

# CAPITAL INTENTIONS STATEMENT 2025

# Acknowledgement of Country

We acknowledge and respect the First Peoples of this land and their deep ongoing spiritual and cultural connection to Country.

We will work together with our First Nations people to share our collective knowledge and recognise the enduring impact of infrastructure on Country.

## Cover Image

**South Australian Sports Institute**

*Image courtesy of Office for Recreation, Sport and Racing*

## Image this page:

*Artwork created for Infrastructure SA by Eastern Arrernte artist Patrick Caruso. Patrick is the founder of We Create Print Deliver, a South Australian based advertising and business agency. The artwork represents Infrastructure SA and our people, knowledge and skills, the projects and communities impacted by our work and the people travelling through the landscape via the work that we do.*

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# Executive summary

The 2025 Capital Intentions Statement (CIS) outlines Infrastructure SA's advice on strategic infrastructure priorities over the next five years, building on the 2024 framework with a more integrated and forward-looking approach. Aligned with key planning documents, including [South Australia's 20-Year State Infrastructure Strategy 2025 \(Strategy\)](#), [Greater Adelaide Regional Plan](#), and [South Australian Transport Strategy 2025](#), the CIS focuses on four core outcomes: economic prosperity, community liveability, environmental sustainability, and investment impact.

With \$27.3 billion committed in the 2025–26 State Budget<sup>1</sup>, Infrastructure SA (ISA) emphasises sequencing, land use integration, and evidence-based capital investment decisions to guide future investment through the 20 Year Infrastructure Strategy and our Advisory work. Ensuring budget and market capacity is maintained at reasonable levels to ensure optimal delivery of projects has been a strong influence on this year's evaluation of initiatives and reflects ISA's [Statement of Expectations](#) in considering existing investments in preparing the CIS.

Given the scale of existing commitments, the 2025 CIS does not propose any new (currently unfunded) delivery investments. It does recommend prioritising investment in planning (including business case development as appropriate) across identified priorities that will require infrastructure responses to build a pipeline of well-prepared, high-value proposals in readiness for final investment decisions aligned to strategic needs and as capacity becomes available.

This approach supports long-term infrastructure delivery, while maintaining market capacity and the flexibility to respond to emerging needs. To reinforce its prioritisation methodology ISA continues to explore sustainable fiscal approaches to informing decision making across the continuous demand and need for infrastructure provision.

As part of ISA's ongoing program of strategic infrastructure advice across government and industry, we continue to implement a fully integrated suite of

products founded on best practice across our Strategy, this CIS, infrastructure assurance function and general advisory works at both State and Federal levels to better inform infrastructure investment across the full life cycle.

## Summary of CIS 2025 recommendations:

1. Budget capacity over the forward estimates is trending above long-term levels. In light of this, no new major investments are proposed for 2025 to support fiscal discipline and maintain flexibility for future priorities.
2. To anticipate future budget capacity and build in headroom to respond to critical or opportunistic needs, it is recommended that infrastructure agencies prioritise planning works to ensure initiatives are investment-ready as current commitments taper off in coming years.
3. Significant priorities identified in the 2025 CIS include:
  - a. Enabling infrastructure to support the Housing Roadmap and Growth Areas – including, but not limited to transport, health, education, water, and other essential services
  - b. The pending Final Investment Decision for the Northern Water project
  - c. AUKUS enabling infrastructure
  - d. Whyalla Steelworks Transformation infrastructure
4. Asset management across sectors to remain a priority and opportunity to achieve maximum value for money within a capital constrained environment.

Further details on these recommendations are provided in the sector statements.



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Light Rail public transport network, Victoria Square  
Image courtesy of Shutterstock

# Introduction

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## Infrastructure SA overview

Infrastructure SA (ISA) was established under the *Infrastructure SA Act 2018* as an independent advisory and assurance body overseeing major infrastructure projects across South Australia. Governed by an autonomous Board that brings together expertise from both the public and private sectors, ISA plays a critical role in shaping the state's infrastructure landscape.

A key function of ISA is the Capital Intentions Statement (CIS), which serves as a strategic framework for prioritising infrastructure investment. Additionally, ISA is responsible for developing the 20-Year State Infrastructure Strategy, providing assurance for projects and programs exceeding \$50 million, and offering strategic advice to the Premier.

Through these initiatives, ISA promotes the adoption of best practices, data-driven policies, and comprehensive analysis to support effective decision-making in infrastructure planning and development.

## Foundations for strategic sequencing

The 2024 CIS laid the groundwork for a more sequenced and strategic infrastructure pipeline. It emphasised the importance of aligning infrastructure delivery with land use planning and budget capacity, helping to smooth project flow and avoid delivery bottlenecks. This approach supported industry capability and reinforced the need for prioritisation across sectors.

A key focus in 2024 was highlighting the enabling infrastructure required to support the [Housing Roadmap](#). Infrastructure SA identified critical investments in water, wastewater, transport, and social infrastructure to unlock land and accelerate housing supply. The CIS recognised that coordinated infrastructure delivery was essential to meeting affordability and growth targets, particularly in rapidly growth areas.

The CIS also highlighted the [State Prosperity Project](#) by noting the need to prioritise infrastructure that would enhance productivity, attract investment, and strengthen regional economies. Transport corridors, digital connectivity, and climate-resilient assets were identified as central to long-term prosperity.

Sector Statements provided targeted insights into transport, health, education, energy, and other priority areas. These guided investment by highlighting sector-specific challenges and opportunities. The CIS promoted a balanced portfolio approach to ensure diversity across regions, sectors, and project types, while supporting risk management, equitable development, and long-term sustainability, highlighting the need to consider trade-offs between social and economic infrastructure needs.

Given the substantial capital investment already committed and the timing of the update, occurring prior to the release of key strategic frameworks such as the [State Infrastructure Strategy 2025](#), the [Greater Adelaide Regional Plan](#) and [South Australia's Transport Strategy](#), no specific project recommendations were made.

# Driving fiscal discipline and integrated planning

The 2025 CIS builds on the 2024 framework, offering a sharper, more forward-looking view of the State’s infrastructure priorities over the next five years. In preparing this year’s statement, ISA evolved its approach to reflect a changing landscape of challenges, opportunities, and policy settings—introducing a more integrated methodology to guide infrastructure investment across the State Government.

The 2025 CIS is shaped by the updated 2025 20-Year State Infrastructure Strategy and other planning frameworks. The Strategy sets out four strategic outcomes that underpin all infrastructure planning: *economic prosperity*, *community liveability*, *environmental sustainability*, and *investment impact*. These outcomes provide a framework for assessing the strategic value of proposed projects and ensuring that infrastructure investment delivers long-term benefits across multiple dimensions.

Developing the 2025 CIS has also been informed by the 2025–26 State Budget, which commits \$27.3 billion to infrastructure over the forward estimates (refer Attachment 1 for a summary of current Budget commitments). This significant investment reflects the government’s continued focus on infrastructure as a driver of growth and resilience, while maintaining a stable credit rating. The CIS complements this budgetary commitment by identifying unfunded priority projects and recommending sequencing strategies that align with available capital.

A growing emphasis has been placed on sequencing, land use integration, and budget capacity that draws on the various planning frameworks. ISA has refined its evaluation framework to ensure that projects are not only strategically aligned but also financially and spatially deliverable. This means prioritising infrastructure that unlocks land for housing, supports regional development, acknowledges market capacity to deliver, and complements existing networks. By embedding these principles, the 2025 CIS aims to deliver infrastructure in the right place, at the right time, and within sustainable financial parameters to ensure long-term sustainability and affordability.

## Strategic outcomes



Economic prosperity



Community liveability



Environmental sustainability



Investment impact



Port Wakefield Overpass project

Image courtesy of Department for Infrastructure and Transport

# Strategic context

## Integration with key planning frameworks

As referenced, the CIS is closely aligned with the South Australian Government's broader planning ecosystem, ensuring infrastructure investment supports strategic objectives and delivers coordinated outcomes across regions and sectors. At the highest level, the [South Australian Economic Statement](#) sets the overarching vision for growth, innovation, sustainability, and resilience. It defines the economic priorities that guide government action across sectors, including infrastructure, industry development, and workforce transformation.

The CIS draws its direction from this vision and integrates with three key planning frameworks. This alignment is not only structural but thematic, with each document reinforcing shared priorities around economic development, population growth, climate resilience, and spatial planning:

- The [State Infrastructure Strategy 2025](#), which provides a long-term blueprint for infrastructure planning, prioritisation, and delivery across sectors. It outlines strategic directions for economic development,

population growth, and climate adaptation, and serves as a foundational reference for aligning short- and medium-term investment decisions with long-term outcomes.

- The [Greater Adelaide Regional Plan](#) and other regional plans, which provide spatial direction for population growth, housing supply, employment hubs, and environmental protection. The Greater Adelaide Plan, for example, identifies locations for 315,000 new homes and 254,000 new jobs by 2055, while preserving key agricultural and open space assets.
- The [South Australia's Transport Strategy 2025](#), which sets a 30-year vision for South Australia's transport system. The Strategy emphasises multimodal connectivity, climate resilience, and land use integration, ensuring transport infrastructure supports economic growth, community wellbeing, and environmental goals.

Together, these documents form a cohesive planning ecosystem. Their aligned themes, recommendations, and strategic direction ensure that infrastructure investment is not only coordinated across agencies and sectors but should also purposefully designed to build a more liveable, competitive, and future-ready South Australia.

**Osborne Naval Shipyard**

*Image courtesy of Australian Naval Infrastructure*



## Current infrastructure investment priorities

South Australia's economic infrastructure strategy is increasingly focused on enabling nationally significant industries, securing sovereign capabilities, and supporting regional economic transformation. The state's infrastructure planning is shaped by a strategic economic context that includes defence, advanced manufacturing, and industrial renewal.

**AUKUS** – The Osborne Naval Shipyard is undergoing major expansion to support AUKUS. A masterplan is being developed for the precinct, which coordinates land use planning, workforce development, and infrastructure investment to meet the demands of this long-term defence capability. AUKUS is expected to generate thousands of skilled jobs and stimulate investment in transport, utilities, and social infrastructure across Greater Adelaide and require significant enabling infrastructure to support this activity.

**Whyalla Steelworks Industrial Transformation** – In parallel, the [Sovereign Steel Package](#), facilitated through a joint \$2.4 billion commitment from the Commonwealth and South Australian Governments, is aimed at stabilising and modernising one of the nation's most critical industrial assets. The investment has the goals of supporting sovereign steelmaking capability, securing local employment, unlocking additional mining projects in the region and laying the groundwork for future green iron and steel production. Infrastructure planning around Whyalla also considers opportunities to unlock growth in the surrounding mining sector, leveraging the region's strategic location and export potential.

**Housing Roadmap and Growth Areas** – Addressing the supply for housing, significant investment has been committed to deliver the infrastructure required to unlock new land for development. Historical levels of geographically spread greenfield growth areas require system wide investments for providing water and wastewater services, energy supply and transport networks to support our growing communities. As these communities grow, it also triggers new supporting social infrastructure, such as health, education and emergency services that all require significant investment now and into the future.



Whyalla Jetty  
Image courtesy of iStock

**Northern Water** – The Northern Water Project is an underpinning initiative in South Australia's long-term infrastructure vision, designed to deliver a climate-resilient water supply to the Far North, Upper Spencer Gulf, and Eastern Eyre Peninsula. As outlined in the [State Infrastructure Strategy 2025](#), water is identified as a key enabler of economic growth, regional development, and sustainability. Now in its planning and assessment phase, with a final investment decision expected by mid-2026.

Delivering on these priorities will require substantial infrastructure investment, which will be achieved through a combination of public and private sector contributions. Strategic partnerships, co-investment models, and targeted incentives will be essential to mobilise capital at the scale needed to support defence expansion, industrial renewal, and green technology and energy. Coordinating planning and investment will enable the delivery of infrastructure that not only meets immediate project needs but also unlocks long-term economic value for South Australia.

The CIS is actively taking these priorities, along with existing major projects already funded, into account and will continue to evolve annually as these initiatives roll out. This dynamic approach ensures that infrastructure planning remains responsive to emerging opportunities, shifting economic conditions, and the delivery timelines of major projects.

# State investment profile

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## Current state investments

Given the significant capital commitments already embedded in the forward estimates, particularly for transformative projects such as the North-South Corridor, the CIS is aiming to maintain a fiscally disciplined and strategically focused approach. These landmark investments represent multi-year delivery programs with substantial budgetary and workforce implications, and they anchor South Australia's infrastructure pipeline through the latter half of the decade.

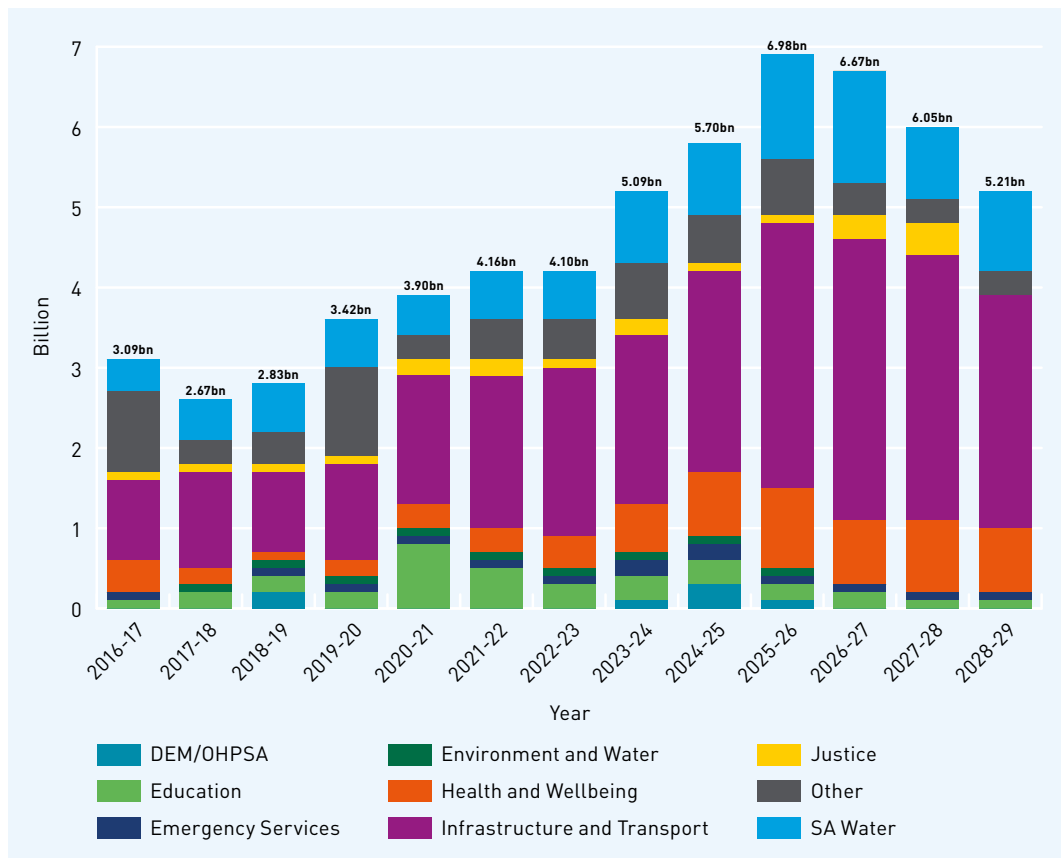
Any further capital commitments must therefore be assessed in the context of existing obligations, ensuring that new proposals do not compromise delivery capacity, crowd out essential services or private investment, or exceed sustainable debt thresholds. The CIS is taking a sequenced and prioritised approach to future investment, aligning with available budget capacity, market readiness, and long-term public value.

This includes careful consideration of timing, co-funding opportunities, and alignment with broader strategic frameworks and the State Budget. As outlined in the sector statements below, developing the 2025 CIS has been informed by the 2025–26 State Budget. This significant investment reflects the government's continued focus on infrastructure as a driver of growth and resilience, while maintaining a stable credit rating.

## Infrastructure investment by sector – A snapshot of strategic commitments

As noted earlier, the South Australian Government is undertaking a record infrastructure program designed to meet the demands of a growing population, strengthen economic resilience, and elevate service delivery across the state. Budget allocations reflect a targeted approach, such as prioritising freight efficiency, expanding healthcare capacity, and improving transport safety and connectivity.

The histogram below illustrates the distribution of infrastructure funding across key sectors, highlighting major capital investments that form the backbone of South Australia's long-term infrastructure pipeline.



**Figure 1:**  
State Investment Profile (2016–2029)<sup>2</sup>

# Planning within capacity

## Sustainable investment in infrastructure planning

Adopting a disciplined, prioritised approach to infrastructure recommendations is increasingly recognised both nationally and internationally, as essential in response to the sharp and sustained rise in capital expenditure in recent years. Governments across jurisdictions are now more focused on balancing infrastructure ambition with long-term budget sustainability, delivery capacity, and economic resilience. This shift reflects a broader trend toward prioritising high-impact, high need and financially sustainable infrastructure within constrained fiscal environments.

Recent thought leadership, including Ernst & Young's report [Structural deficits and debt threaten Australia's long-term fiscal sustainability](#), warns that infrastructure spending across Australia is projected to approach \$400 billion over the next four years. The report urges governments to adopt value-for-money investment principles, realistic forecasting, and structural reform to avoid unsustainable debt accumulation. Without such measures, rising debt levels risk undermining sovereign credit ratings, increasing borrowing costs, and limiting future fiscal flexibility, placing a financial burden on future generations.

This concern is not theoretical. Ratings agencies such as S&P Global and Fitch have already responded to rising state debt levels, potentially placing pressure on Australia's overall AAA credit rating, with Victoria<sup>3</sup> and the ACT<sup>4</sup> both experiencing credit rating downgrades due to high per capita debt and persistent budget deficits. These assessments underline the importance of maintaining sustainable debt levels to preserve investor confidence and avoid higher interest costs on future borrowings.

The New Zealand Infrastructure Commission (Te Waihanga) also reflects these concerns in its [draft National Infrastructure Plan](#), noting that while New Zealand spends a high proportion of GDP on infrastructure, returns on investment remain low. The Commission advocates for sustainable capital budgets that reflect realistic delivery capacity, prioritise maintenance and renewal, and avoid boom-and-bust cycles. It recommends long-term planning frameworks and user-pays models to reduce reliance on public debt and ensure intergenerational fairness.

Infrastructure Partnerships Australia's [2024–25 Infrastructure Budget Monitor](#) reinforces this cautionary approach. While jurisdictions such as Victoria and New South Wales continue to lead in infrastructure allocations, they are increasingly focused on reprofiling delivery pipelines, sequencing investments, and managing market capacity risks. The Infrastructure Budget Monitor highlights a growing preference for consolidating existing commitments rather than launching new large-scale programs, reflecting a more measured and strategic investment posture.

The Productivity Commission's [Inquiry into Public Infrastructure](#) further supports this approach, advocating for rigorous project selection, improved governance, and the use of well-designed user charges where appropriate. These reforms aim to ensure that infrastructure investment is not only economically justified but also fiscally sustainable over the long term.

Infrastructure Australia has embedded fiscal discipline into its advisory framework, promoting investment that aligns with national priorities and can be delivered within current market and budgetary constraints. Its [Annual Budget Statement](#), and [Market Capacity Reports](#) emphasise the importance of strategic sequencing and financial realism.

Together, these sources validate ISA's approach in the CIS, which prioritises infrastructure that delivers enduring public value while remaining within the State's fiscal envelope. This alignment with national and international best practice helps safeguard South Australia's economic resilience and credit standing, while limiting the transfer of unsustainable debt burdens to future generations.

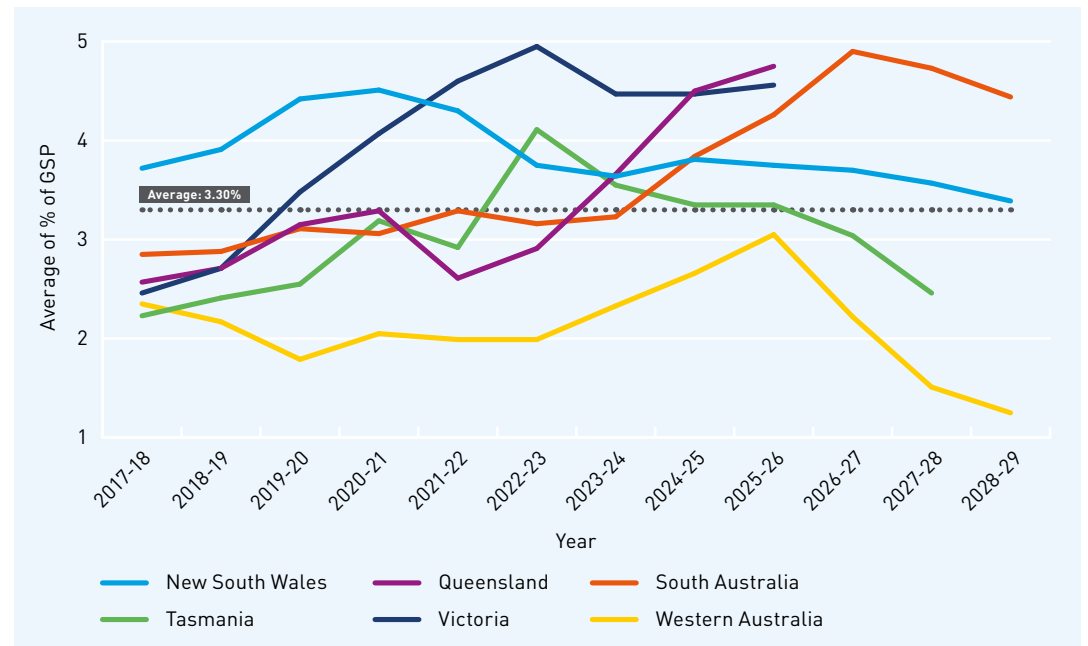
In this context, the CIS reflects a responsible and forward-looking strategy that targets high-priority projects, maintains flexibility to respond to emerging needs, and ensures that current infrastructure ambitions do not compromise future fiscal health.

## Comparing South Australia's capital investment

South Australia's capital investment decisions are central to shaping the state's infrastructure, economic prosperity, and long-term liveability. To assess how the state compares on a broader scale, this analysis compares South Australia's capital investment profile (expressed as a % of GSP drawn from budget papers) against select jurisdictions. At a portfolio level, it evaluates typical annual capital allocations across key infrastructure domains, including transport, health, education, and urban renewal. This provides a useful guide but not 100% like-for-like noting State portfolios vary specific to the individual profile of each jurisdiction (i.e. whether a State owns and operates energy infrastructure or not).

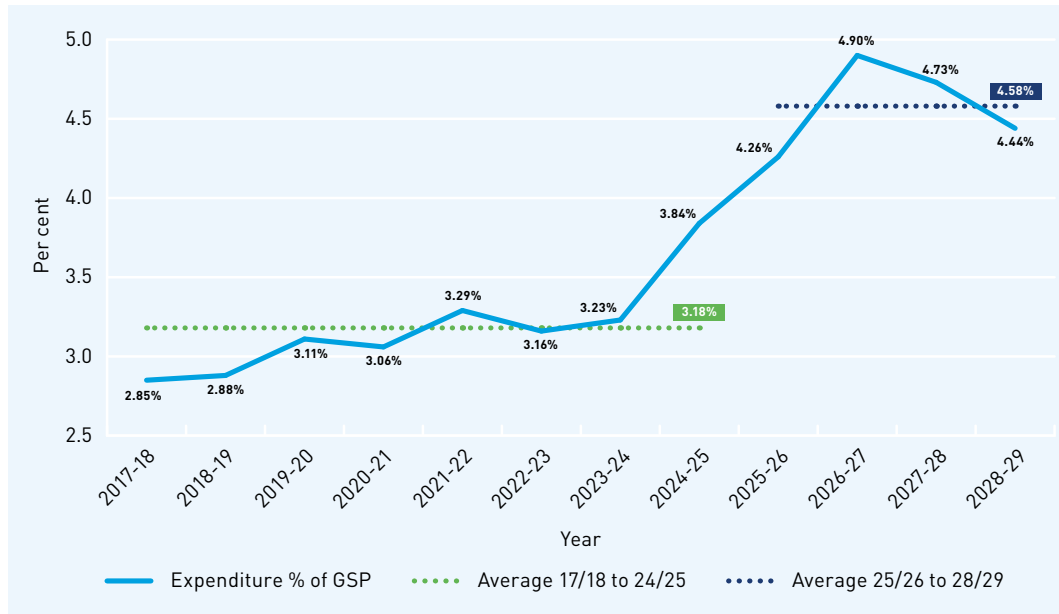


Fleurieu Connections - Tatachilla project  
Image courtesy of Department for Infrastructure and Transport



**Figure 2:**  
Infrastructure Investment as % of GSP - All States (2017-2029)<sup>5</sup>  
\*Does not include Victoria and Queensland from 2026-27 and Tasmania from 2028-29

This comparative exercise highlights how current national infrastructure investment is trending in excess of historical levels, and that South Australia's forecast peaks in the coming year (as shown in Figure 3 below).



**Figure 3:**  
Infrastructure Investment as % of GDP - South Australia (2017-2029)<sup>6</sup>

As investment levels trend upward, the State Government faces a challenge in maintaining fiscal capacity while responding to growing infrastructure demands. Population and economic growth, coupled with rising housing demand and cost-of-living concerns, are driving the need for increased infrastructure investment. However, current market capacity and skills shortages are placing significant strain on the delivery of major projects. The national competition for contractors, materials, and skilled labour is inflating costs and stretching capacity, making it increasingly difficult to execute large-scale infrastructure efficiently.

To mitigate these pressures, there is an increasing need to spread investment more evenly across the infrastructure pipeline, including consideration to prioritising scalable, staged, and regionally distributed projects that can be delivered within existing market constraints. This approach not only supports fiscal sustainability but also helps build local capability, reduce delivery risk, and ensure infrastructure investment remains responsive to community needs.

Navigating this environment requires disciplined planning, prioritisation, and sequencing to ensure a balanced, healthy pipeline aligned to the State's needs and sustainable over the long term.

Key considerations for disciplined investment decisions includes:

- Smooth the infrastructure pipeline to avoid potential boom-bust cycles in project delivery and give greater certainty to the infrastructure sector;
- Enhance transparency and accountability in infrastructure decision-making;
- Provide clear guidance to prioritisation of investments; and
- Protect capital investment from short-term budgetary fluctuations.

This approach serves to provide a stable approach for long-term planning, ensuring that infrastructure investment remains both strategically aligned and financially responsible. By embedding clear fiscal parameters into the capital planning process, the State Government should be able to better manage risk, improve investor confidence, and deliver infrastructure that meets the needs of future generations without compromising the state's financial health.

As South Australia experiences growth and rising infrastructure demands, strengthening fiscal oversight and improving transparency could be a strategic step toward ensuring long-term sustainability. As part of ISA's ongoing program of strategic infrastructure advice across government and industry we will continue to investigate and apply best practice and learnings to better inform our infrastructure investments and decision making.



Southwark Grounds artist impression  
Image courtesy of Renewal SA

# Planning the next horizon

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## Planning priority projects for 2026–2031

The CIS does not propose any new significant infrastructure projects in 2025, recognising that the capital budget is already fully committed to existing priorities. Instead, it is recommended that the immediate priority is to strategically invest in planning, business case development, and early design work for future projects.

This approach also recognises current and emerging challenges and opportunities confronting the State currently. With the Whyalla Steelworks Transformation progressing through the administration process, recent support to the Port Pirie Smelter operations, pending investment decision for Northern Water, coupled with longer-term needs for a growing population (including augmentation and/or new bulk water and wastewater assets, transmission and distribution for energy and associated transport networks to unlock new housing supply) all placing pressure on a limited investment budget.

By focusing on readiness and prioritisation beyond the immediate term, the CIS recommends developing a steady pipeline of well-prepared, high-value infrastructure proposals that can be delivered efficiently and sequenced to ensure market capacity for construction activities is available as the large projects start entering operations. This forward-looking approach should also build in flexibility to respond to emerging high-priority needs, to enable the State to remain agile and capable of addressing unforeseen challenges or opportunities as they arise. This supports continuity in infrastructure delivery, avoids reactive decision-making, and strengthens long-term investment planning.

In parallel, asset management across all sectors must remain a core priority to deliver value for money within a capital-constrained environment, particularly as the South Australian Government's asset base is projected to reach \$114 billion by 2027–28'. Maximising the value of this infrastructure requires a whole-of-lifecycle, strategic approach aligned to agreed service levels and improved demand management.

By investing in the maintenance, renewal, and optimisation of existing assets, across transport, water, energy, communications, and social infrastructure, the State can extend asset life, improve service delivery, and defer costly replacements.

This aligns with the recommendations outlined in the [State Infrastructure Strategy 2025](#), which emphasise the need for a more systematic and integrated approach to asset management to support sustainable infrastructure and budget outcomes.

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**Drive a targeted program of asset management across sectors to remain a priority and opportunity to achieve maximum value for money within a capital constrained environment.**

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The State Government's infrastructure investment landscape in 2025 aims to respond to service needs, growth pressures, and policy priorities. The following sector statements provide a snapshot of major capital commitments, emerging initiatives, and planning frameworks that are shaping delivery across education, health, justice, energy, water, and other government portfolios.

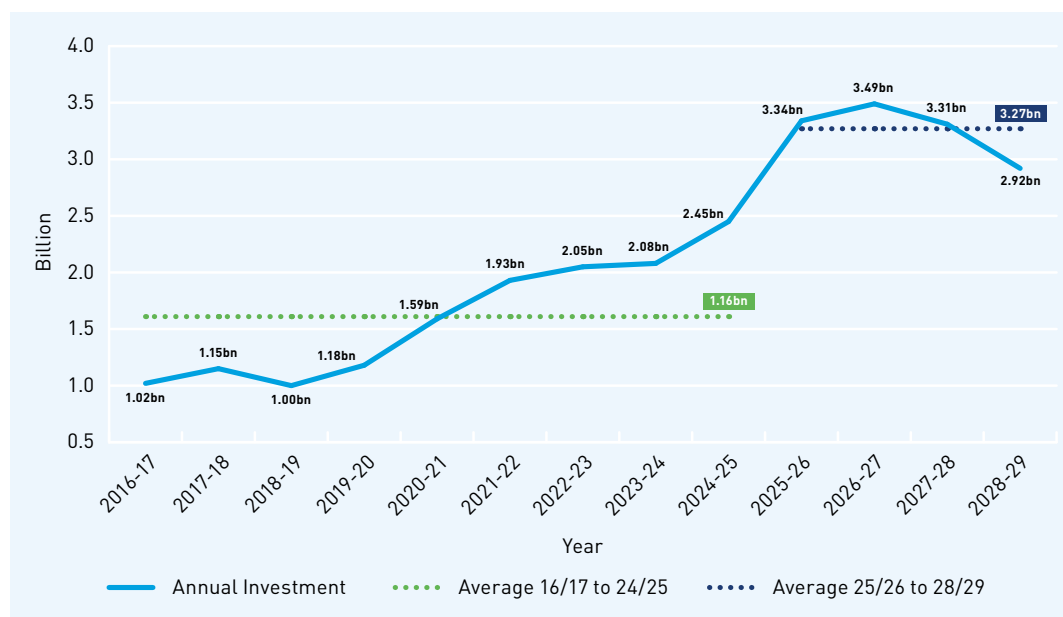


Harbrow Grove, Seacombe Gardens affordable housing project  
*Image courtesy of South Australian Housing Trust*

# Sector statements

## Transport

South Australia’s transport infrastructure pipeline is being significantly progressed through a suite of transformative projects aimed at enhancing connectivity, improving safety, and boosting freight efficiency across the state.



**Figure 4:**  
Investing Expenditure – Infrastructure and Transport (2016–2029)<sup>8</sup>

At the centre of this portfolio is the flagship [Torrens to Darlington \(T2D\)](#) project, which is a \$15.4 billion investment jointly funded by the Australian and South Australian Governments. As the final 10.5 km section of the 78 km North-South Corridor, T2D will deliver a continuous, traffic light-free motorway from Gawler to Old Noarlunga. Featuring twin three-lane tunnels and major surface upgrades, the project will bypass 21 traffic lights, dramatically easing congestion, improving travel times, and supporting thousands of jobs throughout construction.

Complementing this is the \$250 million [Curtis Road Level Crossing Removal](#) project in Munno Para<sup>9</sup>, which will improve safety and reduce delays for over 21,000 daily road users. By eliminating a key bottleneck on the Gawler rail line, the project supports rapid population growth in Adelaide’s northern suburbs and improves access to employment and essential services.

Additionally, the \$656.3 million [High Productivity Vehicle Network – Stage 1](#)<sup>10</sup> will upgrade freight routes from Swanport Bridge to Truro, allowing heavy vehicles to bypass metropolitan Adelaide. This investment includes bridge duplications, bypasses, and safety enhancements, contributing to lower emissions, improved road safety, and more efficient freight movement across regional corridors. Together, these projects reflect a coordinated strategy to future-proof South Australia’s transport network.

Alongside these investments, the State faces the dual challenge of maintaining ageing infrastructure and integrating new, complex assets into the network. Additionally, ongoing fleet replacement and upgrades must be factored into the investment planning, ensuring system-wide efficiency, integration, and long-term operational efficiency is achieved. Aligning fleet renewal with broader transport upgrades, such as network expansions, and asset maintenance can optimise delivery timelines, reduce duplication, and support cohesive decarbonisation and service improvement outcomes.

The Department for Infrastructure and Transport is progressing a significant planning agenda, including the [South Australia’s Transport Strategy 2025](#), the upcoming [Public Transport Strategy](#) and a suite of projects identified in the [Forward Work Plan](#). Strategic planning for mass transit and metropolitan network upgrades is expected to inform a long-term program of corridor identification, project prioritisation, and investment sequencing. Integration with the [Greater Adelaide Regional Plan](#) and the [State Infrastructure Strategy 2025](#) will support a coordinated and transparent approach to infrastructure delivery.

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Prioritise integrated transport planning projects aligned to key government priorities and needs to ensure robust investment cases for future delivery investment decisions.

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Progress planning for additional mass transit corridors and connections, in conjunction with resolving identified capacity constraints across the transport network, to develop an integrated, sequenced, and prioritised investment plan that aligns with both metropolitan and regional needs. Integrating with the GARP and Regional Plans and roll-out of infrastructure across all sectors (particularly the utilities sector) should be a primary focus that delivers on the strategic recommendations of these plans and strategies.

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Prioritise enabling infrastructure for AUKUS to maximise benefits to South Australia

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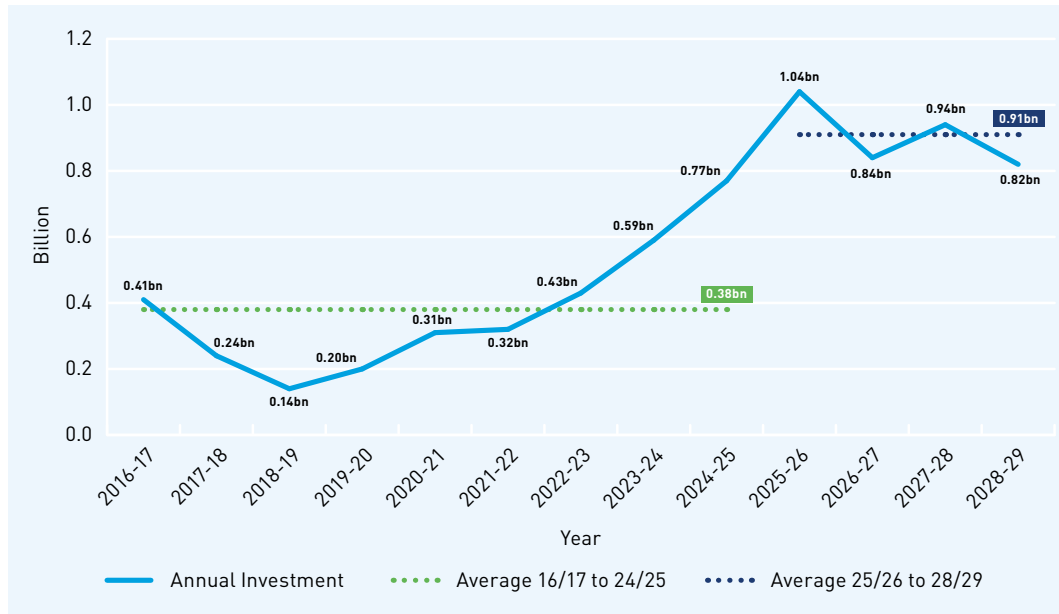
The scale of AUKUS and the naval shipbuilding program as a whole will drive significant change across both the local and metropolitan transport networks. Centred on Lefevre Peninsula, adjacent to primary industrial, economic and social activity, the forecast increase in movements to support both construction and operations is a step change for the area. Ensuring the State optimises the response to these impacts in a coordinated, sequenced approach and noting the timeframes to implement solutions within an already heavily utilised and spatially constrained location requires detailed and urgent integrated planning.



Morphett Road Level Crossing Removal  
*Image courtesy of Department for Infrastructure and Transport*

## Health

South Australia's health infrastructure pipeline remains substantial, reflecting a strong commitment to modernising healthcare delivery and meeting the needs of a growing and ageing population. Nearly \$4 billion has been allocated across the forward estimates (2025–2028), with 11 projects over \$10 million currently under construction, including four major builds exceeding \$100 million. A centrepiece of this investment is the new Women's and Children's Hospital, a \$3.2 billion project located adjacent to Adelaide's BioMed City precinct and the Royal Adelaide Hospital. This facility will replace the existing hospital with expanded capacity, including additional beds, theatres, and emergency services.



**Figure 5:**  
Investing Expenditure – Health and Wellbeing (2016–2029)<sup>11</sup>

The CIS continues to emphasise that expanding hospital capacity is only one component of a fully integrated health system. Coordinated planning across Local Health Networks with support from the Department for Health and Wellbeing, remains critical to leveraging technology, strengthen primary care, and optimise system-wide performance. The rollout of urgent care clinics will play a critical role in this strategy by providing timely, community-based treatment options that reduce pressure on emergency departments and redirect non-critical cases away from hospitals. New clinics are planned to be opened for 2025-26 in East Adelaide, Victor Harbor and Whyalla<sup>12</sup>.

Complementing this approach, a new 24-bed mental health rehabilitation facility has recently opened at the Queen Elizabeth Hospital. Purpose-built to provide a calmer, therapeutic alternative to emergency departments, the unit supports patients transitioning out of acute care and is designed with input from consumers to promote recovery and reintegration into the community<sup>13</sup>. This facility represents a significant uplift in mental health infrastructure and is the first of three specialist rehabilitation units being delivered across Adelaide. It reflects the broader system-wide commitment to improving mental health outcomes with the intention of easing pressure on acute services.

In parallel, future health planning is underway to support population growth in emerging urban and regional areas. This includes identifying service gaps, forecasting demand, and ensuring infrastructure and workforce readiness to meet the evolving needs of high-growth communities.

As part of this broader effort, there is a growing need to plan for aged care infrastructure, particularly in regions experiencing demographic shifts and increasing demand for residential and community-based aged care services. Strengthening aged care capacity not only supports ageing populations but also plays a critical role in alleviating pressure on the hospital system by reducing avoidable admissions, minimising bed blocking and enabling more appropriate care pathways.

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Progress planning for meeting growth projections for new and optimised infrastructure to support service delivery needs

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In line with identified growth priorities and forecasts, and as highlighted in the [State Infrastructure Strategy 2025](#), there is a clear and emerging need to prepare to meet new demands across the health networks. Ensuring new infrastructure fully integrates with existing assets and service delivery models across the whole system that is adaptable to emerging priorities in line with realised growth will be paramount.

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### Prioritise planning for an integrated aged care strategy in collaboration with the Commonwealth Government

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To ensure a coordinated and sustainable response, it is recommended that the State Government work jointly with the Commonwealth Government to develop an integrated aged care infrastructure strategy. This would support long-term planning, align investment priorities, and ensure aged care services are delivered in the right locations with the appropriate scale and quality to meet future needs.



**Queen Elizabeth Hospital Mental Health Rehabilitation Service**  
*Image courtesy of Department for Health and Wellbeing*  
*Photographer: Tom Roschi Photography*  
*Instagram: [trp.tomroschiphotography](#)*  
*LinkedIn: [Tom Roschi](#)*



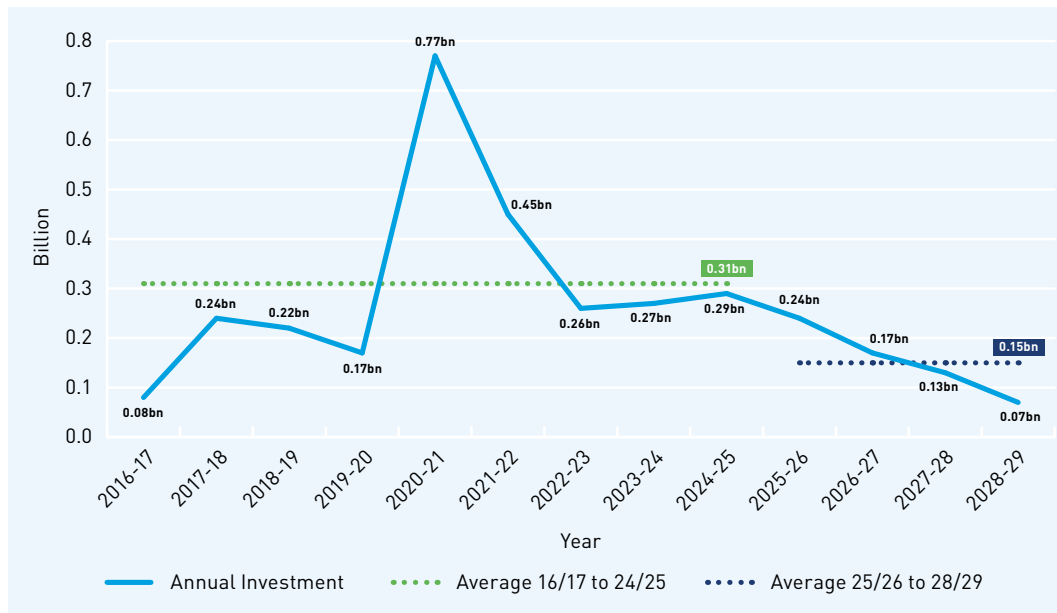
**Queen Elizabeth Hospital Mental Health Rehabilitation Service**  
*Image courtesy of Department for Health and Wellbeing*  
*Photographer: Tom Roschi Photography*  
*Instagram: [trp.tomroschiphotography](#)*  
*LinkedIn: [Tom Roschi](#)*

## Education

Education continues to represent a significant infrastructure portfolio by both quantity and value. In 2025, nine projects valued at over \$10 million are scheduled to be in construction, contributing to the current allocation of \$941 million in the forward estimates.

Major projects underway include:

1. New Mount Barker school (Primary) – \$61 million
2. New northern Areas Secondary School – \$155 million
3. Completion of Five Technical Colleges – \$175 million



**Figure 6:**  
Investing Expenditure – Education (2016–2029)<sup>14</sup>

Accommodating South Australia’s growing population will require a dual approach: targeted investment in new school infrastructure and strategic optimisation of existing assets. Planning for education infrastructure must anticipate growth in emerging areas while ensuring that existing schools are operating at or near capacity where appropriate. This approach is consistent with the [State Infrastructure Strategy 2025](#) and the 2024 [20 Year Infrastructure Plan for Public Education and Care](#), which outlines the challenge of maintaining ageing infrastructure while meeting rising demand.

The \$339 million commitment to universal three-year-old preschool will also require infrastructure investment across the education system<sup>15</sup>. The focus will be on delivering this program efficiently and minimising capital outlay while maximising the use of existing public and private sector facilities and resources.

Further integration of the Department for Education’s infrastructure planning with the [Greater Adelaide Regional](#) and other [Regional Plans](#) will support a transparent, coordinated, and adaptable response to educational demand. This alignment will help guide investment decisions that reflect demographic trends, service needs, and long-term sustainability across the State’s education network.

### Progress implementation of the [20 Year Infrastructure Plan for Public Education and Care](#)

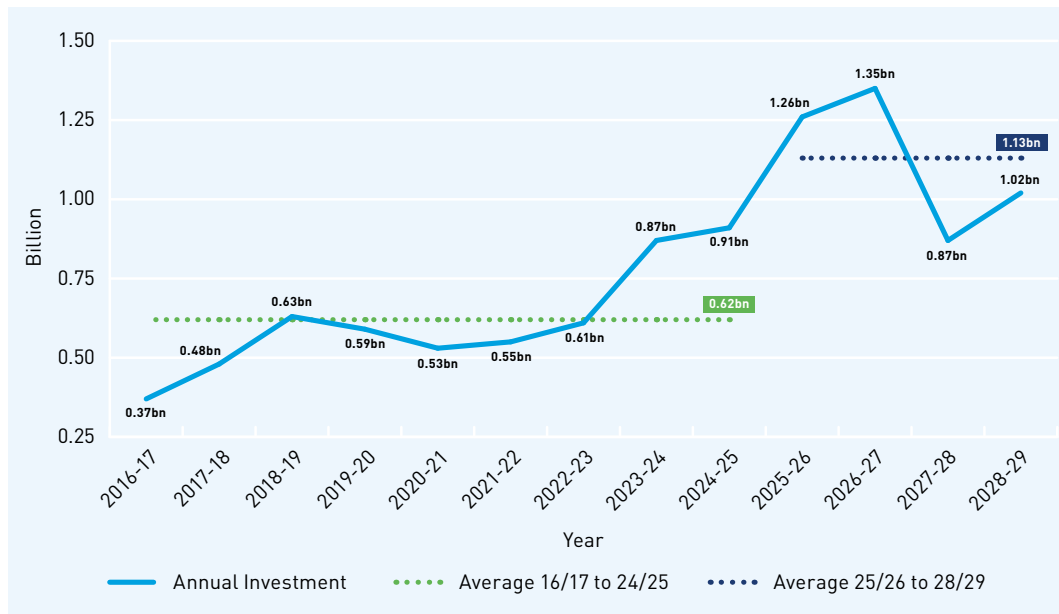
Delivering on this strategic plan remains a priority. System-wide efforts should focus on integrating investment decisions in alignment with the Greater Adelaide Regional Plan (GARP) and Regional Plans—particularly in identified growth areas and through coordinated infrastructure sequencing across sectors. These efforts should also optimise the inclusion of universal three-year-old preschool into the infrastructure portfolio to ensure alignment with broader social and educational outcomes.



Tonsley Technical College and Factory of the Future  
*Image courtesy of Sarah Constructions*

## Energy and water

The provision of critical utility infrastructure remains a central challenge in 2025 as foundational enablers of economic prosperity and environmental sustainability, particularly as South Australia accelerates housing delivery in growth areas. Building on the significant water and wastewater investments announced in 2024, further planning and investment have been directed toward strengthening metropolitan and regional networks to support population growth and economic development.



**Figure 7:**  
Investing Expenditure – Water (2016–2029)<sup>16</sup>

The [State Infrastructure Strategy 2025](#) identifies expanded water and wastewater infrastructure as a priority to enable sustainable growth, particularly in rapidly developing urban corridors and regional centres. It highlights the need for coordinated investment to address ageing assets, climate resilience, and capacity constraints in existing systems.

SA Water’s capital program includes \$3.3 billion investment over four years to support both growth and sustaining infrastructure across South Australia. SA Water has committed to a \$1.5 billion investment over the next four years to expand water and wastewater networks, enabling the delivery of up to 40,000 new homes across South Australia.<sup>17</sup>

In addition to supporting growth, this investment also includes a significant sustaining infrastructure program to maintain and upgrade the existing network. This ensures continued reliability, safety, and service quality for current customers, while future-proofing critical assets against climate pressures, ageing infrastructure, and increasing demand. Together, these efforts reflect a balanced approach to infrastructure planning, one that aims to support both expansion and resilience across the water and wastewater networks.

The proposed Northern Water Project remains a strategic priority to unlock industrial growth in the Far North and Eyre Peninsula, including future mining developments.

Energy infrastructure planning is a significant priority, with a focus on grid resilience, renewable integration, and transmission upgrades to support South Australia’s clean energy transition referenced in the State Infrastructure Strategy.

Regulated utility providers remain responsible for asset delivery and maintenance, with investment plans structured around their respective regulatory cycles. However, misalignment between these cycles and broader public investment timelines continues to pose coordination challenges. The Department for Housing and Urban Development (DHUD) is leading cross-government efforts to better integrate strategic planning and infrastructure delivery across all major utility providers, ensuring timely and efficient responses to emerging demand.

Gas also remains a vital part of South Australia’s energy mix, particularly for industrial users and as a firming source during peak demand. According to the 2025 AEMO [Gas Infrastructure Options Report](#), about 50% of gas supplied in South Australia supports direct end use in homes and businesses, while the other half plays a key role in firming electricity supply and ensuring energy security. [AGN’s 2025 Network Augmentation Plan](#) outlines the need for pipeline reinforcement in high-growth corridors such as Angle Vale and Seaford–Aldinga.

The [State Infrastructure Strategy 2025](#) reinforces the importance of maintaining diverse energy sources to ensure system resilience and affordability. While renewables dominate new generation capacity, gas infrastructure continues to provide critical backup and flexibility as the energy transition unfolds.

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### Continue to enhance integrated and adaptive planning whilst delivering the Housing Roadmap

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Pursue further integration of medium to long term adaptive planning with broader Sector strategic plans to identify optimal investment plans and sequencing to support government housing and economic priorities, including increased strategic planning alignment with other infrastructure providers outside the regulatory review processes.

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### Deliver Whyalla Steelworks Transformation Infrastructure commitments

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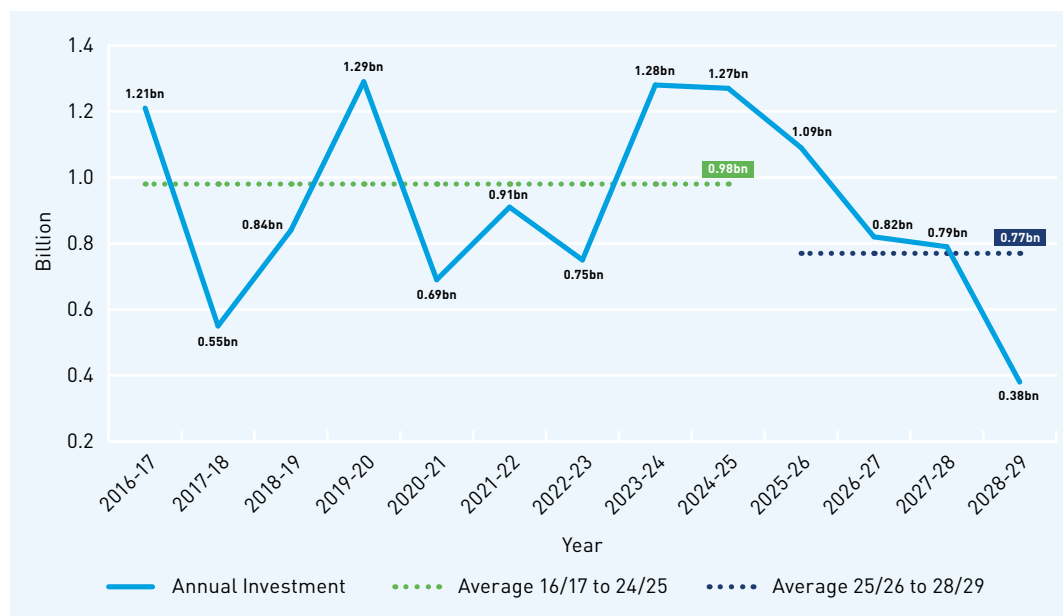
To enable the successful transformation of the Whyalla Steelworks and support South Australia’s Green Iron and Steel Strategy it is key to maximise the benefits and outcomes from the funding commitments announced. Rapid identification, assessment and evaluation of infrastructure responses that have long term ramifications and potential for the State and Whyalla remains a near term priority leading to significant investment decisions.



Kangaroo Island Desalination Plant  
Image courtesy of SA Water

## Other government sector investments

The balance of investment across government agencies outside the major portfolios of Transport, Health, and Education continues to reflect a diverse mix of projects.



**Figure 8:** Investing Expenditure – Other Agencies (2016–2029)<sup>18</sup>

Most of these projects fall below ISA’s threshold of \$50 million and are typically one-off or growth-driven initiatives rather than part of ongoing capital works programs. Despite their scale, these projects collectively contribute to community wellbeing, cultural enrichment, and recreational infrastructure and in whole, remain a significant capital allocation that remains ongoing over time.

### Key Updates for 2025

#### South Australian Netball Centre Development Stadium (Office for Recreation, Sport and Racing)

The \$92 million transformation of the Netball SA Stadium at Mile End is now well into its construction phase, with major works underway to deliver a new indoor multi-sport complex, expanded seating, enhanced accessibility, and upgraded athlete facilities. The redevelopment includes additional courts, improved outdoor amenities, and modern infrastructure to support elite and community-level netball.<sup>19</sup>

#### Adelaide Aquatic Centre (Office for Recreation, Sport and Racing)

The \$135 million redevelopment is well underway, with major construction milestones already achieved.<sup>20</sup> The new facility is being built in Adelaide’s Northern Park Lands at Pardipardinyilla / Denise Norton Park and is scheduled to open in summer 2025–26.

#### Cultural Institutions Collection Storage (Department of the Premier and Cabinet)

The \$92 million cultural preservation project is progressing through its delivery phase and remains on track for completion during 2025–26. Designed as a climate-controlled, purpose-built facility, it will consolidate and safeguard South Australia’s most significant cultural assets.

The justice and emergency services portfolio continues to receive targeted investment to support system capacity, operational readiness, and public safety. Building on commitments made in the 2024 State Budget, several major projects are progressing through planning and delivery phases.

- The **Yatala Labour Prison expansion** remains a key investment, with \$205 million allocated for the delivery of 312 high-security beds across three new divisions, increasing the prison's capacity by 37% to a total of 1,158 beds. Construction is scheduled to begin in late 2025, with units expected to come online from late 2027.<sup>21</sup>

- The **South Australian Ambulance Services (SAAS)** is actively delivering on its statewide infrastructure commitments as part of a \$311.2 million [Operational Growth Plan](#). This includes more than \$120 million for new and rebuilt ambulance stations across metropolitan and regional areas, and \$119 million for its new Emergency Operations Centre and State Health Coordination Centre, which is nearing completion.<sup>22</sup>

Our growing population will require additional infrastructure to support delivery of emergency services aligned to maintaining service levels across all our regions.



Adelaide Aquatic Centre artist impression  
Image courtesy of Department for Infrastructure and Transport

# Attachments

## Attachment 1: Current forward estimates

Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate
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### Investing expenditure aggregates as at the 2025-26 Budget (\$ million)

	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate
General government sector		4,065,246	4,629,454	5,675,343	5,929,232	5,407,128
Non-financial public sector		5,337,462	6,319,697	7,292,537	7,042,289	6,604,111

Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	Beyond Forward Estimates	
						2029-30 Estimate	2030-31 Estimate

### Select Large Investing Projects

\* Includes Associated operating expenditure

	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	2029-30 Estimate	2030-31 Estimate
New Women's and Children's Hospital	124,677	154,264	430,223	479,495	668,049	747,144	477,820	114,272
North South Corridor - River Torrens to Darlington	1,459,598	1,225,317	2,202,000	2,368,000	2,507,000	2,292,000	1,631,000	847,000
<b>Operating Expenditure</b>								
North South Corridor - River Torrens to Darlington	2,827	25,000	—	—	—	—		

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	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	Spend beyond Forward Estimates	Total Project Cost
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### Infrastructure spending – Total project cost greater than \$50 million and other significant programs (\$000s)

#### General Government Sector

##### Attorney-General

SA Government Radio Network *	127,917	4,941	—	—	—	—	—	<b>132,858</b>
South Australia Forensic Centre *	1,738	22,200	15,900	—	1,500	75,162	245,588	<b>362,088</b>

##### Correctional Services

Yatala Labour Prison Expansion – 270 beds and infrastructure upgrade *	177,301	1,548	—	—	—	—	—	<b>178,849</b>
Yatala Labour Prison — additional 312 beds *	—	9,000	50,000	140,000	1,000	—	—	<b>200,000</b>

##### Education

Adelaide Botanic High School and Roma Mitchell Secondary College - additional accommodation *	97,347	17,284	—	—	—	—	—	<b>114,631</b>
New technical colleges *	40,325	67,717	41,191	—	—	—	—	<b>149,233</b>
Morialta Secondary College *	85,566	867	—	—	—	—	—	<b>86,433</b>
Mount Barker new preschool and primary school	—	5,400	4,400	31,600	19,700	—	—	<b>61,100</b>
Northern suburbs new secondary school	—	621	41,283	55,100	57,196	1,100	—	<b>155,300</b>
New B-6 school in northern metropolitan Adelaide	—	—	—	—	6,000	20,000	44,000	<b>70,000</b>

\*Include operating as follows: \$2,000 in actual for new Technical Colleges and \$1.023m opex to prior year actuals for Morialta Secondary College

##### Energy and Mining

Hydrogen jobs plan	63,423	132,497	—	—	—	—	—	<b>195,920</b>
Northern Water Supply Project	30,071	131,830	58,438	—	—	—	—	<b>220,339</b>

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	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	Spend beyond Forward Estimates	Total Project Cost
<b>Health and Wellbeing</b>								
New Women's and Children's Hospital	124,677	154,264	430,223	479,495	668,049	747,144	597,092	<b>3,200,944</b>
Country Health SA Sustainment and Compliance	75,081	4,646	6,600	12,120	9,706	—	—	<b>108,153</b>
Repatriation Health Precinct Reactivation	113,431	3,316	2,000	—	—	—	—	<b>118,747</b>
Women's and Children's Hospital Upgrade - Additional Sustainment	27,206	11,500	16,552	4,200	—	—	—	<b>59,458</b>
Ambulance station boost	51,595	42,398	29,687	3,000	—	—	—	<b>126,680</b>
New ambulance headquarters	10,445	66,983	56,411	—	—	—	—	<b>133,839</b>
New Mount Barker Hospital	5,448	30,000	98,500	119,400	112,218	—	—	<b>365,566</b>
Flinders Medical Centre Upgrade and Expansion	52,645	76,000	144,229	139,263	78,764	5,000	—	<b>495,901</b>
Modbury Hospital Health Precinct	13,683	64,591	52,212	—	—	—	—	<b>130,486</b>
Noarlunga Hospital Inpatient Expansion	7,791	49,609	16,600	—	—	—	—	<b>74,000</b>
Metropolitan mental health beds (TQEH)	10,423	30,493	10,250	250	—	—	—	<b>51,416</b>
<b>Infrastructure and Transport</b>								
Adelaide Aquatic Centre	22,053	69,000	43,947	—	—	—	—	<b>135,000</b>
Adelaide Festival Centre Precinct — plaza and integration	107,153	700	4,718	—	—	—	—	<b>112,571</b>
Adelaide Hills Productivity and Road Safety Package *	53,795	16,000	40,000	40,205	—	—	—	<b>150,000</b>
Bus Fleet Replacement Program	n.a	40,841	52,549	23,757	23,805	25,011	n.a.	<b>n.a.</b>
DIT Annual Program *	n.a	174,177	170,788	173,203	172,676	174,403	n.a.	<b>n.a.</b>
Fleurieu Connections *	547,666	190,000	62,707	10,000	—	—	—	<b>810,373</b>
Freight Highway Upgrade Program *	64,583	40,000	31,250	31,250	29,167	31,250	272,500	<b>500,000</b>
Horrocks Highway *	80,725	200	19,075	—	—	—	—	<b>100,000</b>
LeFevre Peninsula Upgrades *	8,012	1,600	20,000	70,388	—	—	—	<b>100,000</b>
Majors Road on-off ramp *	45,579	59,000	6,000	9,421	—	—	—	<b>120,000</b>
Marion Road — Anzac Highway to Cross Road *	49,896	45,000	180,000	125,104	—	—	—	<b>400,000</b>

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	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	Spend beyond Forward Estimates	Total Project Cost
Marion Road and Sir Donald Bradman Drive Intersection Upgrade *	32,288	10,500	18,000	24,212	—	—	—	<b>85,000</b>
New Road Safety Program *	17,852	100,000	50,148	—	—	—	—	<b>168,000</b>
North-South Corridor — River Torrens to Darlington *	1,459,598	1,225,317	2,202,000	2,368,000	2,507,000	2,292,000	3,346,085	<b>15,400,000</b>
Penneshaw and Cape Jervis Ports *	17,188	50,000	5,831	—	—	—	—	<b>73,019</b>
Port Bonython Jetty Refurbishment	52,089	12,000	7,087	6,000	—	—	—	<b>77,176</b>
Port Rail Spur *	41,636	13,400	1,364	—	—	—	—	<b>56,400</b>
Princes Highway Corridor *	409,685	37,500	17,000	72,000	56,133	9,000	—	<b>601,318</b>
Roads of Strategic Importance Initiative — Cockburn to Burra *	43,690	600	11,000	7,210	—	—	—	<b>62,500</b>
South Eastern Freeway Upgrade *	130,598	20,500	6,408	50,000	80,000	62,494	—	<b>350,000</b>
Strzelecki Track *	86,096	22,000	35,000	35,000	36,904	—	—	<b>215,000</b>
Targeted Investments to Improve National Supply Chain Resilience *	11,426	30,000	9,074	24,500	—	—	—	<b>75,000</b>
Curtis Road Level Crossing Removal	—	—	2,000	40,000	100,000	100,000	8,000	<b>250,000</b>
High Productivity Vehicle Network - Stage 1	—	—	3,000	13,000	56,000	104,000	480,250	<b>656,250</b>
Main South Road Safety Upgrade - Myponga to Yankalilla	—	—	3,200	6,000	16,000	22,000	32,800	<b>80,000</b>
<b>Infrastructure and Transport - Operating Component (included in project codes above)</b>								
DIT Annual Program	n.a.	16,063	12,287	10,946	11,393	12,897	n.a.	<b>n.a.</b>
Horrocks Highway	13,262	—	—	—	—	—	—	<b>13,262</b>
North-South Corridor — River Torrens to Darlington	2,827	25,000	—	—	—	—	—	<b>27,827</b>
New Road Safety Program	—	8,800	—	—	—	—	—	<b>8,800</b>
<b>Office for Recreation, Sport and Racing</b>								
Netball Stadium Upgrade Works	78	10,000	47,922	40,000	—	—	—	<b>98,000</b>

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	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	Spend beyond Forward Estimates	Total Project Cost
<b>Police</b>								
Police Records Management System — Stages 2 to 4 *	53,083	4,758	—	—	—	—	—	<b>57,841</b>
Mobile Workforce Transformation Program *	n.a	16,617	13,363	9,041	7,569	7,758	n.a.	<b>n.a</b>
Gepps Cross Relocation	33,969	61,203	—	—	—	—	—	<b>95,172</b>
SA Barracks Relocation *	26,878	39,675	958	—	—	—	—	<b>67,511</b>
<b>Premier and Cabinet</b>								
Cultural Institution Collections Storage *	10,345	40,000	41,948	—	—	—	—	<b>92,293</b>
Tarrkarri — Centre for First Nations Cultures *	28,512	36,000	57,000	56,551	—	19,534	2,403	<b>200,000</b>
<b>Public Non-Financial Corporations</b>								
<b>SA Water</b>								
Eyre Peninsula Desalination Augmentation	37,350	86,706	155,298	50,636	—	—	—	<b>329,990</b>
Growth Infrastructure	—	140,896	362,249	489,968	170,660	—	—	<b>1,163,773</b>
Kangaroo Island Desalination Plant	129,953	6,075	3,625	8,047	—	—	—	<b>147,700</b>
Morgan Whyalla Pipeline No 1 Replacement	26,899	5,861	11,552	12,606	4,882	—	—	<b>61,800</b>
Mount Bold Dam Safety	28,183	8,531	7,496	23,112	23,001	30,977	—	<b>121,300</b>
Northern Adelaide Irrigation Scheme	127,562	250	1,100	6,890	2,000	2,560	—	<b>140,362</b>
Tea Tree Gully sustainable sewers program	70,592	77,706	82,439	87,038	81,488	—	—	<b>399,263</b>
Third Party Works – North-South Corridor — River Torrens to Darlington	24,213	27,475	22,438	9,750	—	—	—	<b>83,876</b>
Zero Cost Energy Future	368,907	—	1,956	—	—	—	—	<b>370,863</b>
Happy Valley Health Compliance Upgrade	21,550	6,643	10,352	31,755	71,106	—	—	<b>141,406</b>

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	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	Spend beyond Forward Estimates	Total Project Cost
<b>South Australian Housing Trust</b>								
<b>Major Project</b>								
Affordable Housing Initiative	114,742	76,977	131,021	—	—	—	—	<b>322,740</b>
A Better Housing Future	1,728	32,849	49,835	2,562	2,626	2,695	—	<b>n.a.</b>
Better Neighbourhoods Program	296,574	40,633	22,676	—	—	—	—	<b>n.a.</b>
Public Housing Improvement Program *	72,959	97,952	46,521	—	—	—	—	<b>217,432</b>
Neighbourhood Renewal Initiative	36,542	14,015	11,022	1,942	—	—	—	<b>63,521</b>
Playford North Urban Renewal	138,997	9,812	22,817	4,287	—	—	—	<b>175,913</b>
Public Housing Maintenance *	n.a.	158,465	186,978	180,501	174,852	178,440	n.a.	<b>n.a.</b>
Remote Indigenous Housing	228,963	3,862	6,193	4,623	—	—	—	<b>243,641</b>
Social Housing Accelerator *	—	45,125	73,662	18,567	3,200	—	—	<b>140,554</b>
Greater Seaton Renewal	—	—	—	21,509	22,154	22,819	124,782	<b>191,264</b>
Housing Australia Future Fund - Round 2	—	—	1,983	85,253	47,909	—	—	<b>135,145</b>
Public Housing Modernisation Program	—	—	17,265	63,443	107,451	99,923	44,386	<b>332,468</b>

\*Includes associated operating expenditure

### South Australian Housing Authority - Operating Component

#### Public Housing Improvement Program

Public Housing Improvement Program – Maintenance Blitz	3,549	4,490	3,800	—	—	—	n.a.	<b>n.a.</b>
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#### Public Housing maintenance

Housing Sector Package - Preventative maintenance and upgrade	n.a.	1,820	—	—	—	—	n.a.	<b>n.a.</b>
Public Housing Capital Maintenance	n.a.	16,113	16,772	17,191	17,621	18,061	n.a.	<b>n.a.</b>
Operating Component 77600.NSAG	n.a.	140,532	170,206	163,310	157,231	160,379	n.a.	<b>n.a.</b>
Less PHIP maintenance	n.a.	-4,490	-3,800	—	—	—	n.a.	<b>n.a.</b>
	<b>n.a.</b>	<b>158,465</b>	<b>186,978</b>	<b>180,501</b>	<b>174,852</b>	<b>178,440</b>		

Continued next page >

	Actual Expenditure	2024-25 Est Result	2025-26 Estimate	2026-27 Estimate	2027-28 Estimate	2028-29 Estimate	Spend beyond Forward Estimates	Total Project Cost
<b>Social Housing accelerator</b>								
Social Housing Accelerator - Seaton Apartments	—	455	10,150	2,015	—	—	n.a.	n.a.
Social Housing Accelerator - Glengowrie Walk-up Flats Upgrade	—	10,175	2,539	—	—	—	n.a.	n.a.
Social Housing Accelerator - Anzac Highway, Camden Park Apartments	—	90	13,046	10,584	—	—	n.a.	n.a.
Social Housing Accelerator - Drew Court Walk-up Flats Refurbishment	—	225	12,000	5,795	1,980	—	n.a.	n.a.
Social Housing Accelerator - Ceduna Aboriginal Modular Homes	—	—	1,747	173	—	—	n.a.	n.a.
Social Housing Accelerator - Contingency	—	—	—	—	1,220	—	n.a.	n.a.
Social Housing Accelerator - Community Housing Projects *	—	34,180	34,180	—	—	—	n.a.	n.a.
Social Housing Accelerator - SAHA operating FTEs	—	—	—	—	—	—	n.a.	n.a.
	<b>—</b>	<b>45,125</b>	<b>73,662</b>	<b>18,567</b>	<b>3,200</b>	<b>—</b>		

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