have confirmed no intention to proceed with development, which limits their contribution to supply. This creates a gap in the market that the subject land can address in the near term. The land therefore offers a practical and timely option to deliver lifestyle allotments in line with strategic direction.

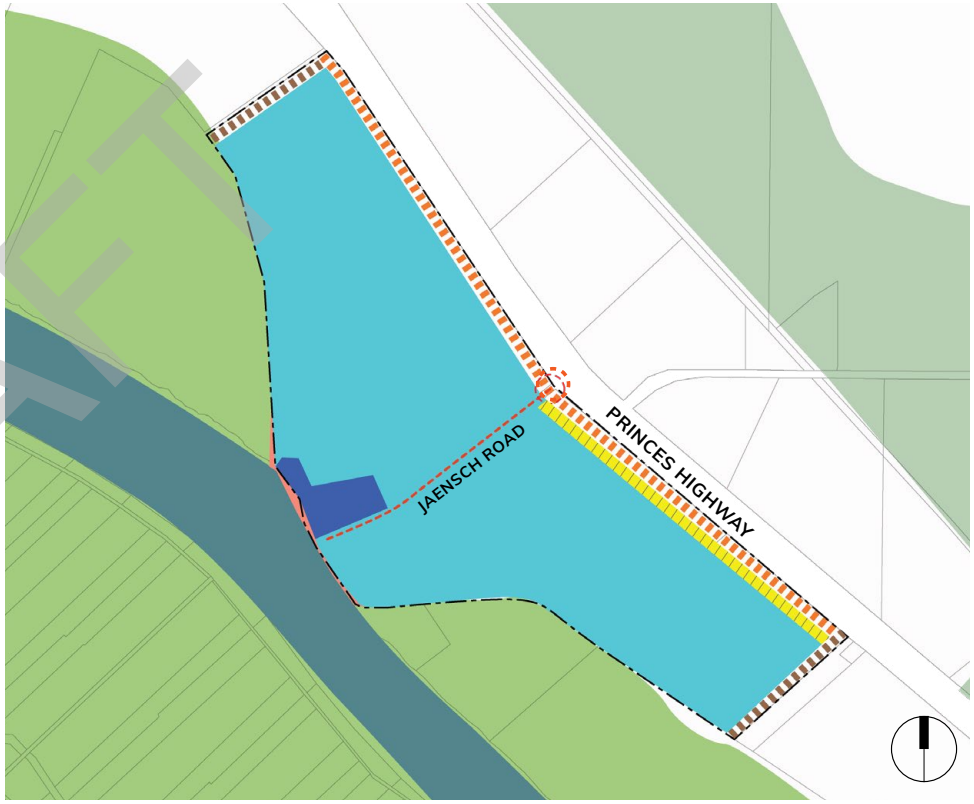


Semi Rural Allotment Lifestyle - Mackkcon Homes

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6.2.1 Precinct 2 - Residential 3

Potential Yield	300 allotments at 2,000sqm (Approx. 114ha)
Timing / priority	Medium Term (4 – 10 Years)
Stormwater	Provide on-site retention through swales and basins with rainwater tanks for each dwelling.
Communications	Connect to existing network with no major upgrades required.
Water	The nearest SA Water is 6km to the east on Westbrook Road or 5km to the south along the Princes Hwy. Augmentation will likely be required.
Wastewater	Onsite
Electricity	Supply from existing 11kV feeder with sufficient spare capacity.
Traffic	Access to a State maintained road will need to be investigated.
Environment	Low lying land will need to be investigated for flood management.
Policy framework	- Rural Neighbourhood - Minimum site area is 2000m² - Code Concept Plan identifying access , stormwater and open space.
Recommendation	- Investigate access to Princes Highway including discussions with Department for Infrastructure and Transport. - Confirm stormwater management and flood management for low lying land. - Confirm private water and wastewater systems. - Investigate design guidelines. - Investigate riverfront minimum allotment size.



Precinct 2 - Residential 3

Open space
Residential Lifestyle Allotments
Smaller Lifestyle Allotments
Rural Interface Management
Flood Management
Existing access
Traffic Interface Management
Access onto Princes Highway
Investigate Princes Highway Access

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7.0
Structure Plan - Employment

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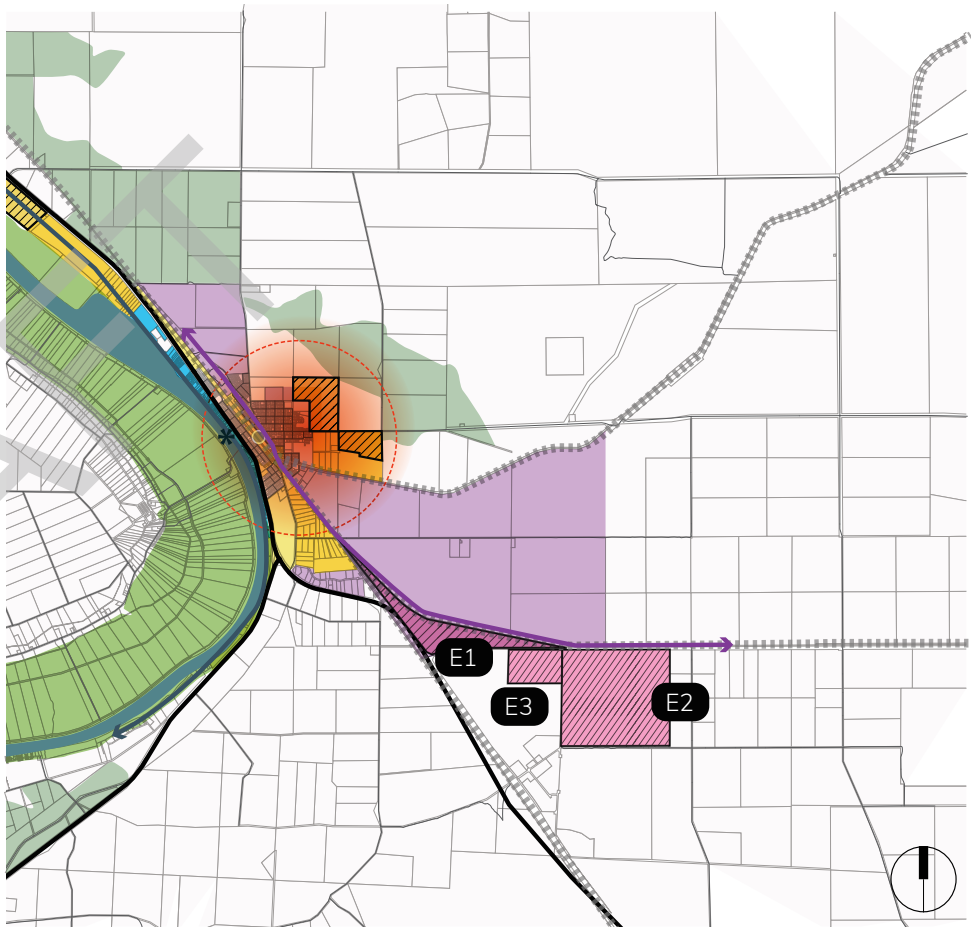
7.1 Precinct 3 - Employment and Industrial Development

Tailem Bend is home to a range of employers. Seasonally, the Viterra grain bunker site increases its employee count to cater for the increase in grain receivable. Tailem Bend became home to Australia's premier Bend Motorsport Park which has brought an array of local motorsport events and tourism opportunities.

There is limited land supply to support employment activities. An employment precinct is identified to the south east of the township. It will build on and extend the existing employment area. This location supports long term economic growth and reinforces Tailem Bend's role as a regional service centre.

The precinct can leverage strong freight, rail and road connections. It benefits from access to the Princes Highway and proximity to The Bend. This supports transport, logistics, light industry and service uses. Development should respond to these advantages and enable efficient freight movement and operations.

Growth should occur in a coordinated and orderly manner. Land assembly may be required to facilitate efficient lot layouts, infrastructure delivery, and viable industrial outcomes. The precinct should present as a planned extension of the employment area, attract investment, and create local jobs over time.



Precinct 3 - Employment 1, 2, 3

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7.1.1 Precinct 3 – Employment and Industry 1

The land has been selected as it is identified in the Growth Strategy, retains its Strategic Employment zoning and presents a realistic and active opportunity to deliver development outcomes where other similarly zoned land has not progressed.

Employment 1	
Timing / priority	Short Term (0 – 3 years)
Infrastructure consideration	Confirm electricity capacity, stormwater management and wastewater when industry is confirmed. Access will need to be carefully considered.
Policy framework	Maintain existing policy framework

7.1.1 Precinct 3 – Employment and Industry 3

The land has been selected as it retains its Motorsport Park zoning and presents a realistic and active opportunity to deliver development outcomes short term.

Employment 3	
Timing / priority	Short Term (0 – 3 years)
Policy framework	Maintain existing policy framework and encourage motorsport-related industrial and commercial activities to locate within The Bend.
Recommendation	Explore temporary workers accommodation in liaison with The Bend.

7.1.2 Precinct 3 – Employment and Industry 2

The land has been selected despite not being identified in the Growth Strategy, as it forms a logical extension of the existing employment precinct and can support future demand under a high population growth scenario. While ownership is fragmented, the land benefits from access to rail and key freight routes, positioning it as a practical opportunity to accommodate additional employment uses where strategically located land is required.

Employment 2	
Timing / priority	Medium Term (0 - 5 Years)
Infrastructure consideration	Confirm electricity capacity, stormwater management and wastewater when industry is confirmed. Access will need to be carefully considered.
Policy framework	Strategic Employment
Recommendation	Investigate the opportunity for a rezoning, including engaging with landowners to understand level of interest.

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Precinct 3 - Employment 1, 2, 3

← Key Employment Link (Arrow)
Employment Areas
//// For Investigation

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Motorsport Park at the Bend

8.0
Implementation Plan

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8.1 Implementation Plan

The Tailem Bend Structure Plan will be implemented through a staged approach:

- Short term (0-3 years)
- Medium term (4-10 years)

Not all land identified for future growth is privately owned. It is expected that proponent led Code Amendments will fund this process including investigations and entering into Infrastructure Agreements where appropriate. Code Amendments for Council owned land will need to be funded through various sources including:

- Council's Annual Business Plan and Budget
- Grant applications (State/Federal Government)
- Infrastructure provider self-funded upgrades
- Council's Long-Term Financial Plan.

Growth Area	Action	Timing
Residential 1A	Rezone to Neighbourhood	Short Term
Residential 1B	Complete a ecological survey and discussions with Department for Environment and Water Rezone to Neighbourhood Zone and Conservation Zone	Medium Term
Residential 2	Rezone to Neighbourhood Zone	Short Term
Residential 3	Rezone to Rural Neighbourhood	Medium Term
Employment 1	Maintain Strategic Employment Zoning	Short Term
Employment 2	Investigate rezoning to Strategic Employment Zone	Short Term
Employment 3	Explore temporary workers accommodation in liasion with The Bend.	Short Term

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