

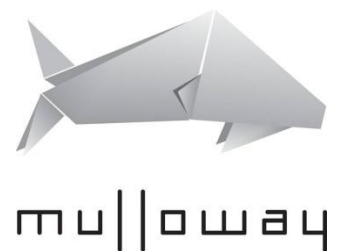
Alexandrina Council



Strathalbyn Town Plan 2014 - 2024



5 September 2014





Alexandrina Council

Strathalbyn Town Plan 2014 - 2024

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1.0 Acknowledgements

We acknowledge that Strathalbyn is on the traditional lands of the Peramangk Nation and that it also has significance for Ngarrindjeri people. We give thanks for their custodianship of this land and recognise their ongoing relationship with this place.

This Plan could not have been prepared without the assistance and support of the following people to whom we express our gratitude:

- Staff of the Alexandrina Council especially Tom Gregory and Sally Roberts.
- Elected Members of the Alexandrina Council.
- Those who set up and catered for community meetings.
- Members of the Strathalbyn community who contributed through the consultation process.
- Fil Russo and Andrea Haren for report production.

2.0 Vision, Goals and Guiding Principles

This is Strathalbyn.

We are Strathalbyn.

Together the people and the place make a country town that is warm and hospitable.

Our culture and our heritage shape our identity.

Rivers run through our town bringing life and drawing us together.

Fertile lands support productive primary production.

A spirit of innovation and co-operation underpins our vibrant businesses.

We are proud of who we are and energised by who we are becoming.

Goals

We connect our community by building social and physical links that enable strength and unity.

We consolidate our township to protect important farmland and our town centre to create a vibrant heart.

We cherish our cultural heritage and celebrate the contribution it makes to our identity.

We create bold and inspiring opportunities for increasing our wealth.

We care for our natural environment and commit ourselves to conserving what remains intact and restoring what is damaged.

We co-operate with each other to shape a cohesive future that brings benefits to all.

Guiding Principles

1. We acknowledge the significance of Strathalbyn as a meeting place for the Peramangk and Ngarindjeri Nations whose lands overlap here. We recognise their continuing relationship with this place.

2. A focus on showcasing the creativity of Strathalbyn's arts community and celebrating our Scottish heritage will contribute to community pride and tourism diversity.
3. The design of public places including streets, footpaths and gathering spaces will create links that encourage walking, cycling and social interaction. They will use colour, public art and distinctive materials to generate vibrant and enjoyable places for people.
4. The contribution of Strathalbyn's heritage assets to its built form and landscape character will be strengthened through restoration and innovative re-use of iconic buildings and the sympathetic design of contemporary buildings.
5. The natural environment, including our waterways and remnant vegetation will be protected and restored to improve their health and to protect and expand habitat for wildlife.
6. Residential growth will be managed within the existing township boundaries, so that good quality primary production is retained.
7. Sufficient land will be provided in well serviced, accessible locations for large scale commercial and industrial land uses. Planning policies will support innovation and entrepreneurship.
8. Tourism accommodation is provided to meet the needs of all market sectors and so strengthen the overall contribution of tourism to the Strathalbyn economy.
9. Retail growth will be managed within the existing District Centre Zone boundaries to strengthen business viability and develop an identifiable focus for shops and services.
10. Physical infrastructure will be designed and delivered in a timely manner to meet the needs of a growing community.
11. The traffic environment will be modified, as required, to improve the safety of all road users.
12. Open space areas will be developed and maintained to meet the needs of a diverse community providing for nature conservation, reflection, social interaction, play and physical activity.
13. Recreation and sports facilities will be provided in partnership with community and non-government organisations in appropriate locations that support access by multiple user groups according to the scale and the facility.
14. Community services and facilities will be provided in accessible and appropriate locations to meet the needs of all members of our community, especially the most vulnerable.
15. The Strathalbyn community will participate as active partners in the implementation of this Town Plan.

3.0 About this Plan

The Alexandrina Council engaged a consultant team lead by URPS, urban and regional planners and community engagement specialists to work with the community to review and update the 2005 Strathalbyn Town Plan. Other members of the team were Tonkin Consulting (traffic and infrastructure), Wax Design (landscape and urban design) and Malloway Studio (architecture and heritage).

Many of the actions contained in the 2005 Plan have been completed. Strathalbyn has grown and changed over the past ten years. This new Town Plan responds to those changes and charts directions to proactively manage emerging projects and projected population growth and change.

The consultant team conducted research that resulted in the preparation of a Discussion Paper in May 2014. This Discussion Paper formed the basis for a comprehensive community engagement process during May and June.

There was considerable public interest in the Town Plan demonstrated by:

- 81 on-line responses;
- 36 written submissions;
- 41 people attending a Business Breakfast workshop;
- 10 groups and individuals participating in interviews with the consultant team;
- 55 people attending an Open House Session designed to obtain input on 8 key topic areas;
- 25, year 8 students from the Eastern Fleurieu School Strathalbyn 7 – 12 campus participating in a workshop.
- 11 written submissions on the Draft Plan.

In addition, workshops were held with Council Elected Members and staff.

This plan reflects the findings of the research and consultations and the professional expertise of the members of the consultant team. It is also cognisant of the preferred directions expressed by the Elected Members of the Alexandrina Council and by the over 200 community members who attended an Information Session at the Strathalbyn Town Hall on 30 June 2014. Not all of the communities expressed preferences have been included in the plan. However where those views have been particularly strongly expressed we have noted this by including additional options that may better respond to these views.

4.0 Population and Housing

This section of the Plan provides an overview of those demographic characteristics of Strathalbyn that have greatest relevance for future planning. A more extensive Population and Housing Profile is provided in Appendix A.

In 2011 the population of the Strathalbyn District which comprises the Strathalbyn township and surrounding rural areas was 6,255 (ABS Census 2011). This represented an 18.8% increase on the 2006 population of 5,265.

4.1. Age

The most significant increase in population numbers were for people aged 60 – 69, 70 – 84 and 18 – 24. While the first two age groups represent “ageing in place” of the existing population, the increase in the numbers of 18 – 24 year olds may mean more young people are staying at home while they undertake further education and training.

4.2. Education and Employment

There has been an increase in the proportion of Strathalbyn residents with tertiary and vocational qualifications since 2006. There are also more residents currently engaged in studies through TAFE and universities.

Strathalbyn residents in the labour force are more likely to be employed now than in 2006. However, a higher proportion (37.3%) are in part-time work. This may reflect the increase of residents employed in health care and social assistance; retail, and accommodation and food services. Together these industry sectors account for one-third (33.3%) of all jobs performed by Strathalbyn residents.

4.3. Income

Strathalbyn residents generally have a higher household income than those in regional South Australia with 43% earning between \$1,000 and \$4,000 per week compared with 39.3%. However, it should be acknowledged that 25% of all households in Strathalbyn earn less than \$600 per week.

4.4. People Needing and Providing Care

There was a 42% increase in the number of people needing daily assistance with core activities since 2006. There are 344 people living in Strathalbyn who need this assistance and 688 people who are providing unpaid care to someone with a disability or long term illness. This represents 13.4% of all adults living in Strathalbyn, which highlights the need for accommodation and support services for people with disabilities, frail older people and their carers.

4.5. Housing

More than 57% of homes are occupied by one or two people. This proportion has risen since 2006. Over 90% of all housing is provided in the form of detached dwellings.

There has been a significant increase in the number of private rental tenants and in households paying a mortgage. In general, home loan repayments and rents in Strathalbyn are significantly higher than those in regional South Australia, reflecting the proximity of Strathalbyn to major urban centres while providing a country lifestyle.

4.6. Access

Over 95% of all Strathalbyn households own one or more vehicles. Over 70% of travel to work is by private vehicle. Limited public transport services result in only 1% of employees travelling by bus.

The big change in the area of internet access was the switch from dial-up to broadband with 65% of households now connected to broadband. The proportion of households without internet access has declined from 40% in 2006 to 23% in 2011.

4.7. Population Projections

Based on the ratio of the total population of the Alexandrina Local Government area represented by the Strathalbyn District and the Council wide population projections prepared by DPTI (The Department of Planning Transport and Infrastructure). The following population figures have been estimated.

2014	Estimated Resident Population	7,209
2031	Projected Population	8,377

Projected population change is 16.2% over the next 17 years which represents 1% growth per annum.

During the life of this plan Strathalbyn is expected to grow to a population of 7,964 by 2024. This represents a 12% increase on the 2011 ABS population figure and a 10.5% increase on the 2014 estimated population.

Dwelling commencements

Between 2006 and 2013 there were 682 dwellings approved in Strathalbyn. This resulted in an average of 85 dwellings per year. However, it needs to be noted that there has been a recent decline in dwelling commencements from previous highs of 131 and 96 dwellings in 2007 and 2008 to 64 and 65 new dwellings in 2012 and 2013.

In order to project the future demand for residential land this plan takes the number of new dwellings needed to accommodate an average of 100 new residents a year for the next 10 years. This number is between 42 and 48 depending on the household occupancy rate of 2.4 (current) and 2.1 (projected).

5.0 Township Character and Amenity

Strathalbyn is an historic town with a very distinctive character provided by its location on the River Angas, its setting in a rolling pastoral and agricultural landscape and the number of intact heritage buildings and their productive re-use.

These rural and historical qualities are strongly valued by residents and businesses in Strathalbyn. They are an important part of what attracts tourists to visit, stay and spend in the town.

This section of the Plan deals with ways to enhance these features of the town through appropriate treatments of streets and public spaces; protection and restoration of natural environments; identification, conservation and re-use of heritage buildings and localities and the recognition and celebration of cultural heritage and all forms of the arts.

5.1. Urban Design Principles

In response to analysis, consultation and issues evaluation, a set of principles have been developed to guide the future design of the public realm and open space of Strathalbyn. These principles set a framework for change and renewal aiming to amplify the character and values associated with Strathalbyn as well as guiding the approach to future planning decisions. The principles focus on the following aspects:

- Connect
- Create
- Consistent

Connect

To connect, link, join, unite Strathalbyn

For Strathalbyn, **Connect** is about making sure that spaces and places are linked and connected to each other so that the fabric of the Town is strengthened. The connection of the main streets, High Street and Dawson Street, is vital to creating a strong central pedestrian and transport spine. Also further connections are needed ensuring the feeder/connector roads are better linked to surrounding residential areas creating a greater legibility in Strathalbyn. To further enhance the town's legibility, the gateways into Strathalbyn need to be promoted.

To create a friendly pedestrian environment, that encourages walking throughout the town, increased access is required between the different parcels of open space.

Create

To celebrate and recognise the significance of the town as a whole

Celebrate is about recognising the important role streets and open spaces play as places for people and enhancing them as places where the community can meet, congregate, watch, interact, shop, relax, eat and do business. By introducing new approaches to traffic management, car parking and urban design, greater amenity can be provided that will mean people will want to spend more time in the town centre. It is about amplifying and reflecting the existing character and culture of the town within the streets and spaces. **Celebrate** also encourages the promotion of Strathalbyn's River Angas as a significant asset and destination for the town. Responsible for the iconic character of the town, the River Angas needs to continue to play a central role in attracting visitors and providing an informal recreation space for the local community to socialise. This can be achieved by the activation of pockets along the river and protecting and enhancing the river's natural values as an important wildlife corridor.

Consistent

To develop a consistent experience across the public realm and open space of the town.

The Strathalbyn public realm and open space lacks legibility, a fact that is highlighted by the distinctly separate styles of the main streets. While there is a physical fragmentation of the town a **consistent** approach needs to be applied within the public realm. By applying a **consistent** materials palette and style across Strathalbyn's public realm a legibility can be created ensuring visitors recognise the unique urban form of the town and explore the town in its entirety, moving from one destination and experience to another.

5.2. Urban Design Directions

The Strathalbyn consultation process identified a number of key issues and opportunities that need to be addressed by future design outcomes. As a result, the development of the following design directions have incorporated community feedback and input and build on the design principles. The design directions provide a valuable resource that will ensure appropriate design decisions can be implemented. The directions focus on delivering best practice outcomes which will further enhance Strathalbyn as a liveable and connected town.

Three main design directions have been identified:

- Increasing Access (Pedestrians and Vehicular)
- Enhancing Place
- Supporting Nature

Maps One to Three demonstrate the key planning directions necessary to achieve improvements to the public realm and open space of Strathalbyn.

Design Direction Outcomes

Implementation of the design directions aims to deliver the following outcomes:

- Promote people's health, happiness, and wellbeing;
- Encourage business and organisations to develop, grow and flourish in the main streets;
- Celebrate the area's unique identity, culture and history;
- Improve accessibility for both pedestrians and vehicles while increasing amenity;
- Provide new levels of function and new facilities that enhance the social and environmental capacity of the town.

Access

The dissection of Strathalbyn by the River Angas along with poor signage and a lack of legibility creates a town with two centres. Together with fragmented pedestrian connections and inconsistent surface treatments within the public realm, the town does not provide a walkable pedestrian environment. As a result of Strathalbyn's unique urban form, signage and entry statements are required to orientate visitors as they enter and move around the town.

The integration of a continuous pedestrian link between the main streets is critical to ensure a safe and walkable pedestrian environment to reduce the reliance on cars and encourage the exploration of the town. Better linkages along main connector roads and along the river edges are also required to ensure increased access to wider residential areas. Strategic car park locations have been identified to encourage people to park and walk between locations throughout the town.

The following numbers refer to Figure One: Access Opportunities:

Actions:

1. Create a pedestrian and cycle friendly connective spine linking main streets.
2. Explore ways to improve traffic flows between Sunter Street and Dawson Street.
3. Ensure feeder/connector roads have footpaths both sides, street trees and street furniture to encourage pedestrian usage and provide amenity.
4. Develop key car park opportunities to encourage greater pedestrian movement throughout the town.
5. Establish distinctive gateways to the township and improve directional signage.
6. Promote and enhance pedestrian laneway access.
7. Create continuous cycle/pedestrian link along River Angas.
8. Introduce bike lanes and promote connections to wider cycle links e.g. connection to Willyaroo Road and neighbouring towns.
9. Review existing pedestrian crossing points and causeway and explore additional pedestrian foot bridge connections to better link open space parcels.
10. Explore potential to facilitate a pedestrian link along Dawson Creek from the Caravan Park to Commercial Road and Angas River.
11. Create pedestrian link on western side of Commercial Road footbridge.
12. Create pedestrian link over rail line into residential area (consider as part of car park development).
13. Reinforce main access route around edge of town and links to connector roads through signage and public art.

Figure One: Access Opportunities



Increase Access

Enhancing Place

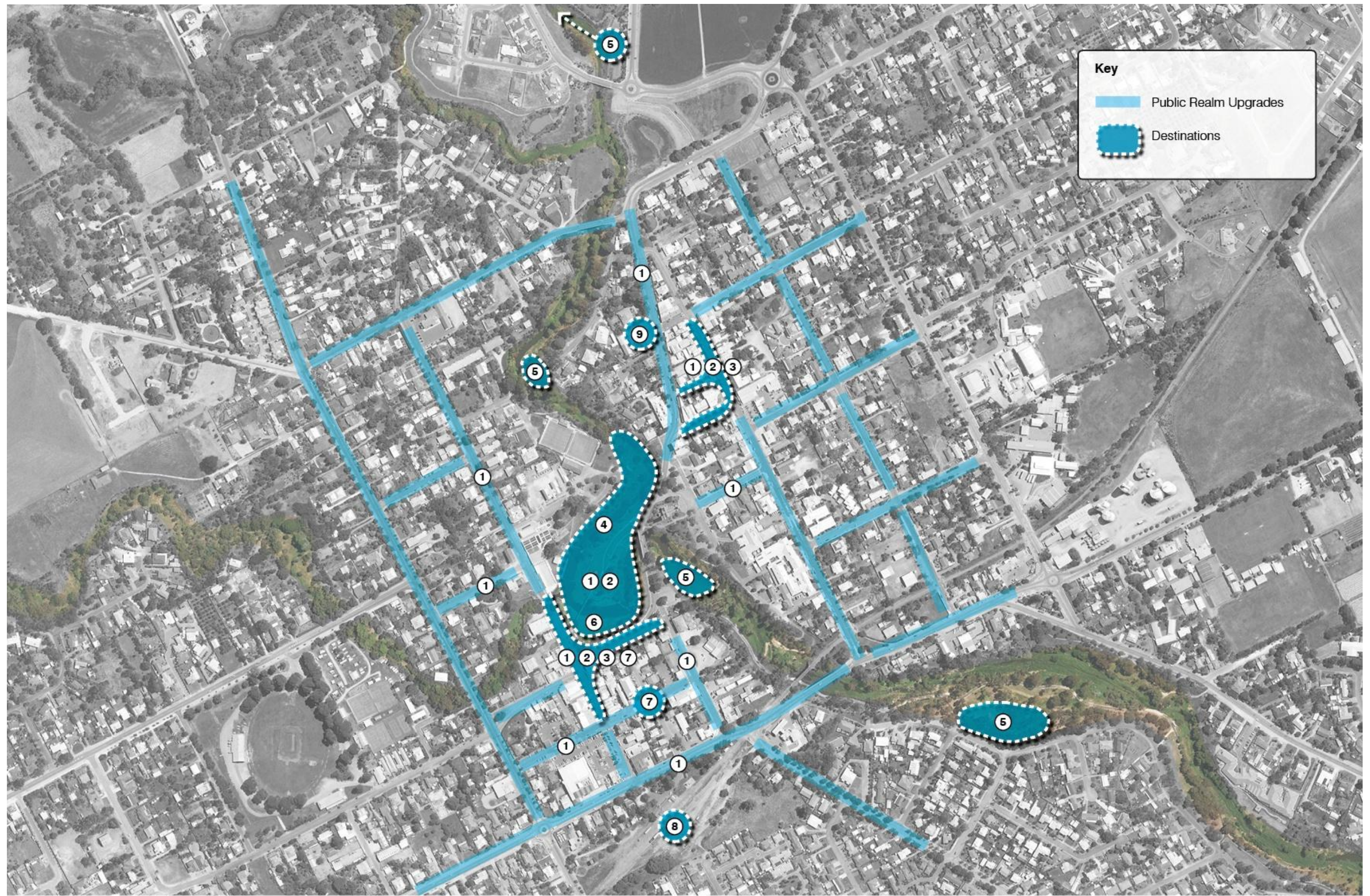
Strathalbyn has a unique character and sense of place that needs to be enhanced and promoted. This needs to be achieved in a manner that is sympathetic to the town's existing character, yet is progressive and able to meet future community needs for the next 10-15 years. The relationship, linkage and provision of facilities will be critical to the ongoing vitality of Strathalbyn. Through the respectful design of spaces and selection of furniture, materials and equipment that feels as though it belongs within the town, the integrity of 'place' will be retained. Enhancing the town's character will bring with it community well-being and pride. The upgrade of existing public spaces and delivery of quality facilities should enhance the environment of the town and its surrounds. Consideration also needs to be given to the potential for tourism through a coordinated community response ensuring the interrelationship between tourism, commerce and community is balanced and beneficial to each.

The text below refers to the numbers on Figure Two: Placemaking Opportunities.

Actions:

- 1. Continue to implement and grow Town Theme opportunities within the public realm (improve footpath condition and provide bins, seating and street trees).**
- 2. Promote public art opportunities as part of main street and open space upgrades.**
- 3. Consider relocation of some car parks within main street precincts to encourage increased street activation and outdoor dining opportunities.**
- 4. Potential for additional public toilets (opposite side of river from existing toilets).**
- 5. Develop small destination and 'pocket places' along the river providing activation, play, interpretation and amenity eg. Potential to upgrade the open space (shelters, seating, barbecues) along river's edge adjacent St Andrew Drive.**
- 6. Create events space/amphitheatre/play for activation opportunities (concerts, open air cinema, etc).**
- 7. Promote street activation (markets, fork in the road, etc) and consider main streets' activities program.**
- 8. Explore the opportunity to utilise rail yard and old carriages as key destination building on heritage character and proximity to Dawson Street.**
- 9. Explore a commercial/community partnership to establish a community music centre or similar, eg in the former "Bells" building.**

Figure Two: Place-Making Opportunities



Enhancing Place

5.3. A Responsive Design Approach

Strathalbyn's character requires future designs and development that respond to the town's sense of place. The analysis and community consultation has highlighted Strathalbyn's need to retain its character and build upon the natural beauty.

There is a strong requirement to create legible and connected places and open spaces within the public realm. Through enhancing the streets and open spaces there are opportunities to reinforce the culture, social vibrancy and place making potential across the town to ensure that the community's ideas and vision for Strathalbyn are made real.

By applying a consistent approach to the design and selection of elements, objects and materials in the streets and open spaces of Strathalbyn, quality outcomes can be delivered. The aim is to not only attract more visitors but also to provide the opportunity for visitors to stay in the town longer and provide greater amenity for the community. In essence, the objective of the urban design guidelines must be applied in the planning and design of the town's future open space and streets.

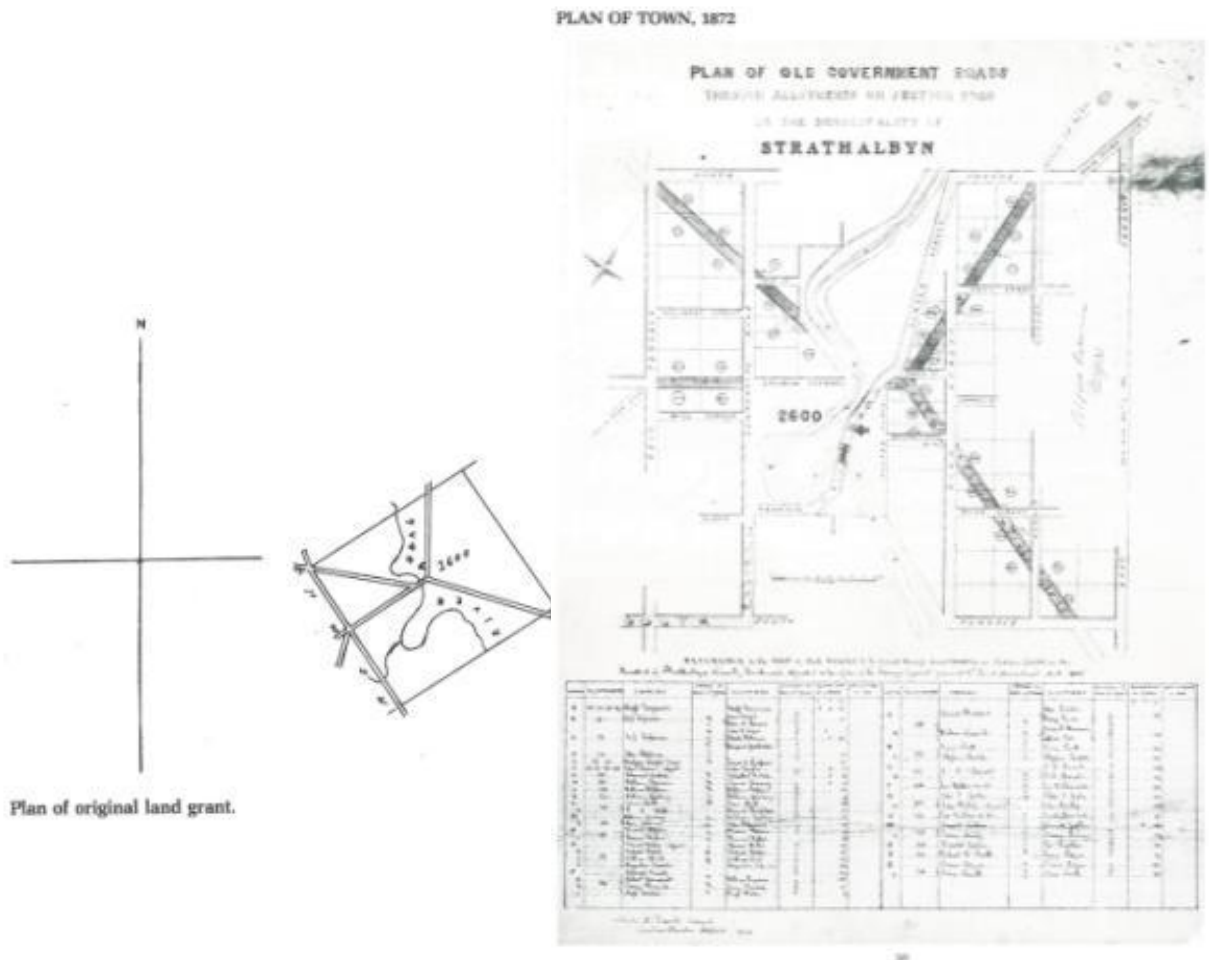
Much of the character of Strathalbyn is contained in the architecture of its heritage buildings and the assets of the river corridors and main streets. Associated building materials such as stone, cast iron, brick and timber reflect the history of the town and promote the idea of permanency and quality; lasting elements that reinforce the resilience of the community and the town.

This design approach (style guide) does not propose a simple copying of the historic, but considers relevant and contemporary design responses, which are unique, confident and progressive, and that will deliver outcomes that match the future expectation of Strathalbyn's community.

The Style Guide in Appendix Two provides details and images that suggest the future public realm character that can be developed in Strathalbyn. The numbers in the text relate to the images.

5.4. Heritage and Built Form

Strathalbyn's built form is intrinsically linked with its heritage assets. The character of the town was established in the nineteenth and early twentieth century, and could be considered as a 'heritage' or 'historic town' in the South Australian context. It is laid out on a traditional orthogonal grid around the confluence of creek and river. The predominant character of the place is defined by its single and double storey buildings, material palette and traditional lot size. The original land grant remains legible and defines the core of the urban framework.



Diagrams taken from 'Old Strathalbyn and its People' Nancy Gemmell, National Trust of South Australia.

Much of the analysis of the character of the place is summarised in the tabulated SWOT points below. As with many similar towns and urban centres, the consistency of built form and overall character are some of the key factors in attracting (and holding) visitors and residents. Managing the relationship between ongoing development and current form is one of the objectives of planning programmes. The Alexandrina Council's current Development Plan incorporates clear character statements for the entire district and the key areas of Strathalbyn.

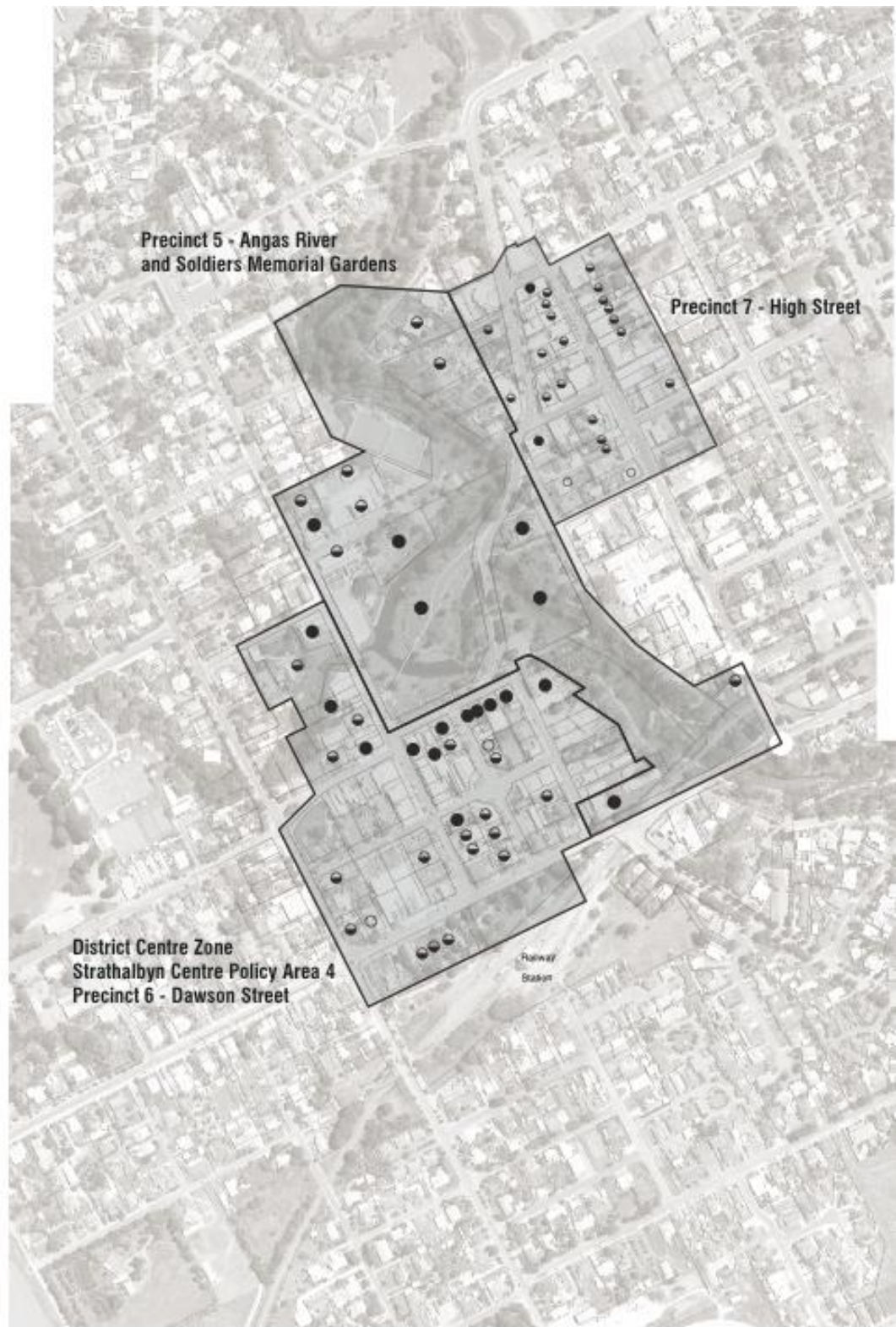
SWOT Analysis in relation to heritage and built form

	Strengths	Weaknesses	Opportunities	Threats
Town Layout				
	Traditional grid layout with intersection with landform (rivers)	Connection between the two main centres		New developments to the north use a non-orthogonal layout and potentially change the urban character.
	Original land division and block sizes remain largely evident	Limited land availability	Infill development in the central area	Consolidation of lots. Large-scale development.
Built Form				
	Reasonably consistent form and material palette	Cost of comparative material palette in contemporary construction	Consolidation of material palette through design guide	Use or over use of new or unsympathetic materials in development work
	Generally consistent, single and double storey buildings			
	Building density reflects use – higher in commercial areas, less in residential. Provides legibility	Supermarket development at southern end of Dawson Street	Infill development in the central area	New development that significantly alters the density mix
Landmarks				
	A few key buildings act as landmarks and aid in identity and natural wayfinding, particularly Churches and other taller structures		Recognise these and maintain views to and from them	

Streetscape				
	Clarity of building typology generally	Some gaps in streetscape where larger developments have occurred (mainly car parks)	Reinforce streetscape with infill development	New larger developments with amalgamated lots
	Consistency of setbacks generally within both residential and commercial zones			
		Street furniture and materials in the public realm are inconsistent and lacking cohesion	Develop closer consistency with future upgrades including light fittings, seats, footpath and paving materials, kerbs and other elements	Unsympathetic new elements. Lack of maintenance of existing elements
Interpretation				
	Existing heritage trail	Hard to locate.	Strengthen existing trail signage and promotion. Potential to help strengthen connections between main town sections	
	Relationship of urban grid to geology and landform		Walks along creeks and rivers, Interpretive material. Permeability of developments along waterways with access and views to both street and river	

Signage				
		Lack of cohesive policy and signage outcomes can detract from the urban experience	Good quality consistent signage can reinforce a desired character	
	Weak/vague entries		Good quality entry statements can help identify the place	Poor quality entrances provide a negative experience and reduce return visitation
Adaptive re-use				
	A number of key buildings remain empty and provide opportunities for adaptation. (former Mill buildings and former Manchester and Glasgow House)	Privately owned and lack of positive economic opportunities	Activate town assets to strengthen character and provide connectivity	Non-use and neglect often leads to deterioration and eventually demolition.
Industry				
	Current active industries such as Lauckes provide a tangible link to the heritage of the place		Provide interpretive connections to the former buildings in Mill Street	Removal of industrial operations weakens the authenticity of the town
Railway				
	The station acts as a boundary to the town and a landmark. The occasionally active railway provides a strong link to former transport modes		Retain rail lines in road. Retain access to railway station	Lack of use and subsequent removal of lines

The current Development Plan confirms three Historic Conservation Zones overlaid with a number of individually identified places and items. These are identified in the combined diagram below.



Actions:

- 1. Identify significant heritage buildings that should be retained and develop partnerships for their maintenance, active restoration and re-use where appropriate.**
- 2. Maintain the policies in the Development Plan that support the historic pattern and form of development.**
- 3. Encourage high quality contemporary building design that is sympathetic to its historical context rather than poorly executed reproductions.**
- 4. Reinvigorate and add to existing heritage interpretation in the town using a mix of physical and technological media.**

5.5. Natural Environment

Strathalbyn is characterised by the confluence of the Angas River and its tributaries, Middle Creek, Dawson Creek and Burnside Creek.

This riverine environment provides more than just aesthetic benefits to the Town of Strathalbyn. In its more natural sections it provides an important biodiversity corridor in a region otherwise extensively cleared of natural vegetation. The Angas River is home to the endangered Southern Pygmy Perch and the River Blackfish.

The recently released Alexandrina Council Environmental Action Plan 2014 – 2018 identifies the following strategies that are particularly relevant for Strathalbyn:

- Strategy 1.4: Maintain and enhance the health of waterways;
- Strategy 2.2: Protect and enhance remnant vegetation;
- Strategy 2.3: Connect habitat and restore degraded areas;
- Strategy 2.4: Improve urban biodiversity.

The plan acknowledges the achievements of Council and the community in protecting water quality in Strathalbyn. These include the development of wetlands at North Parade, Strath Hub, Pipers Crest and Aberdeen Park. In 2009 the stormwater detention basin was constructed on North Parade to improve the quality of run-off from the township before it enters the Angas River.

None of Council's treated wastewater is discharged into waterways. Since 2003 recycled wastewater has been used for irrigation of the Strathalbyn Racecourse and for lucerne crops and vineyards.

The Action Plan proposes the investigation of reusing Dunreath Road inflow to irrigate open space within Strathalbyn.

Action 1.4.5 is to 'develop and implement a management plan for Council reserves adjacent to the Angas River in Strathalbyn'. This plan should address biodiversity conservation and vegetation issues including woody weeds and fire risk, flood control, water quality and recreational use.

It is noted that much of the river corridors (riparian zones) are held in private ownership and affected by grazing and cropping activities upstream. The Natural Resource Management (NRM) Group should continue to work with farmers to improve downstream water quality.

Any future development along the Angas River should not adversely impact the health of endangered and significant native plant and animal species.

The Action Plan also includes a specific action for Strathalbyn in respect to connecting habitat and restoring degraded areas. It is proposed to decommission the Swamp Road Lagoon and restore the 19 hectare site to a more natural state.

The most important urban biodiversity assets in Strathalbyn are the river corridor and Archery Park. Other small reserves and roadsides can be included in a Township Urban Biodiversity Network.

Actions:

- 1. Implement Action 1.4.5 in the Alexandrina Council Environmental Action Plan to 'develop and implement a management plan for Council reserves adjacent to the Angas River in Strathalbyn'.**
- 2. Extend this program to the other Strathalbyn rivers and creeks.**
- 3. Contribute to improved natural biodiversity by retaining remnant vegetation, removing woody weeds and other invasive plant and animal species and rehabilitating degraded areas.**
- 4. Maintain strong support for community involvement in revegetation, riparian corridor restoration and other environmental management programs.**
- 5. Establish a benchmark for riparian restoration and revegetation programs.**
- 6. Liaise with the NRM Group to continue to improve upstream land management practices**

5.6. Culture and Arts

Strathalbyn has a rich Aboriginal and European heritage.

A Meeting Place for Aboriginal Nations

Strathalbyn was the eastern extent of the lands of the Peramangk people who were primarily located in the Adelaide Hills. It was land that was also significant for the Ngarrindjeri Nation and the Angas and Bremer Rivers "acted as a meeting place for both Peramangk and Ngarrindjeri people" (pers. comment Ivan Copley, June 2014).

Strathalbyn remains a significant place for Aboriginal people from these nations today. Recognising and interpreting these relationships in partnership with members of these Aboriginal Nations will contribute to a stronger community and a more diverse tourism product.

The Scottish Connection

Strathalbyn has the highest proportion of residents who report Scottish ancestry of any town in regional South Australia. The evidence of Scottish settlement dates back to 1839 when the town was laid out by Dr John Rankine. The legacies of that Scottish settlement can be experienced in St Andrew's Church which was commenced in 1857 and completed with its striking bell tower in 1869.

The Scottish influence can be seen in other buildings such as the Glenbarr Homestead and associated buildings established in 1842.

Towns such as Hahndorf show the tourism benefits of showcasing the features associated with the ancestry of the first settlers. Without becoming a "pastiche of a Scottish Village" Strathalbyn can build on its Scottish antecedents to provide an insight into the ways these have shaped Strathalbyn today.

Arts and Cultural Expression

The introduction to Strathalbyn on southaustralia.com, Tourism SA's website, identifies Strathalbyn with art. "Strathalbyn has a thriving arts community with studio galleries and an ever changing display of original art in local cafes and the Stationmaster's Gallery"¹

In addition to art exhibitions there are many other opportunities to bring this artistic face of Strathalbyn into the public arena. As well as visual arts there are opportunities to engage in performing arts, music and multimedia presentations. When these activities are nurtured from within the community they generate a delightful authenticity that attracts visitors from other parts of South Australia, as well as national and international visitors.

An example of this is the Adelaide Hills International Sculpture Symposium, held biennially at The Cedars in Hahndorf. This has resulted in The Hills Sculpture Trail. To date Strathalbyn has not been a participant in this project. It would be extremely appropriate for Strathalbyn to be included in this program for 2016. It is noted that Mount Compass and Langhorne Creek have already been included in the 2016 installations.

¹ www.southaustralia.com

Actions:

- 1. Work with members of the Peramangk and Ngarrindjeri peoples to explore the most appropriate ways to acknowledge and interpret their culture.**
- 2. Build on this exploration to establish a partnership approach to realising a cultural heritage project.**
- 3. Identify ways to increase access for visitors to Strathalbyn's Scottish heritage; including web-based platforms, personal interactions and events.**
- 4. Maintain and strengthen the promotion of Strathalbyn's visual arts community by bringing it into the public realm.**
- 5. Include Strathalbyn in the 2016 installation program for the Adelaide Hills International Sculpture Symposium.**
- 6. Work collaboratively with schools and neighbouring Councils to program visiting musical and dramatic performances utilising the new Performance Arts Centre at the Eastern Fleurieu School – Strathalbyn Campus.**
- 7. Support a program of community events that encourage social gathering and cultural expression.**

5.7. Tourism Development

Strathalbyn currently provides a range of tourism accommodation from a 4 star motel, hotels, bed and breakfasts and the caravan park.

The caravan park is located a short walk from the town centre adjacent to the Strathalbyn Oval and sporting facilities. It provides 40 powered and 10 unpowered sites for caravans and tents and a range of ensuite cabin accommodation. Additional cabins are being added to the park, however it is almost at capacity for caravans.

There may be demand in the future for additional self-catering accommodation (from cabins to apartments similar to the Haus Studio Apartments in Hahndorf).

While the Council owned land on Langhorne Creek was suggested by some people as a possible site for tourist accommodation, this site has a number of current limitations which affect its suitability. It is located close to the Terramin mine site which may be re-opened at some time in the future. It presently has limited visual appeal and would require significant tree planting to generate the desired amount of shade and amenity. However should mine operations not recommence, this site could be the focus of landscape improvements that would enable its use for tourism and/or recreation.

Accordingly this plan does not support the use of this site for tourism accommodation.

There may be opportunities to cater for Recreation Vehicles (RV's) such as large caravans, motor homes and buses at other sites, including the Railway Station (see Section 6) or at the proposed State Equestrian Centre (see Section 7).

Actions:

- 1. Support the development of appropriate facilities at the Strathalbyn Caravan Park within its existing footprint.**
- 2. Encourage the development of self-catering accommodation of a 3 to 4 star quality in walking distance of the town centre.**
- 3. Examine the opportunities to cater for Recreational Vehicles (RV's) with parking, dump points and relevant facilities with an initial focus on land adjacent to the Railway Station and/or the proposed State Equestrian Facilities.**

6.0 Land Use and Development

This section of the Plan addresses the preferred directions for future residential; retail and commercial; and industrial development in Strathalbyn to 2024. It highlights areas where a change to planning policy would be required to achieve the recommended directions.

6.1. Residential Land Supply

To accommodate the projected increase in population to 2024 there will need to be demand for additional dwellings in the range of 420 – 480 dwellings. The lower figure is based on a current dwelling occupancy rate of 2.4. However, recent trends in the growth of one and two person households could reduce the average occupancy rate to 2.1 which would result in demand at the higher end of the range.

Currently residential development in Strathalbyn is occurring at densities of 11 dwellings per hectare reflecting both the topography of the land and the purchaser's preference which appears to be for 900m² – 1,000m² allotments.

While higher densities could be achieved on flatter greenfields land and on infill sites within the existing township we have noted a desire for allotments to be no smaller than 500m² – 600m², except for housing designed for older people and single person households which could be on smaller allotments.

Vacant Residential Land

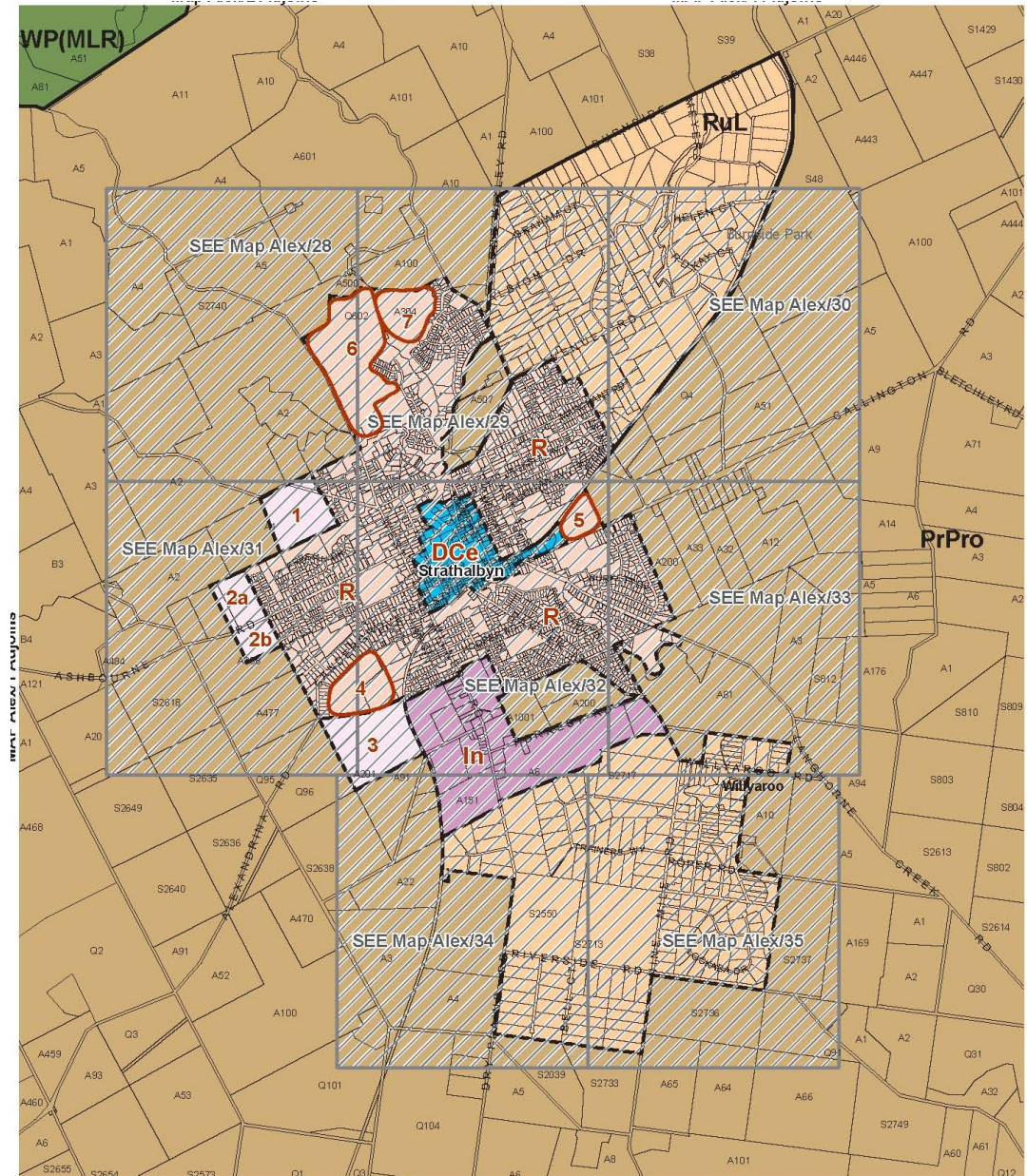
Table One below shows the residentially zoned land that has not yet been developed. These are shown as parcels 4, 5, 6 and 7 on Map Three.

Table One: Undeveloped Residentially Zoned Land

Site Number	Location	Zoning	Dwelling Potential	Comment
4	South of Sandergrove Road	Residential	200	No application yet
5	North of Callington Road	Residential	59	Approved
6	Pipers Crest	Residential	260	8 built upon
7	Aberdeen Park	Residential	20 (an estimated 80 have been built upon)	An additional 100 lots being sought
Total			540	100

Map One on the following page shows the location of these residentially zoned land parcels (Sites 4, 5, 6 and 7) and the Deferred Urban Zone Land (Sites 1, 2A, 2B and 3). This Map is adapted from the Alexandrina Development Plan BDP Consolidated – 1 May 2014.

Map One: Residential and Deferred Urban Zoned Land



See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA84

MAP Alex/13 Adjoins

Zones

DU	Deferred Urban
DCe	District Centre
R	Residential
In	Industry
PrPro	Primary Production
RuL	Rural Living
WP(MLR)	Watershed Protection (Mount Lofty Ranges)
—	Zone Boundary

- 1 Old Bull Creek Road
- 2a Ashbourne Road (Northern side)
- 2b Ashbourne Road (Southern Side)
- 3 Sandergrrove Road
- 4 South of Sandergrrove Road
- 5 North of Callington Road
- 6 East of Paris Creek Road
- 7 West of Strathalbyn Road



Zone Map Alex/5

ALEXANDRINA COUNCIL

Table Two: Future Growth Opportunities: Land Zoned Deferred Urban

Site No.	Location	Approx. Area (ha)	Developable Area (ha). Approx Area minus 32.5% for roads and open space.	Dwelling Potential at 11 dwelling units/ha (net residential site density) and assuming no infrastructure constraints)
1	Old Bull Creek Road	18	12.1	135
2A*	Ashbourne Road (northern side)	(10)	(6.75)	(75)
2B	Ashbourne Road (southern side)	6.4	4.3	45
3	Sandergrove Road	27	18.2	200
Total land zoned Deferred Urban		51.4	34.65	380

* Note: Site 2A has extensive vegetation cover (planted) and anecdotal comment suggests portions of it may be subject to flooding. On this basis its potential development for residential use has been excluded from the totals of these calculations. However, should this land later be deemed suitable for development it would provide for approximately a further 75 dwelling units at 11 dwelling units/hectare.

Based on the projected population growth of approximately 100 people per year requiring between 42 and 48 dwellings depending on occupancy rates of 2.4 persons per dwelling (current Strathalbyn) and 2.1 persons per dwelling (future Strathalbyn) where residents "age in place" there is sufficient residentially zoned land for between 11 and 13 years. If the 100 additional lots sought for Aberdeen Park are approved this would extend the supply of serviced residentially zoned land to between 13 and 15 years.

The Department of Planning Transport and Infrastructure (DPTI) has set a metropolitan target of a 15 year rolling supply of residentially zoned land to meet population targets. It has been argued in other outer metropolitan Councils, such as Victor Harbor, that 10 years is a more responsible measure. This avoids rezoning land well ahead of demand which impacts on timely development of existing undeveloped residential land.

Taking 10 years as the baseline Strathalbyn has sufficient land at present and until 2018. To maintain a 10 year rolling supply beyond that an average of 45 lots would need to be rezoned each year. Given the time taken for rezoning Council should look to commence rezoning deferred urban land in 2016 with the view to realising at least a further 5 year supply of residentially zoned land for Strathalbyn. This could involve rezoning one or more of the existing Deferred Urban Parcels identified in Map Three and Table Two to create 225 – 250 allotments. The actual numbers required could be reduced depending on the extent of redevelopment of larger township allotments to create smaller units suitable for people looking for an affordable, easy to maintain option.

As part of the investigations required to rezone Deferred Urban Land, Council will be required to demonstrate the suitability of the site for residential development including the potential impacts of flooding, increased traffic generation and the ability to provide cost-effective infrastructure and essential services. It is recommended that these investigations are undertaken for all 4 Deferred Urban Sites (1, 2A, 2B and 3). This may result in only some of these sites or parts of them being rezoned for residential purposes.

Actions:

- 1. Recognise that there is currently in excess of a 10 year rolling supply of residentially zoned land in Strathalbyn.**
- 2. In order to maintain this level of supply, undertake investigations on the current Deferred Urban Land resulting in an approved Residential Development Plan Amendment by 2018.**

6.2. Industrial Land Supply

The current industrially zoned land, shown on Map Four on the following page comprises approximately 98 hectares located to the east and west of Milnes Road/Dry Plains Road and south of Forrest Road.

Aerial photography indicates that approximately 30 hectares of this land has some form of more intensive development on it.

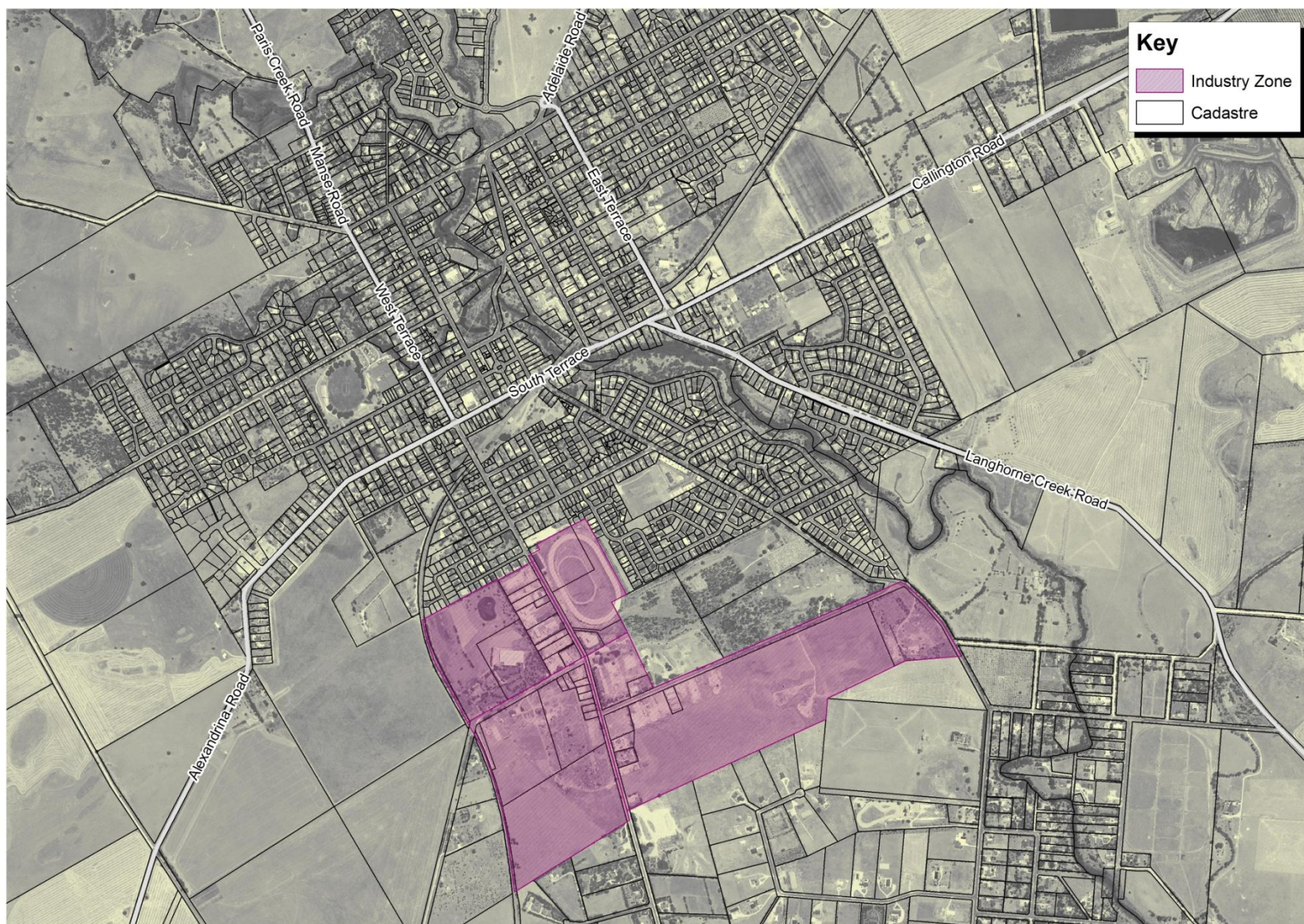
Taking into account the road requirements to service the allotments created, set at notionally 25% of the land area, the remaining 50 hectares could theoretically accommodate 400 allotments at the minimum 1,200m² per allotment.

Given the low take-up for new industrial/commercial development in this zone of only six (6) new developments in the past eight years, there appears to be sufficient land zoned for industry to accommodate potential future demand.

Action:

- 1. Support the location of larger scale commercial activities and new business enterprises within the Industry and Enterprise Zone.**

Map Two: Industrial Zoned Land



6.3. Retail and Commercial Development

This section of the Plan describes the current retail environment in Strathalbyn and the preferred future directions for the provision of shops and services to meet the needs of the Strathalbyn community.

Retail Rezoning Proposal

This assessment has been made in the context of a rezoning proposition put to Alexandrina Council in November 2013, for a new shopping and commercial services centre on Adelaide Road, 1km north of the District Centre (see Map Three). This proposal galvanised the Strathalbyn community generating petitions containing in excess of 1,500 signatures and a community initiated meeting attended by over 200 people. They expressed significant concern about the potential impact of 'out of town' retail on existing businesses and therefore the continued appeal of Strathalbyn to locals and visitors.

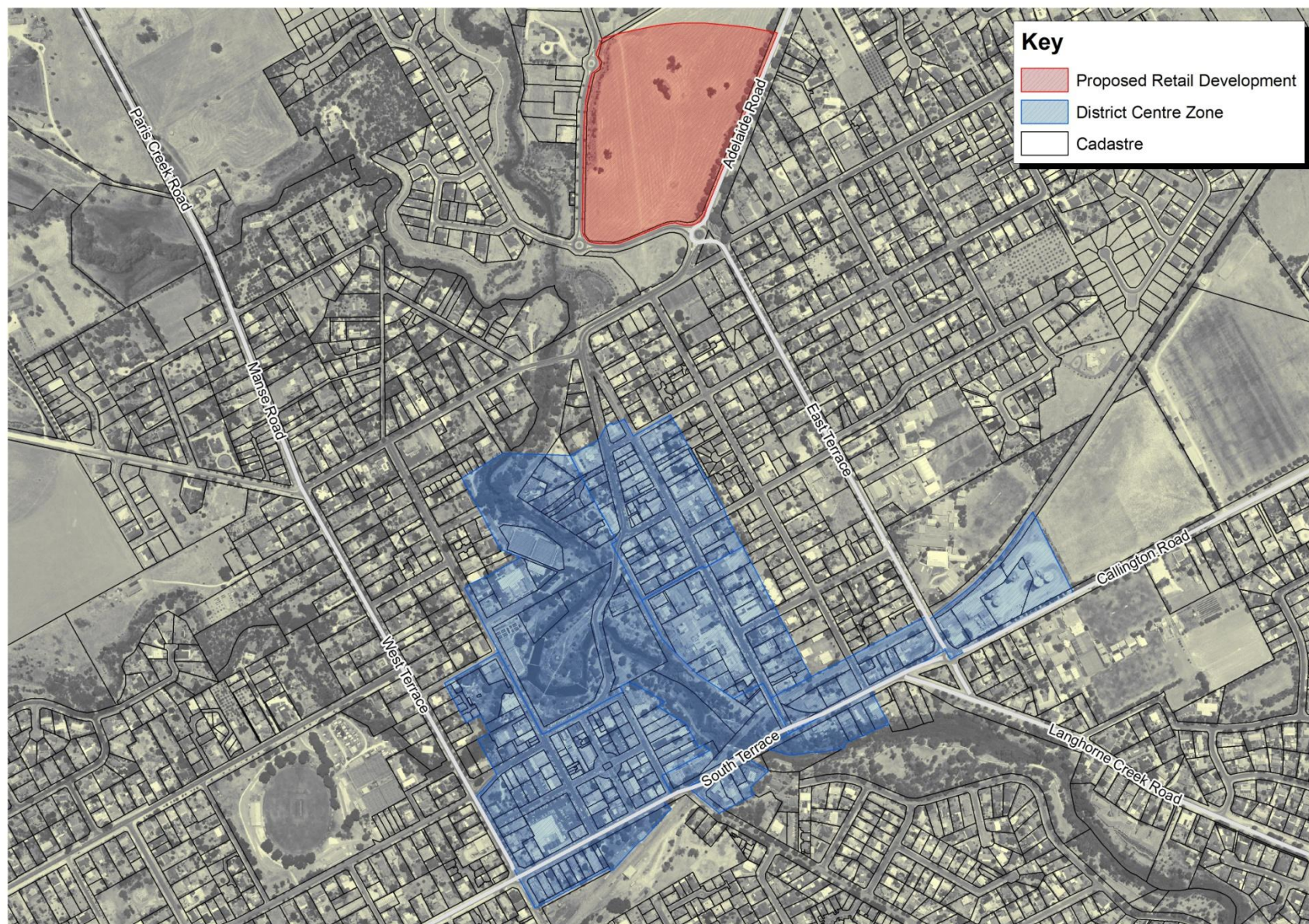
The proposed rezoning included a Neighbourhood Centre Zone with 5,000m² of retail shopping, a medical centre, child care centre, petrol station and a park and ride facility on the southern portion of the land and a Community Zone on the northern 10 hectares of the subject land which could be used for sporting facilities and/or a community farm. More recently this northern portion of the land has been the focus of a Development Application by CLASS Inc for an Accessible and Sustainable Farm and Community Garden.

The land identified as the location for the proposed retail development and the CLASS Community Farm is currently zoned Primary Production. This zoning does not provide appropriate policy guidance for the future use of this land, which is located on an important entrance to Strathalbyn.

The rezoning of this land for retail purposes is not supported.

It is proposed to rezone this land as an Open Space Zone in which the open space character is preserved to provide a visual contrast to the surrounding urban area and can accommodate a range of public and private activities in an open and natural setting, including passive and active recreation land uses and/or habitat conservation and restoration (see Section 8.1).

Map Three: Location of Proposed Retail Development



Current Retail Service Provision

In April 2013 Alexandrina Council engaged Property and Advisory Pty Ltd to undertake the Strathalbyn Retail Review. The purpose of the review was to undertake a retail sector analysis as an input to the preparation of an updated Strathalbyn Town Plan.

Retail development in Strathalbyn is predominantly contained within its District Centre Zone. The District Centre Zone is bisected by the Angas River, creating two distinct precincts. The first, centred on Dawson Street and the Woolworths Supermarket, is the principal retail area in the township and contains the range of typical outlets that would be expected in a local service township such as Strathalbyn. The second precinct is centred on High Street, some 500 metres from Dawson Street. This precinct has an historical flavour, with an accent on antique shops, but also with a number of long established commercial enterprises of varying types.

The retail audit undertaken in December 2012 showed that the township contains a total of 21,458m² of retail and commercial services space. Almost one-third of this is household goods which include such things as chemists, hardware, newsagent, books, antiques and sporting goods. The only large store is Woolworths at 2,300m².

The total floor space increased by 3,600m² between 2007 and 2012, representing a 20% increase.

While there is an estimated vacancy rate of 11% of total floor space, the retail report noted that much of this is unlettable in the absence of substantial refurbishment.

The retail study noted the dominant effect of Mount Barker as the largest retail centre with over 90,000m² of retail floor area. Mount Barker is 23km from Strathalbyn and considered to be the main regional centre for shopping and services by Strathalbyn residents.

The retail study used socio-economic data from 2006 and the population projections were for the Strathalbyn township only whereas we have used the Strathalbyn Statistical Local Area which includes surrounding rural areas. This gives a projected 2021 population of 7,836 compared with that used for the retail report of 6,141. Other than this difference most of the statistics for the 2011 Census are proportionally similar to the 2006 figures. Household formation is most closely related to retail demand and this is projected to increase by almost 16% between 2011 and 2026 across the area within a 20km radius of Strathalbyn.

The retail study modelled the impacts of adding different amounts of food and non-food related retail floor space to what is currently available in Strathalbyn.

Retail analysts generally regard a negative effect on existing retail of less than 5% as acceptable and between 5% and 10% as being of concern. Negative effects above 10% are considered to affect the viability and functioning of retail centres.

The first scenario that was modelled, for an additional 3,500m² for food and 7,500m² for non-food, resulted in adverse impacts in Strathalbyn of 12.5% for food and 13.1% for non-food retail with impacts not returning to acceptable levels for more than 10 years.

The second scenario that was modelled was for a more modest expansion of 1,000m² food retail and 2,500m² of non-food retail. The impacts of this level of expansion are less than 5% in five years and can therefore be considered acceptable. Retail viability of existing businesses returns to positive growth by 2021, under this scenario.

While a number of retail studies have been reviewed during the preparation of this Plan (see Reference List) this Plan supports the modest expansion of food, retail and non-food retail, commercial and health services proposed in the Property and Advisory Report.

The retail study concludes that the relatively modest level of retail expansion required can be accommodated in the District Centre.

It identified two key growth areas within the existing District Centre to build on the current retail focus of Dawson Street.

In our investigations for this Plan we have identified a number of strategic land parcels that could facilitate additional retail activities within the District Centre.

It has also been reported that the current policies in the High Street Precinct restrict new retail developments to a maximum floor area of 250m². This has acted as a deterrent (anecdotal information) to the financial viability of redeveloping larger sites.

Research, our professional experience and post-development evidence from other country towns; cautious against 'out of town' shopping centre developments due to their adverse impacts on existing 'main street' traders.

Actions:

- 1. New shops and services should be located within the existing District Centre Zone.**
- 2. Retail expansion associated with supermarkets should be encouraged to achieve a consistent built form edge to Dawson Street with car parking located less visibly.**
- 3. Review planning policies for High Street to facilitate appropriate retail and commercial developments on larger sites.**

7.0 Physical Infrastructure

This section of the Plan addresses the topics of traffic management, car parking, walking and cycling, as well as the provision of infrastructure and services including stormwater management, waste water, potable water, power and telecommunications.

7.1. Traffic Management

Current Conditions: Road Network

There are four key **arterial** roads through Strathalbyn as indicated below.

Alexandrina/Long Valley Road connects Goolwa with Mt Barker and passes through the town. This road continues through the town via East and South Terraces. Daily traffic volumes range from 6,900 north of the town, 2,700 on East Terrace, 5,200 on South Terrace and 3,100 on the Alexandrina Road. B-Double access is permitted on South Terrace and Alexandrina Road.

Callington Road connects Strathalbyn with the South East Freeway at Callington. Traffic volumes just to the east of the town show a daily volume of 2,100. This road caters for B-Double vehicle access from the Freeway.

Langhorne Creek Road provides access to the Langhorne Creek area and Milang. Using Department of Planning, Transport and Infrastructure (DPTI) Maps, the expected volume would be in the order of 2,000 vpd. This road caters for B-Double vehicle access from the Callington Road.

Paris Creek Road/West Terrace provides a connection from Strathalbyn to Meadows.

Commercial vehicles typically represent 8 to 10 % of the daily traffic volumes on the roads.

The key local roads within the town are indicated below:

- Rankine/Sunter Street;
- High Street;
- Dawson Street/Commercial Road;
- Ashbourne Road;
- Parker Avenue;
- Milnes Road.

Current Conditions: Traffic Operation

The layout and signage of the North Parade/East Terrace roundabout appears to direct traffic into the Town Centre rather than along East Terrace. It is understood that there can be issues with directing significant amounts of through traffic into a school precinct. However the layout could be considered to direct traffic to use Sunter Road to enter the Town Centre. It is noted that there is only one direction sign on the northern approach that directs traffic to East Terrace but none in the roundabout.

Current Conditions: Road Safety

A review of crash history (2009 to 2013) indicates that there are a few safety issues with current operation of the road network in the town. The statistics indicate the following:

- Dawson Street, South Terrace and the Callington Road comprised the majority of crashes, with the remainder spread over the town;
- there was high occurrence of casualty crashes on West Terrace compared to the remainder of the town with most being right angle crashes;
- there was high occurrence of hit parked vehicle crashes (20 of 70) with an even spread around the town;
- there were 10 crashes on Dawson Street between Colman Terrace and South Terrace but only one resulted in an injury;
- the South Terrace / East Terrace intersection recorded the highest number (4) of crashes at an individual location. All were right angle crashes and 2 resulted in an injury.

There are particular locations within the township where safety could be an issue, in particular:

- along East Terrace adjacent to the school precinct;
- road alignment along Sunter Street adjacent to the High Street precinct through to Albyn Street;
- interaction with parking manoeuvres along High Street and Dawson Street;
- road alignment on the arterial road approaches from Mt Barker and Goolwa;
- lack of appropriate pedestrian crossing points in certain areas of the town area eg between High Street and District Centre.

Current Conditions: Parking

There are two main areas of parking within the town, along Dawson Street and High Street. Other areas that might attract significant parking include the area around the Soldiers Memorial Gardens, East Terrace at the schools, North Parade near the tennis courts and on Colman Terrace.

The main issue is that residents and visitors alike drive short distances to park as conveniently as possible to their key destination. This can result in short periods of congestion.

It was noted that some business owners had expressed concern about employee parking within the town's key precincts, particularly on-street parking. This could have the impact of reducing ability to attract clients as parking is considered too far away.

Current Conditions: Pedestrians/Cyclists

There are no defined on-road cycle paths within the town except for a section along South Terrace and north of North Parade. Shared paths are provided along sections of the Angas River, particularly south of South Terrace. Other cycle facilities such as storage racks are not provided at key locations.

Pedestrian paths of varying quality are provided throughout the town.

There is very little way finding signage for certain areas/destinations within the township.

Traffic and Parking

Future conditions – without Development

Road Network

There is unlikely to be any significant change in the arterial road network in the foreseeable future. Outside of the township, there may be minor works related to improvements in road safety (eg shoulder widening or hazard protection). Within Strathalbyn the arterial road network would primarily stay the same but with improvements in urban design / landscaping and streetscape environments.

Future Growth

It is expected that without the future residential development traffic will grow within Strathalbyn for a variety of reasons, including tourism, being a minor service town for the surrounding rural area and growth in through traffic between Mt Barker and Goolwa/Victor Harbor townships.

Typically it is assumed that traffic in rural areas would have 3.0% per annum growth rate and this would include residential development within the townships. This now considered an upper limit given current expectations of future patterns. Consequently a 1.5% annual growth rate is considered appropriate.

For a 20 year review the future (and existing) traffic volumes on the key arterial roads are:

• Long Valley Road (Road to Mount Barker)	9,300 vpd (6,900)
• East Terrace	3,600 vpd (2,700)
• South Terrace (north of West Terrace)	7,000 vpd (5,200)
• Paris Creek Road	2,000 vpd (1,500)
• Alexandrina Road	4,200 vpd (3,100)
• Langhorne Creek Road)	2,600 vpd (1,950)
• Callington Road	2,800 vpd (2,100)

Traffic Operation

This increase in traffic can be catered for by the existing road network, although there may be isolated locations where the issues may arise including:

- along East Terrace adjacent to the school precinct;
- interaction with parking manoeuvres along High Street and Dawson Street;
- interaction with pedestrians in specific locations along South Terrace, High Street and Dawson Street;
- possibility of increased number of crashes.

The increase in traffic is expected to be comprised mostly of commuter traffic (private vehicles) with about 10 % commercial vehicles. Consequently for the road to Mount Barker the increase in commercial vehicles is expected to be in the order 240 vpd, which is not expected to be high enough to warrant consideration of a freight bypass of Strathalbyn. In the longer term there may be a requirement for an alternative freight route to South and East Terraces. However in the short term consideration could be given to developing a means of directing articulated vehicles (semi-trailers) to use the Woodchester Road to the Callington Road as an alternative route to travel within Strathalbyn.

Future Conditions – with Development

The previous Town Plan indicated future residential development could occur at 7 main locations within the township as indicated on Map Six on the following page. Two of the proposed areas are already being developed with a further two locations identified as zoned residential, and three sites zoned deferred urban.

Map Four: Projected Increase in Traffic Volumes



It is expected that a total of 640 dwellings could be developed within the residential areas. For the deferred residential locations the maximum number of dwellings is dependent on the density which can vary significantly for a number of reasons. Assuming all areas can be developed then the deferred urban areas could support a further 400 to 600 dwellings. In assessing the impacts of the future development the following assumptions were made but primary ones are:

- 8 trips per day per dwelling;
- overall traffic distribution – 40% to Strathalbyn, 30% to Mt Barker, 10% to Langhorne Ck, 10% to Goolwa and 5% each to Meadows and Callington;
- traffic distribution from Sites 3 and 4 to Mt Barker Road to four routes; West Terrace, Dawson Street, Murray Street and East Terrace.

Map 4 on the previous page shows the proposed increase in traffic for both the zoned residential and deferred urban locations. The maximum increase in traffic and future total traffic on the key arterial roads is indicated below:

- | | |
|---|---------------------------|
| • Long Valley Road (road to Mount Barker) | 3,400 increase 12,700 vpd |
| • East Terrace | 1,400 increase 4,900 vpd |
| • South Terrace (north of West Terrace) | 3,800 increase 10,800 vpd |
| • South Terrace (south of West Terrace) | 4,300 increase 9,100 vpd |
| • Paris Creek Road | 1,800 increase 3,800 vpd |
| • Alexandrina Road | 1,140 increase 4,500 vpd |
| • Langhorne Creek Road | 1,160 increase 3,800 vpd |
| • Callington Road | 600 increase 3,400 vpd |

The traffic increase on North Parade is expected to vary between 2,300 and 3,000 vpd with smaller increases expected on Sunter Street (1,200 vpd), Ashbourne Road (1,700 vpd) and Dawson Street (1,800 vpd). There is also expected to be minor increases in traffic (of about 500 vpd) on the remaining local road network within area bounded by North Parade, and West, South and East Terraces.

Future Conditions:

Traffic Operation

These increases will have an impact on traffic operation, initially minor but increasing with full development. It would be expected that road infrastructure would need to be upgraded to cater for these volumes, particularly at the key entry points and intersections such as:

- Paris Creek Road and North Parade – likely to require a roundabout;
- West Terrace/Ashbourne Road (only if Sites 2A and B are both developed);
- South Terrace and West Terrace – although the roundabout has sufficient capacity it may need other improvements to cater for additional traffic;

- North Parade and Sunter Street – possibility of a roundabout;
- possibility of increased number of conflicts with vehicles entering abutting properties / side roads along Alexandrina Road, West Terrace and South Terrace – may be a need for widening to allow for painted median and/or restrictions in parking.

Parking

It is understood that whilst Mt Barker will cater for some of the retail requirements (bulky goods, specialist retail etc) there will still be a need to undertake daily activities. On this basis the increase in development is also expected to result in an increase in parking within the Town Centre area particularly the Dawson Street and High Street precincts, specifically for access to shopping and other retail/community services. Future upgrading of existing retail areas to accommodate the increased demand will also have an impact on parking supply and demand. Consequently, there will be a need to coordinate parking as part of future development proposals.

Opportunities to Address Traffic Issues

Through the assessment investigations and stakeholder / community consultation a range of opportunities have been identified and briefly assessed with the objectives of improving overall amenity and traffic management within the Township. These also address the key issues identified previously in the study including the following:

- use of Sunter Street as the main entrance into the Town Centre from the north. The road alignment is such that it could contribute to increase speeds around area linking High Street and the retail centre on Dawson Street. It is also noted that development areas to the north west will use this road as primary access into the retail centre;
- poor signage to key destinations, but particularly the High Street precinct;
- lack of pedestrian linkages to key destinations within the town area. In addition the paths themselves are of poor quality;
- short term parking supply may be an issue in the longer term, particularly within the High Street and Dawson Street precincts.

It is proposed to:

- investigate ways to improve traffic flows between Sunter Street and Dawson Street through Albyn Terrace.

- review traffic operation around Creek Road / South Terrace / Langhorne Creek Road triangle to reduce turning conflicts;
- consider providing a 40 km/hr speed limit zone for the entire zone between the Terraces and North Parade. This will require formal approval from DPTI and significant data collection to confirm speeds are low.

The following proposals would assist in the efficient use of available car parking locations:

- assess requirement for timed parking at particular locations to discourage all day parking within retail areas;
- assess possible schemes for providing parking within the railway lands. This could be considered for long term parking as well as buses and larger recreational vehicles (caravans etc). Issues associated with access and impact on residential area would also need to be addressed;
- develop and sign under-utilised / vacant areas for parking as indicated in Figure One on Page 11;
- negotiate with landowners within retail precinct to develop shared car parking areas.

Improved conditions for pedestrians and cyclists would be achieved by:

- implementing the bicycle/ footpath enhancement plan, particularly the improvements connecting the newer residential areas to the Town Centre;
- providing improved footpath connection between the High Street and retail precincts. This should include providing a safe crossing of Sunter Street or Rankine Street as described in Section 5.2.

Actions:

1. Council undertaken long term planning to investigate alternative options for heavy vehicle through traffic movements that avoid using East and South Terraces.
2. Investigate opportunities to direct articulated vehicles (ie semi-trailers) to use Callington Road, via Woodchester, to the Callington interchange on the SE Freeway, as an alternative route to East Terrace.
3. Undertake detailed traffic planning for the core area between the Terraces to identify and develop traffic management interventions that reduce traffic speeds and improve safety and amenity for all users.
4. Provide a more efficient use of available on-street car parking by introducing timed parking in key locations.
5. Review the previous proposal to provide long term (all day) parking for employees and for larger tourist vehicles on the Crown land adjacent to the Railway Station. Ensure that the proposal provides safe access and egress for vehicles and pedestrians in a way that minimises impacts on the adjoining residential area.
6. Continue to develop the north-south cycling path to connect the new developments to the north of the town with Soldier's Memorial Gardens, cognisant of possible impacts on the river environment of path design and location.
7. Use a combination of traffic management tools and urban design approaches to create a safe and attractive pedestrian environment within the Town Centre. Continue these qualities through the residential areas by better links and upgraded footpaths.
8. Provide clear directional signage at township entrances to reduce confusion and provide better access to and between the precincts in the town centre.

7.2. Other Infrastructure

Stormwater Management

The previous flood / drainage studies were undertaken in the mid 1990's and significant development and changes in the township have occurred since this time. While development has occurred within the town overall, this has had limited to negligible impact on the perception of flooding. The River Angas, Dawson Creek, North Creek and other Watercourses all rise in large storm events, ie 1 in 100 year flood events.

It is understood also that Council is requesting that flood studies be undertaken for new developments. Hence each developer is providing their own small scale study.

Consequently it considered a high priority to undertake a flood and stormwater drainage study for the township.

Wastewater Management

The recently constructed treatment plan has sufficient capacity to allow for a doubling of the number of dwellings in the town. However there could be issues with connections to the plant that would require provision of additional pumping stations. This is not seen as a barrier to future growth.

It was noted that some sections of the town are still using effluent systems.

Water Supply

SA Water has advised that there is sufficient capacity to cater for approximately an additional 400 dwellings before further augmentation of the system is required.

Given the projected rate of residential development this would equate to between 8 and 10 years existing capacity before augmentation would be needed to supply water to Strathalbyn.

Power and Telecommunications

Power augmentation will be considered in the context of development approvals for new power consuming land uses.

Strathalbyn has been identified as one of the next states for the National Broadband Network (NBN) rollout. This will result in increased internet speeds and access.

Actions:

1. **Undertake a Flooding Study prior to rezoning any of the Deferred Urban land for residential purposes.**
2. **Establish a partnership approach with land developers to address stormwater management to minimise flood impacts, provide biodiversity habitat and contribute to natural open space areas that can be enjoyed by residents.**

8.0 Community Facilities and Services

This section of the Plan identifies the directions for provision of recreation and sport facilities; accommodation and support for older people, people with disabilities and their carers and health and wellbeing services for all age groups.

8.1. Recreation and Sport Facilities

Strathalbyn is well provided with high quality facilities for sports such as AFL, cricket, netball and tennis. Current development projects at the Strathalbyn Oval and the North Parade tennis courts will result in significant improvements to these facilities.

Strathalbyn currently has almost 100 hectares of useable open space which represents a significantly higher proportion of open space per 1,000 persons than the average for the metropolitan Adelaide. A significant proportion of this open space is used for regional level competitions and activities as is common in many country towns which act as a service centre for surrounding rural areas and smaller townships.

There is however no argument for significantly increasing the amount of open space dedicated to sporting activities. In general, community members who have participated in this project expressed the view that existing facilities should be improved before new facilities are developed.

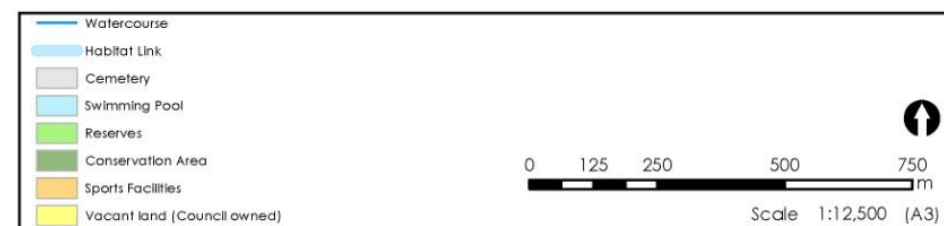
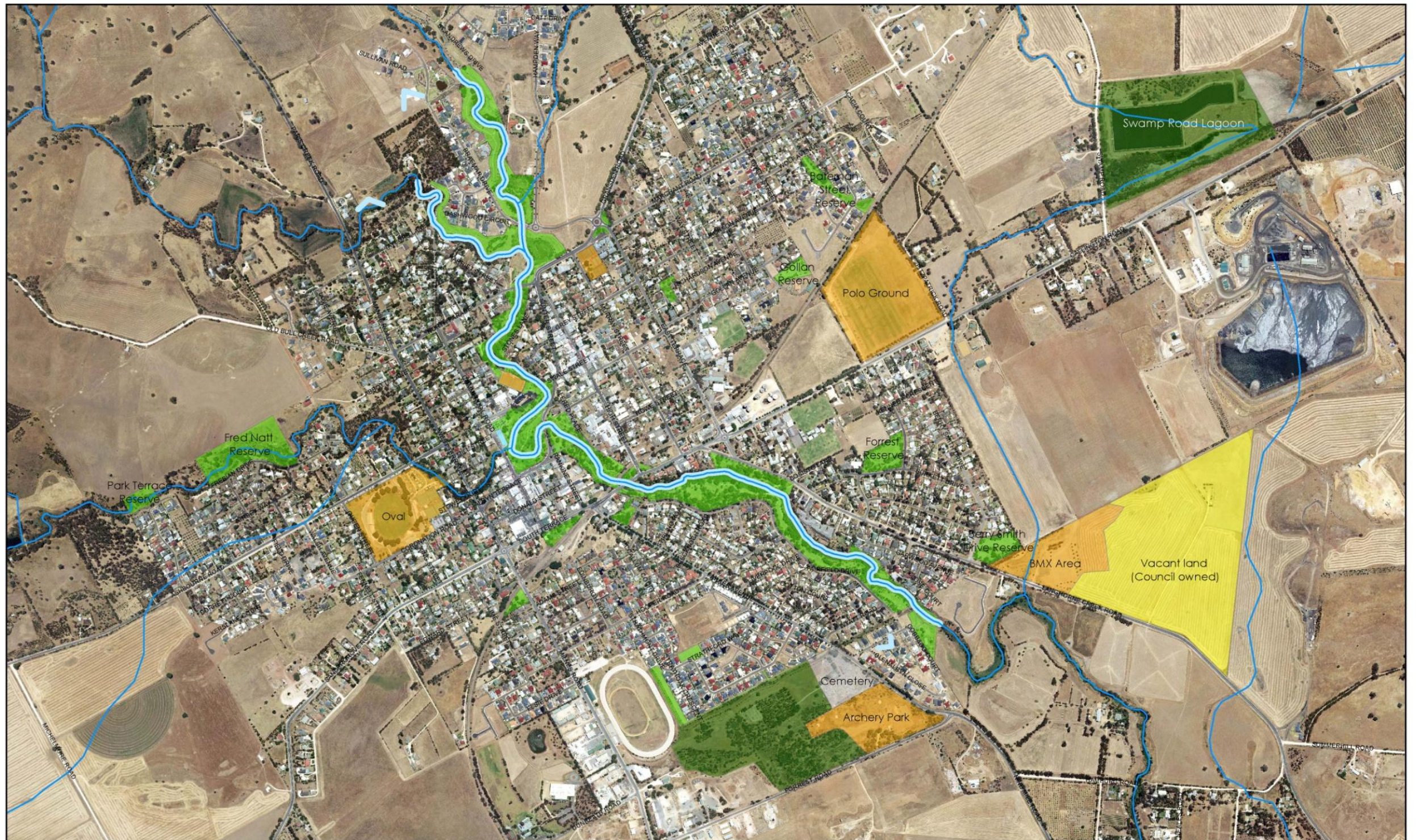
However, in the longer term the strategic Open Space Need Analysis undertaken by oneighty sport and leisure consultants, identifies that there will be a requirement for additional open space areas for active sport as well as passive and informal active recreation.

Potential locations for the future provision of open space include the land located between Hampden Way and Adelaide Road (see Section 6.3) and the Council owned land on Langhorne Creek Road.

It is proposed that subject to further investigations that these parcels of land are rezoned to Open Space. An Open Space Zone envisages passive and active recreation, community and visitor facilities of an open nature.

A submission received from the Strathalbyn Polo and Recreation Grounds Management Committee Inc. highlighted their current plans to enhance their facilities including providing additional stables and facilities for polo and pony club activities and new shared clubrooms. These grounds are also used regularly for soccer and the soccer club is currently in the process of electing floodlight towers for night games and training.

Map Five shows the location and nature of existing recreation space in Strathalbyn.



Sporting Facility Proposals

Map Six on the following page shows the location of these proposals. The equestrian facility is shown in brown hatching and the motor sport facility in blue.

State Equestrian Centre

Equestrian SA submitted a proposal to develop a State Equestrian Centre on 37ha of Council-owned land on the corner of Milne and Michelmore Road (see Map Ten).

The centre would include:

- an indoor stadium with an artificial surface, kitchen facilities and canteen, meeting, training and administration spaces;
- outdoor arenas;
- stabling facilities;
- powered and non-powered camping sites.

Strathalbyn has been identified as the preferred location for this State level facility for a number of reasons, including:

- a very equestrian aware community;
- the ready access to major interstate highways and proximity to Adelaide;
- the availability of affordable suitably zoned land for owners looking for a smaller horse property;
- concentration of horses and clubs in the region builds a strong community of interest;
- Strathalbyn can offer people attending equestrian events a range of relevant services and easy access to restaurants, cafes, bakeries and supermarkets to support their participation.

Motor Sports and Shooting Centre

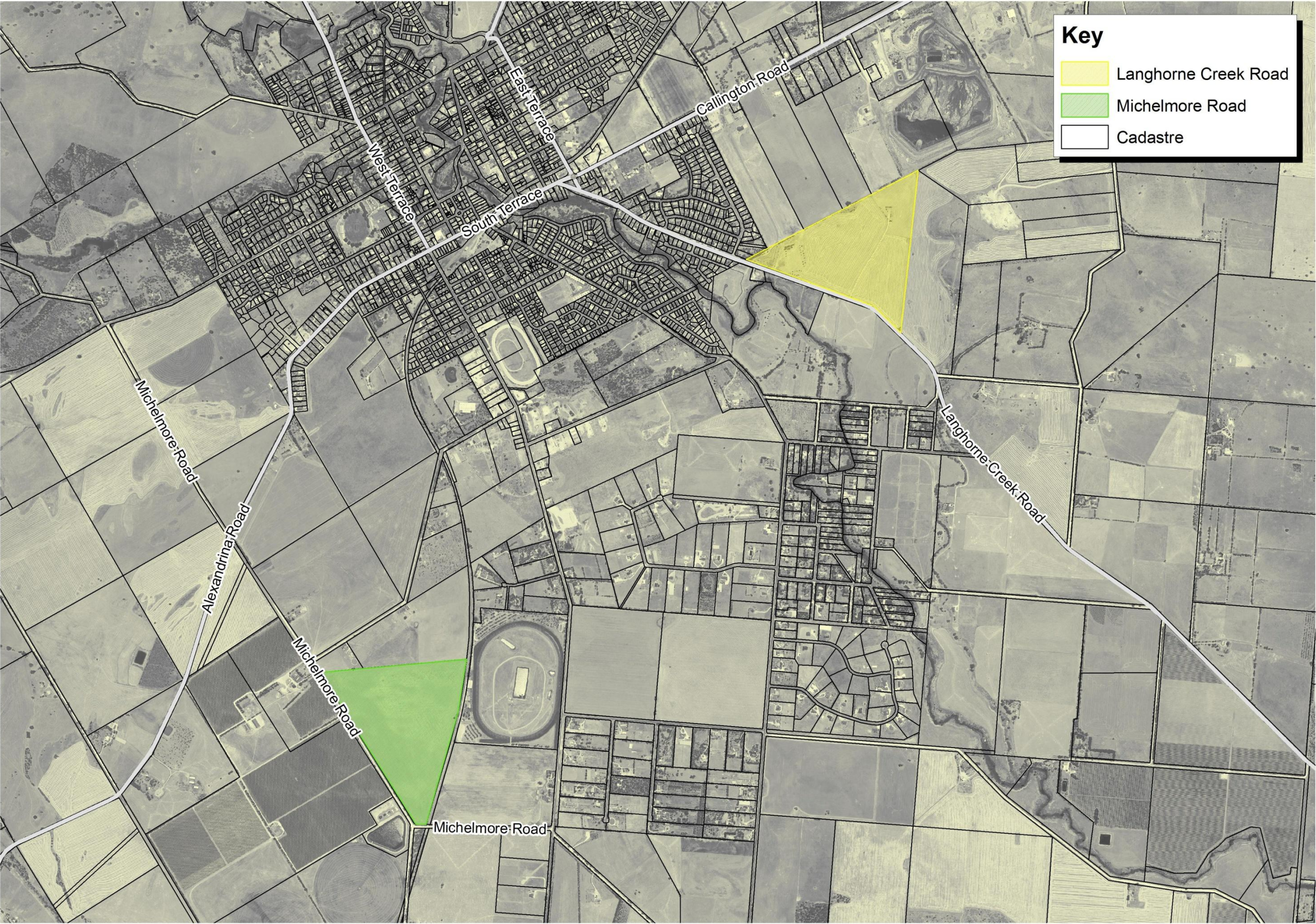
A proposal was received for the development of a structured Recreational Motor Sport and Shooting facility on the Council-owned land on Langhorne Creek Road.

The proponent noted that it is difficult to find sites for these activities and suggests that this site adjacent to the town and the Terramin Mine site could be suitable.

It is also noted that Development Plan and EPA guidelines make it difficult to find a site.

This Plan does not support this site for the same reasons that the EPA and State planning authorities would be likely to refuse it. The land is close to residential areas and located on a main tourist route to the Langhorne Creek winery region. There will be noise, dust and visual impacts that are inconsistent with a location within the Strathalbyn Township boundaries.

Map Six: Location of Proposed Sporting Facilities



Indoor Recreation Centre

The recent development at the swimming pool and the skate park are highly valued by residents and particularly by the young people we consulted.

They noted the need to upgrade the existing indoor recreation facilities to better cater for competition basketball.

8.2. Natural Open Space Areas

While Strathalbyn has extensive areas of open space along river corridors many of these are relatively inaccessible and there is no clear link or loop trail that connects these.

The development of walking paths and provision of low key seating and picnic facilities needs to be undertaken with great sensitivity to the biodiversity values of riverine environments. However, there are opportunities to improve access to and amenity of these areas to encourage more local residents and visitors to be active and contemplative in nature.

The recent movement towards natural play could also inform the way that these areas along the river are developed and managed. Children benefit from being able to participate in the kind of play that comes naturally – getting wet and muddy, building structures, hiding in bushes and imagining themselves in other places.

The amount of natural open space in Strathalbyn allows for a nuanced approach that ranges between areas where access is limited and no facilities are provided to the highly developed urban park in the centre of town.

Actions:

1. **Work with the Strathalbyn Polo and Recreation Grounds Management Committee to support their development of improved facilities and promote these to the wider community.**
2. **Encourage and promote the establishment of a State Equestrian Centre in Strathalbyn.**
3. **Do not support the provision of motor sport, shooting or other noisy recreation and sporting activities within the Strathalbyn township.**
4. **Investigate the feasibility of improving the provision of indoor recreation facilities, particularly for basketball.**
5. **Undertake a detailed study of the river corridors that examines the best way to protect and restore significant habitat while increasing access for walking, natural play, reflection and picnics.**
6. **Undertake the investigations required to inform a Development Plan Amendment to rezone the Council owned land on Langhorne Creek Road and the land located between Adelaide Road and Hampden Way for open space purposes.**

8.3. Housing and Support for Older People

Large scale retirement villages have generally not been successful in Strathalbyn, because older country people generally prefer to live in their community with easy access to shops and services.

A more appropriate approach would be smaller clusters of units which could be achieved by redeveloping larger allotments close to the town centre. These units should be designed to meet the criteria for "Age-Friendly Residential Developments" (South Australian Guidelines www.sahealth.sa.gov.au/AgeFriendlyGuidelinesResidentialDevelopment2012).

Council could provide incentives to developers in return for a high level of adoption of these criteria. Housing that is designed to allow people to "age in place" and accommodate any changes in their physical ability will enable the effective provision of support services that enable them to continue to live independently.

Potential sites for this kind of housing have been identified on under-utilised land close to the existing health precinct.

Actions:

- 1. The land proposed for a retirement village north of the 'Lodge' should become residential, ie the requirements for a retirement village should be deleted from the Development Plan. This will require an amendment to the Strathalbyn North Policy Area 26 to delete a Principle of Development Control (PDC5) and to amend the Concept Plan, Alex/16.**
- 2. Review planning policies in the District Centre Zone and surrounding town centre zones to ensure that these could facilitate development of clusters of housing for older people.**
- 3. Integrate the South Australian 'Age Friendly Guidelines for Residential Development' into policies for these zones and find ways to encourage this form of development.**

8.4. Health and Wellbeing

Primary Health

It is generally agreed that Strathalbyn is very well provided with health and medical services for a town of its size. The Strathalbyn and District Health Service, including the hospital, specialist facilities, residential care and rehabilitation services, provides an excellent level of care.

There are also 2 General Practice Clinics located in Strathalbyn. It was suggested that the facilities these doctors operate from could be improved. There have been several proposals for a new purpose-built medical centre recorded during the preparation of this Plan.

It is also noted that the Ambulance Service needs new premises.

Social Connection and Community Facilities

It is widely recognised that social connection plays a very significant role in people's overall health and wellbeing. Strathalbyn has a large number of community organisations providing opportunities for learning and self-development, creative expression, spiritual growth, physical activity and social interaction. A high proportion (more than 30%) of the adult population of Strathalbyn volunteer their services.

Some groups however are experiencing declining memberships and are finding it harder to maintain and manage their facilities. The current partnership between the Strathalbyn Football Club and the RSL demonstrates an innovative response to this issue.

There are a number of community facilities in Strathalbyn which are not currently being used to realise broader community benefits. It is important that a collaborative planning approach be used to find the most equitable and cost-effective ways to manage these facilities in the next 10 years.

Youth Engagement

Strathalbyn is well served with Government and non-Government schools. The Eastern Fleurieu R – 12 Strathalbyn Campus is currently undergoing significant development with a Performing Arts Centre and a Trade Learning Centre. This provides opportunities for intergenerational programs and activities that reinforce the contribution that young people make to their community.

Actions:

- 1. Support proposals for improved medical centre facilities for the delivery of general practice, specialist and allied health services in appropriate locations.**
- 2. Support the relocation of the SA Ambulance Service to appropriate premises.**
- 3. Undertake a collaborative review of Council-owned community facilities ensuring that management arrangements (including leasing and governance) improve their utilisation to deliver broader community benefits.**
- 4. Liaise with local schools to contribute to cross generational programs and community use of school facilities.**

8.5. Disability Directions

Strathalbyn is the home of CLASS Inc a highly regarded provider of services for people with disability and their carers. They have currently outgrown their facilities in Strathalbyn and are reluctantly moving some of their operations to Mount Barker.

Those consulted as part of this plan are strongly supportive of CLASS's contribution to the Strathalbyn community and their proposal for an Accessible and Sustainable Farm and Community Garden.

There are divided views about the location of this facility with a significant number of local residents expressing concern at the potential scale of this development and its visual impacts on the entry to the town should it be located on Adelaide Road.

A Development Application has been lodged with Council for the proposal on this site. Should this application not be approved it would be highly desirable to explore alternative locations with CLASS so that the vision for this facility could be achieved in Strathalbyn.

Action:

- 1. Support the development of an 'Accessible and Sustainable Farm and Community Garden' by CLASS Inc on a suitable, accessible site within or adjacent to Strathalbyn.**

9.0 The Community's Role in Achieving the Vision

The Strathalbyn Town Plan provides guidance for the Alexandrina Council in its planning, infrastructure provision and service delivery for the community of Strathalbyn.

The significant level of input in the development of this plan by passionate and proud Strathalbyn residents and businesses is a positive indicator of the potential for this community to take a partnership role in the implementation of the Plan.

It is recommended that Council work with existing community organisations to develop an effective representative committee to assist in achieving the Plan's goals. This committee should be comprised of representatives nominated by the community as well as Council Elected Members.

Action:

- 1. Identify, establish and resource an effective community representative body that can co-operate with Council and other spheres of Government to oversee the implementation of the Strathalbyn Town Plan and to facilitate local projects and programs.**

10.0 Summary of Actions

GUIDING PRINCIPLE ONE

We acknowledge the significance of Strathalbyn as a meeting place for the Peramangk and Ngarrindjeri Nations whose lands overlap here. We recognise their continuing relationship with this place.

Actions

1. Work with members of the Peramangk and Ngarrindjeri peoples to explore the most appropriate ways to acknowledge and interpret their culture.
2. Build on this exploration to establish a partnership approach to realising a cultural heritage project.

GUIDING PRINCIPLE TWO

A focus on showcasing the creativity of Strathalbyn's arts community and celebrating our Scottish heritage will contribute to community pride and tourism diversity.

1. Identify ways to increase access for visitors to Strathalbyn's Scottish heritage; including web-based platforms, personal interactions and events.
2. Maintain and strengthen the promotion of Strathalbyn's visual arts community by bringing it into the public realm.
3. Include Strathalbyn in the 2016 installation program for the Adelaide Hills International Sculpture Symposium.
4. Work collaboratively with schools and neighbouring Councils to program visiting musical and dramatic performances utilising the new Performance Arts Centre at the Eastern Fleurieu School – Strathalbyn Campus.
5. Support a program of community events that encourage social gathering and cultural expression.

GUIDING PRINCIPLE THREE

The design of public places including streets, footpaths and gathering spaces will create links that encourage walking, cycling and social interaction. They will use colour, public art and distinctive materials to generate vibrant and enjoyable places for people.

Actions to Increase Access

1. Create a pedestrian and cycle friendly connective spine linking main streets.
2. Explore ways to improve traffic flows between Sunter Street and Dawson Street.
3. Ensure feeder/connector roads have footpaths both sides, street trees and street furniture to encourage pedestrian usage and provide amenity.
4. Develop key car park opportunities to encourage greater pedestrian movement throughout the town.
5. Establish distinctive gateways to the township and improve directional signage.
6. Promote and enhance pedestrian laneway.
7. Create continuous cycle/pedestrian link along River Angas.
8. Introduce bike lanes and promote connections to wider cycle links e.g. connection to Willyaroo Road and neighbouring towns.
9. Review existing pedestrian crossing points and causeway and explore additional pedestrian foot bridge connections to better link open space parcels.
10. Explore potential to facilitate pedestrian link along Dawson Creek from the Caravan Park to Commercial Road and Angas River.
11. Create pedestrian link on western side of Commercial Road footbridge.
12. Create pedestrian link over rail line into residential area (consider as part of car park development).
13. Reinforce main access route around edge of town and links to connector roads through signage and public art.

Actions for Enhancing Place

1. Continue to implement and grow Town Theme opportunities within the public realm (improve footpath condition and provide bins, seating and street trees).
2. Promote public art opportunities as part of main street and open space upgrades.
3. Consider relocation of some car parks within main street precincts to encourage increased street activation and outdoor dining opportunities.
4. Potential for additional public toilets (opposite side of river from existing toilets).
5. Develop small destination and 'pocket places' along the river providing activation, play, interpretation and amenity eg. Potential to upgrade the open space (shelters, seating, barbecues) along river's edge adjacent St Andrew Drive.

6. Create events space/amphitheatre/play for activation opportunities (concerts, open air cinema, etc).
7. Promote street activation (markets, fork in the road, etc) and consider main streets' activities program.
8. Explore the opportunity to utilise rail yard and old carriages as key destination building on heritage character and proximity to Dawson Street.
9. Explore a commercial/community partnership to establish a community music centre or similar, eg in the former "Bells" building.

GUIDING PRINCIPLE FOUR

The contribution of Strathalbyn's heritage assets to its built form and landscape character will be strengthened through restoration and innovative re-use of iconic buildings and the sympathetic design of contemporary buildings.

Actions

1. Identify significant heritage buildings that should be retained and develop partnerships for their maintenance, active restoration and re-use where appropriate.
2. Maintain the policies in the Development Plan that support the historic pattern and form of development.
3. Encourage high quality contemporary building design that is sympathetic to its historical context rather than poorly executed reproductions.
4. Reinvigorate and add to existing heritage interpretation in the town using a mix of physical and technological media.

GUIDING PRINCIPLE FIVE

The natural environment, including our waterways and remnant vegetation will be protected and restored to improve their health and contribution to habitat biodiversity.

Actions

1. Implement Action 1.4.5 in the Alexandrina Council Environmental Action Plan to 'develop and implement a management plan for Council reserves adjacent to the Angas River in Strathalbyn'.
2. Extend this program to other Strathalbyn rivers and creeks.
3. Contribute to improved natural biodiversity by retaining remnant vegetation, removing woody weeds and other invasive plant and animal species and rehabilitating degraded areas.

4. Maintain strong support for community involvement in revegetation, riparian corridor restoration and other environmental management programs.
5. Liaise with the NRM Group to continue to improve upstream land management practices.
6. Establish a benchmark standard for riparian restoration and revegetation programs.

GUIDING PRINCIPLE SIX

Residential growth will be managed within the existing township boundaries, so that good quality primary production is retained.

Actions

1. Recognise that there is currently in excess of a 10 year rolling supply of residentially zoned land in Strathalbyn.
2. In order to maintain this level of supply, undertake investigations on the current Deferred Urban Land resulting in an approved Residential Development Plan Amendment by 2018.

GUIDING PRINCIPLE SEVEN

Sufficient land will be provided in well serviced, accessible locations for large scale commercial and industrial land uses. Planning policies will support innovation and entrepreneurship.

Action

1. Support the location of larger scale commercial activities and new business enterprises within the Industry and Enterprise Zone.

GUIDING PRINCIPLE EIGHT

Tourism accommodation is provided to meet the needs of all market sectors and so strengthen the overall contribution of tourism to the Strathalbyn economy.

Actions

1. Support the development of appropriate facilities at the Strathalbyn Caravan Park within its existing footprint.
2. Encourage the development of self-catering accommodation of a 3 to 4 star quality in walking distance of the town centre.
3. Examine the opportunities to cater for Recreational Vehicles (RV's) with parking, dump points and relevant facilities with an initial focus on land adjacent to the Railway Station and/or the proposed State Equestrian Facilities.

GUIDING PRINCIPLE NINE

Retail growth will be managed within the existing District Centre Zone boundaries to strengthen business viability and develop an identifiable focus for shops and services.

Actions

1. New shops and services should be located within the existing District Centre Zone.
2. Retail expansion associated with supermarkets should be encouraged to achieve a consistent built form edge to Dawson Street with car parking located less visibly.
3. Review planning policies for High Street to facilitate appropriate retail and commercial developments on larger sites.

GUIDING PRINCIPLE TEN

Physical infrastructure will be designed and delivered in a timely manner to meet the needs of a growing community.

Actions

1. Undertake a Flooding Study prior to rezoning any of the Deferred Urban land for residential purposes.
2. Establish a partnership approach with land developers to address stormwater management to minimise flood impacts, provide biodiversity habitat and contribute to natural open space areas that can be enjoyed by residents.

GUIDING PRINCIPLE 11

The traffic environment will be modified, as required, to improve the safety of all road users.

Actions

1. Council undertake long term planning to investigate alternative options for heavy vehicle through traffic movements that avoid using East and South Terraces.
2. Investigate opportunities to direct articulated vehicles (ie semi-trailers) to use Callington Road, via Woodchester, as an alternative route to East Terrace.
3. Undertake detailed traffic planning for the core area between the Terraces to identify and develop traffic management interventions that reduce traffic speeds and improve safety and amenity for all users.
4. Provide a more efficient use of available on-street car parking by introducing timed parking in key locations.

5. Review the previous proposal to provide long term (all day) parking for employees and for larger tourist vehicles on the Crown land adjacent to the Railway Station. Ensure that the proposal provides safe access and egress for vehicles and pedestrians in a way that minimises impacts on the adjoining residential area.
6. Continue to develop the north-south cycling path to connect the new developments to the north of the town with Soldier's Memorial Gardens, cognisant of possible impacts on the river environment of path design and location.
7. Use a combination of traffic management tools and urban design approaches to create a safe and attractive pedestrian environment within the Town Centre. Continue these qualities through the residential areas by better links and upgraded footpaths.
8. Provide clear directional signage at township entrances to reduce confusion and provide better access to and between the precincts in the town centre.

GUIDING PRINCIPLE 12

Open space areas will be developed and maintained to meet the needs of a diverse community providing for nature conservation, reflection, social interaction, play and physical activity.

Action

1. Undertake a detailed study of the river corridors that examines the best way to protect and restore significant habitat while increasing access for walking, natural play, reflection and picnics.
2. Undertake the investigations required to inform a Development Plan Amendment to rezone the Council owned land on Langhorne Creek Road and the land located between Adelaide Road and Hampden Way for open space purposes.

GUIDING PRINCIPLE THIRTEEN

Recreation and sports facilities will be provided in partnership with community and non-government organisations in appropriate locations that support access by multiple user groups according to the scale and the facility.

Actions

1. Work with the Strathalbyn Polo and Recreation Grounds Management Committee to support their development of improved facilities and promote these to the wider community.
2. Encourage and promote the establishment of a State Equestrian Centre in Strathalbyn.

3. Do not support the provision of motor sport, shooting or other noisy recreation and sporting activities within the Strathalbyn Township.
4. Investigate the feasibility of improving the provision of indoor recreation facilities, particularly for basketball.

GUIDING PRINCIPLE FOURTEEN

Community services and facilities will be provided in accessible and appropriate locations to meet the needs of all members of our community, especially the most vulnerable.

Actions for Housing and Support for Older People

1. The land proposed for a retirement village north of the 'Lodge' should become residential, ie the requirements for a retirement village should be deleted from the Development Plan. This will require an amendment to the Strathalbyn North Policy Area 26 to delete a Principle of Development Control (PDC5) and to amend the Concept Plan, Alex/16.
2. Review planning policies in the District Centre Zone and surrounding town centre zones to ensure that these could facilitate development of clusters of housing for older people.
3. Integrate the South Australian 'Age Friendly Guidelines for Residential Development' into policies for these zones and find ways to encourage this form of development.

Actions for Social Connections and Community Facilities

1. Support proposals for improved medical centre facilities for the delivery of general practice, specialist and allied health services in appropriate locations.
2. Support the relocation of the SA Ambulance Service to appropriate premises.
3. Undertake a collaborative review of Council-owned community facilities ensuring that management arrangements (including leasing and governance) improve their utilisation to deliver broader community benefits.
4. Liaise with local schools to contribute to cross generational programs and community use of school facilities.

Action to Support Disability Directions

1. Support the development of an 'Accessible and Sustainable Farm and Community Garden' by CLASS Inc on a suitable, accessible site within or adjacent to Strathalbyn.

GUIDING PRINCIPLE FIFTEEN

The Strathalbyn community will participate as active partners in the implementation of this Town Plan.

Action

1. Identify, establish and resource an effective community representative body that can co-operate with Council and other spheres of Government to oversee the implementation of the Strathalbyn Town Plan and to facilitate local projects and programs.

11.0 Reference List

Alexandrina Council 2013 Census Results Strathalbyn and District: Community Profile, .id the population experts.

Alexandrina Council: Population and Household Forecasts 2011 to 2031, .id the population experts.

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Strathalbyn Retail Review, Property and Advisory, April 2013.

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Appendix One

Population Characteristics

Appendix One

Population and Housing Profile

This section of the Discussion Paper provides an overview of the characteristics of the current population of Strathalbyn based on the 2011 ABS Census results. It highlights the ways this has changed since the previous census in 2006. This data is provided by *id consulting* and is available on Council's website.

This section of the report also looks at the provision of housing in Strathalbyn, noting the type of housing, tenure and median prices. More detail on housing is provided in Section 3 on residential land supply.

1.1 Population and Age Structure

The population of Strathalbyn at the 2011 Census was **6,255** which represented an 18.8% increase on the 2006 population of 5,265.

Table One below shows the current age structure of the Strathalbyn population compared with 2006 and identifies the change in numbers in each age group.

Table One: Current Age Structure

Age Group	Population % 2011	Population % 2006	Change in Number
0 - 4	5.9	6.2	+43
5 - 11	7.3	9.2	-30
12 - 17	8.5	9.2	+45
18 - 24	8.4	7.0	+151
25 - 34	9.4	9.4	+95
35 - 49	19.3	21.8	+62
50 - 59	13.7	13.8	+132
60 - 69	13.7	10.9	+281
70 - 84	11.0	10.0	+162
85+	2.8	2.4	+50

The notable changes since 2006 are the significant increase in post-school young people aged 18 – 24 remaining in Strathalbyn and the significant increase of those aged 50 – 59 and the very significant increase in those aged 60 – 69. While some of this growth can be attributed to the ageing of the existing population it would appear that much of the new residential growth can be attributed to these empty nesters and early retirees.

There continues to be growth in the number of the population aged over 70, most of which will come from ageing of the existing population, who will generally be living longer.

These population changes highlight the importance of post-secondary school education and employment opportunities, leisure and entertainment activities for the higher numbers of 18 – 24 year olds living in Strathalbyn.

1.2 Ethnicity and Ancestry

Strathalbyn's population is primarily Australian-born (84.4%) and English-speaking (95.7%). The majority of those born overseas came from the United Kingdom (7.9% of the total population). Only 2.4% of the population record their ethnicity as non-English speaking and most of these report they speak English well.

When people were asked to identify their ancestry, higher proportions of Strathalbyn residents recorded their ancestry as English (47.7% compared with 40.8% for regional South Australia), Australian (44% compared with 42%), Scottish (10.4% compared with 8.6%), and Irish (8.0% compared with 7.7%).

From these identifications it is clear that British and particularly Scottish heritage, are likely to be important for many residents of Strathalbyn.

1.3 Education and Employment

Table Two below compares the highest qualifications attained by Strathalbyn residents in 2011 with the figures for 2006 and those for regional South Australia.

Table Two: Highest Educational Qualifications

Qualification	2011 %	2006 %	Regional SA %
Bachelor	10.2	10.0	8.2
Advanced Diploma	8.2	6.5	5.7
Vocational	22.9	18.7	20.9
No Qualifications	50.4	53.5	54.1

In general residents of Strathalbyn have higher levels of educational achievement than the average for regional South Australia. There has been a significant increase of 387 persons with vocational qualifications, possibly reflecting a change in employment participation in areas such as trades and services.

Of the current Strathalbyn population 37.1% have completed Year 12 which is significantly higher than the regional SA proportion of 30.3%.

Table Three below provides a snapshot of those currently engaged in education at all levels. It compares 2011 with 2006 and highlights the changes for both public and private schools.

Table Three: Current Educational Status compared with 2006 (numbers attending)

Educational Institution	2011	2006	Change in Numbers
Pre-school	69	74	-5
Primary – Govt	324	316	+8
Primary – Catholic	52	35	+18
Primary - Independent	147	107	+40
Secondary – Govt	251	262	-11
Secondary – Catholic	55	34	+21
Secondary – Independent	138	114	+24
TAFE	115	98	+17
University	127	80	+47

This table reflects the changes in the population structure with fewer young children and more in the post-secondary school age group. It also highlights the impact of the independent schools, particularly, on Government school enrolments.

Table Four below illustrates the change in labour force participation.

Table Four: Labour Force Status

	2011 %	2006 %	Regional SA %
Total Labour Force	59.7 (3,049)	57.1 (2,419)	57.3
Not in the Labour Force	38.3 (1,957)	38.6 (1,638)	37.7

There has been an increase in the proportion of people in the workforce.

Table Five provides further detail about those in the labour force.

Table Five: Employment Status

	2011 %	2006 %	Regional SA %
Total Employed	95.3	95.7	94.6
Full-time	56.1	57.4	56.2
Part-time	37.3	36.0	36.3
Unemployed	4.7	4.3	5.4

Strathalbyn's workforce reflects the national picture with an increase in part-time work and concurrent reduction in full-time work. Strathalbyn has higher overall employment levels than regional South Australia.

There have been some significant changes in the industries that provide employment to Strathalbyn residents over the past five years.

Table Six below shows the top 10 employment sectors in descending order of participation in 2011, compared with 2006 and regional South Australia.

Table Six: Employment by Industry Sector

Industry Sector	2011 %	2006 %	Change in Number	Regional SA %
Health Care & Social Assistance	14.1	11.3	+147	11.5
Retail Trade	12.6	12.0	+88	10.8
Manufacturing	9.6	12.9	-20	11.2
Construction	9.4	7.1	+107	7.1
Agriculture	8.2	11.2	-22	14.3
Accommodation & Food Services	6.6	5.3	+69	6.8
Educational Training	6.4	7.7	+7	7.0
Public Admin & Safety	5.1	4.7	+39	4.8
Professional	4.56	3.6	+48	2.4
Mining	2.9	1.2	+56	3.0

The most significant increases in employment have been in:

- health care and social assistance;
- construction;
- retail trade;
- accommodation and food services;
- mining.

Agriculture and manufacturing have both declined in terms of their total number of employees and their relative significance as employment sectors.

The increase in the proportion of older people in Strathalbyn and in the wider Hills Region may account for the significant growth in health care and social assistance.

Similarly the growth of Mount Barker is likely to contribute to the growth of employment in construction, retail and food services.

Table Seven: Nature of Occupation

Occupation	2011 %	2006 %	Change in Numbers	Regional SA %
Managers	13.4	14.8	+48	17.9
Professionals	14.6	14.8	+80	12.6
Technician/Trade	16.0	15.0	+117	14.8
Community & Personal Services	11.0	9.4	+103	9.9
Clerical/Admin	11.8	12.0	+64	10.6
Sales	9.3	9.1	+60	8.5
Machine/Operators	7.3	6.8	+53	8.5
Labourers	15.0	17.1	+41	15.16

The workforce characteristics in Strathalbyn have changed in the past 5 years with an increase in tradespeople, professionals and community and personal services workers. The biggest decline is in the number of people employed as labourers.

These changes are likely to be reflected in household incomes, housing tenure and purchasing power.

Table Eight shows the weekly income of households in Strathalbyn in 2011 compared with regional South Australia. We do not have the 2006 data available for comparison.

Table Eight: Weekly Household Income

Income in \$s	Strathalbyn 2011 %	Regional SA 2011 %
Less than \$400	11.6	16.2
\$400 - \$599	13.5	13.4
\$600 - \$999	20.5	20.8
\$1,000 - \$1,499	17.3	15.8
\$1,500 - \$1,999	10.6	9.8
\$2,000 - \$2,999	11.9	10.9
\$3,000 - \$3,999	3.2	2.8
More than \$4,000	0.8	1.1

Strathalbyn has fewer households on very low incomes than regional South Australia. It has similar proportions on modest incomes between \$400 and \$1,000. Strathalbyn has higher proportions of households on incomes between \$1,000 and \$3,000 per week and slightly lower proportions of households in the highest income range above \$4,000 per week.

1.4 Persons Needing and Providing Care and Voluntary Services

The census asks people to identify their need for assistance with core activities.

There are 344 people in Strathalbyn needing daily assistance with core assistance. This has increased by 101 people since 2006 which represents a 42% increase. The main increase has occurred for children and young people aged 10 – 19 (+23) and people aged over 70 years (+66).

This increase in the number of people needing care is reflected by the increase in the proportion of people providing unpaid care to someone with a disability or long term illness.

There are currently 688 such carers in Strathalbyn which is up by 44% since 2006. The proportion of adults providing such care in Strathalbyn is 13.4% which is significantly higher than the regional SA proportion of 11.8%.

In addition, the proportion of people providing unpaid care for children is higher than the regional proportion. Half of these carers are looking after their own children only. However, the other half are caring for children of relatives and friends. It could be anticipated that many of these unpaid carers are grandparents.

These statistics indicate the likely need for specific services for people with disabilities, frail older people and their carers. They also highlight the need to support those providing unpaid care to children.

There are over 1,350 volunteers in Strathalbyn reflecting more than 26% of the total population. While many people complain of the lack of volunteers there has been a net increase of 151 people volunteering in Strathalbyn since 2006.

1.5 Housing

Table Nine illustrates the change in household type since 2006. It is included in this section as it demonstrates the relative match between household type and dwelling type.

Table Nine: Household Type

Household Type	2011 %	2006 %	Change in Number
Couples with children	26.2	28.7	+48
Couples no children	33.8	32.8	+148
One parent families	10.5	10.1	+48
Group household	2.7	1.5	+35
Lone person	24.0	22.8	+116

The greatest increases have been in households comprising only one or two people.

Table Ten further illustrates these changes by comparing household size.

Table Ten: Household Size

Number of persons in household	2011 %	2006 %
1	24.0	23.7
2	41.7	39.8
3	12.6	14.4
4	13.2	14.2
5	6.2	5.4
6 and more	2.3	2.5

Apart from households containing 5 people there has been a decline since 2006 in the proportion of households with more than 2 people. More than 65% of the households in Strathalbyn are comprised of 1 or 2 persons.

Table Eleven shows the change in the structure of dwellings between 2006 and 2011.

Table Eleven: Dwelling Structure

	2011 %	2006 %
Separate House	91.5	92.1
Medium Density	7.1	6.5
Caravans & other forms	0.4	0.5

Between the census period there were 380 new separate dwellings and 44 new units constructed.

This is reflected by the increase in the number of houses being purchased in Strathalbyn. Table Twelve shows the changes in housing tenure since 2006.

Table Twelve: Housing Tenure

Tenure Type	2011 %	2006 %	Change in Number
Fully Owned	35.4	37.9	+89
Being Purchased	37.0	35.9	+168
Renting			
- social	4.6	5.1	
- private	19.5	15.0	+171

There are very significant increases in the number of private rental tenants and in those households who are paying a mortgage to purchase their property.

Tables Thirteen and Fourteen below provide a snapshot of current Strathalbyn monthly housing loan repayments and weekly rentals compared with the average for regional South Australia.

Table Thirteen: Monthly Housing Loan Repayments

Repayment in \$s	Strathalbyn 2011 %	Regional SA 2011 %
Less than \$600	10.7	17.2
\$600 - \$999	12.8	20.3
\$1,000 - \$1,399	20.2	21.9
\$1,400 - \$1,999	26.3	20.2
\$2,000 - \$2,599	15.2	8.8
\$2,600 - \$3,000	8.0	5.2
More than \$3,000	3.0	1.6

In general home loan repayments are significantly higher than in regional South Australia with 52.5% paying more than \$1,400 per month compared with 35.8% of households in regional South Australia. This may mean that households in Strathalbyn are more susceptible to mortgage stress and the impacts of reduced hours of employment or even unemployment.

Table Fourteen: Weekly Rental Payments

Rent in \$s	Strathalbyn 2011 %	Regional SA 2011 %
Less than \$150	24.3	42.5
\$150 - \$199	9.1	22.6
\$200 - \$249	19.0	14.6
\$250 - \$299	24.3	8.3
\$300 - \$349	15.7	3.4
\$350 - \$399	4.0	1.2
More than \$400	1.7	2.2

Rents in Strathalbyn are significantly higher than in regional South Australia where 65.1% of all households pay less than \$200 per week in rent. Only 33.4% of Strathalbyn households pay less than \$200 with the majority paying between \$250 and \$350 a week. In fact, the median rent in May 2013 was \$290².

Median Housing Data for Strathalbyn

The following data is based on data collected between 30/11/2010 and 28/2/2014³.

The median house price in Strathalbyn at 28/2/2014 was \$325,000, which is higher than the median price 10 months earlier at 30/4/2013 when it was \$307,000. This however, is still substantially lower than the median price in July 2011 when it was \$355,000. This was based on 132 sales between 30/11/2010 and 31/5/2013.

The median price for units in 2010 was \$242,250. There have not been enough unit sales to update this figure.

The suburb profile report for Strathalbyn indicated the following details:

- median household income \$976 per week
- median mortgage \$1,517 per month
- median rent \$290 per month
- median age 42 years
- average household size 2.4

² Your Investment Property: Suburb Profile Report for Strathalbyn.

³ Ibid.

1.6 Vehicle Ownership and Use

Table Fifteen shows the levels of car ownership in Strathalbyn.

Table Fifteen: Car Ownership per Household

Number of Vehicles	2011 %	2006 %	Regional SA %
None	3.7	4.4	6.7
One	32.7	34.3	34.0
Two	39.2	37.4	34.5
More than Three	21.9	18.4	18.8

Strathalbyn households own more cars per household than they did in 2006. This may in part be due to the increased numbers of 18 – 24 year olds remaining in the district and requiring a vehicle to travel for study and work.

Multiple vehicle ownership is significantly higher in Strathalbyn than in regional South Australia which may reflect the higher household incomes in Strathalbyn.

Most people travel to work by car with 66.8% being the driver of a private vehicle. Another 5.0% were a passenger in a private vehicle. A significant proportion of the workforce work at home 5.8% and 4.4% were able to walk to a local work place. The lack of regular public transport results in only 1% travelling to work by bus.

1.7 Internet Connection

Table Sixteen provides an indication of the way that internet access has changed since the introduction of broadband.

Table Sixteen: Internet Connection

Type of Connection	2011 %	2006 %	Change	Regional SA %
Broadband	64.7	24.1	+1,096	56.6
Dial-up	4.7	30.8	-522	4.0
Other	3.7	0.4	+84	4.2
Total connected	73.2	55.3	+658	64.8
No Internet connection	23.3	40.1	-257	28.8

Over 1,000 households are now connected to broadband for internet access with most households switching from dial-up to broadband. While Strathalbyn has higher proportions of residents with internet access than regional South Australia, it should be noted that almost 1 in 4 households do not have internet access. This means that traditional forms of communication are still required to reach these people.

Appendix Two

Indicative Public Realm Treatments

PLAY



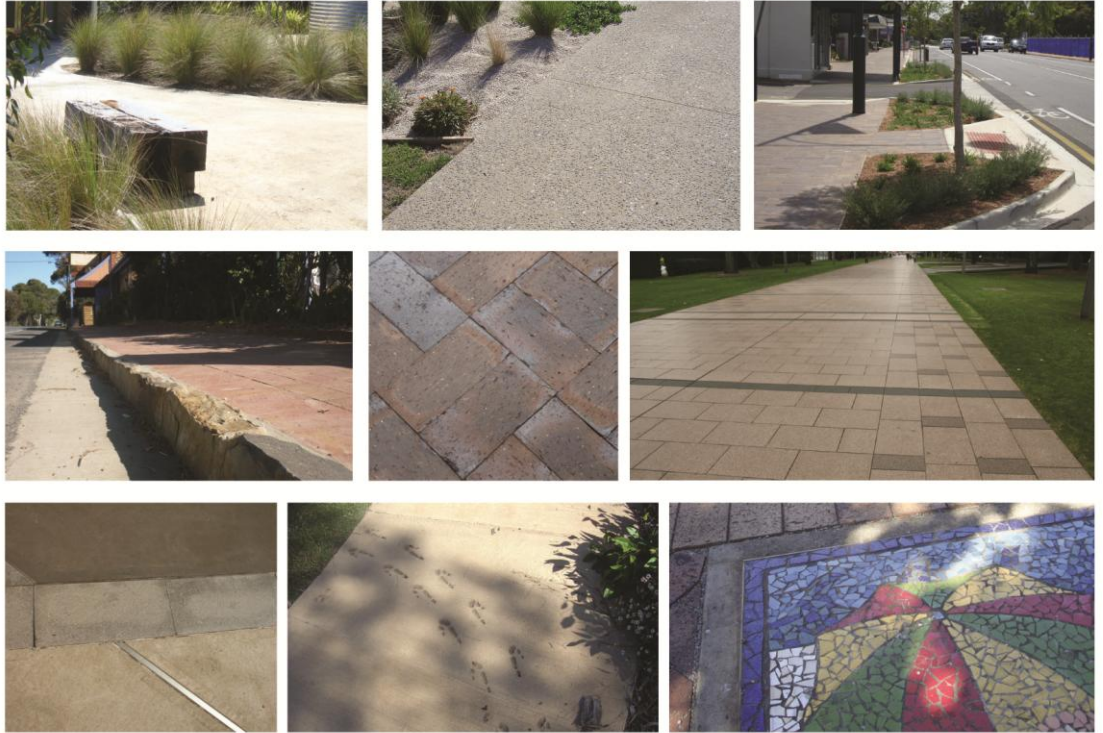
PUBLIC ART



LIGHTING



SURFACE TREATMENT/PAVING



STRUCTURES AND FURNITURE



SURFACE TREATMENT/PAVING

