

SSTP 2026 - 2041

BACKGROUND

INVESTIGATIONS





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6. Investigations

The SSTP has been informed by a series of investigations to assist in understanding:

- The broader strategic intent for growth in Strathalbyn and surrounds.
- What synergies can be found between the SSTP and other strategies that have recently been developed by Alexandrina Council.
- Whether there are any topographical, cultural, heritage or landscape features that need to be taken into consideration.
- The planning controls that currently exist over the land.
- Demographic studies to assist in identifying future gaps and trends in demand for community infrastructure.

6.1. Strategic Considerations

Understanding the role that the township will play in supporting the future growth of the Alexandrina region and Regional SA has been a critical component of the review.

6.1.1. Greater Adelaide Regional Plan

The Greater Adelaide Regional Plan acts as a long-term strategic plan designed to manage the growth of the Greater Adelaide Region over the next 30 years; and identifies preferred locations for future housing, employment, infrastructure investment, and environmental protection required to accommodate projected population growth.

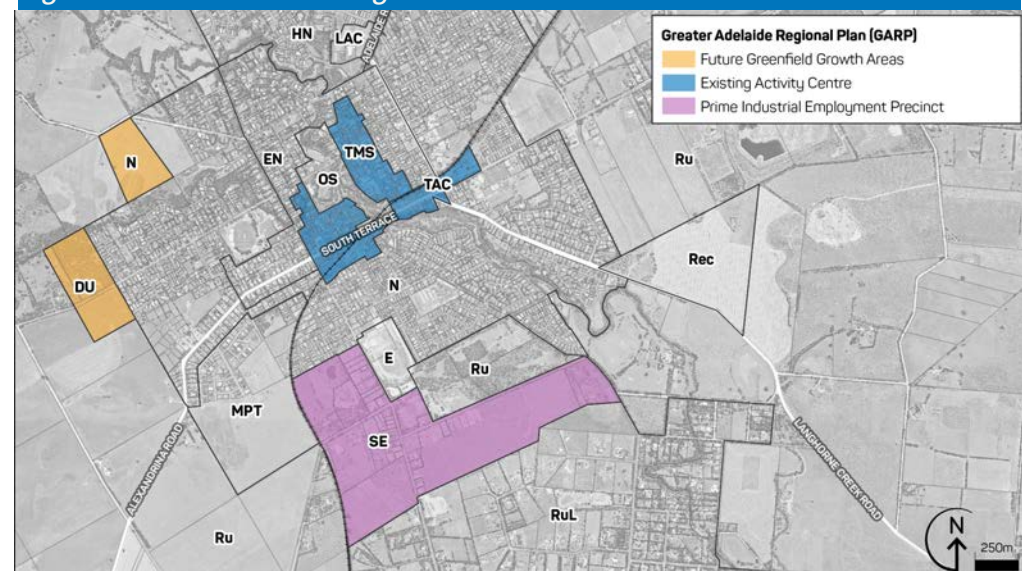
Whilst the GARP does not explicitly identify Strathalbyn as a significant growth area, it recognises land considered suitable to support a logical and modest expansion of the township's existing urban footprint. **This includes two distinct pockets of land classified as 'Future Greenfield Growth Area(s)',** comprising Lot 1000 Old Bull Creek Road (zoned Neighbourhood), along with 114 Ashbourne Road and a portion of Lot 308 Ashbourne Road (both zoned Deferred Urban). **These areas provide for additional local housing options on land outside of the Environment and Food Production Area (EFPA) which do not exhibit high agricultural, environmental, or landscape value.** These areas are identified in purple in Figure 2 over the page.

Strathalbyn forms a district-level activity centre, **with the GARP identifying existing Township Activity Centre and Township Main Street land within the township as 'Existing Activity Centres'** which provide residents with local access to economic, employment and business opportunities (identified in blue). It is noted that Lot 20 Hampden Way, which is zoned Local Activity Centre, has been excluded from the classification of an Activity Centre within the GARP. Employment opportunities within the township are further supported by existing Strategic Employment land within its southern outskirts. **Notably, the GARP identifies this land as a 'Prime Industrial Employment Precinct'** (identified in purple), which recognises employment land which supports economic growth and productivity within the state.

Implications for Strathalbyn and Surrounds

The Greater Adelaide Regional Plan confirms Strathalbyn's role as an important district service centre and recognises opportunities for future township expansion. While the township is expected to accommodate ongoing population growth, future expansion must balance housing needs with the protection of productive agricultural land, environmental values and landscape character. The Plan also reinforces the importance of maintaining a vibrant town centre and protecting strategically important employment land to support local jobs and economic resilience.

Figure 3. Greater Adelaide Regional Plan



6.1.2. Land Supply Dashboard

The State's Land Supply Dashboard provides an overview of land availability and development activity across selected areas of metropolitan Adelaide, including Strathalbyn. While Strathalbyn has a moderate supply of both zoned and unzoned land suitable for future development, only around 162 allotments are currently available for housing construction (identified in yellow in Figure 3).

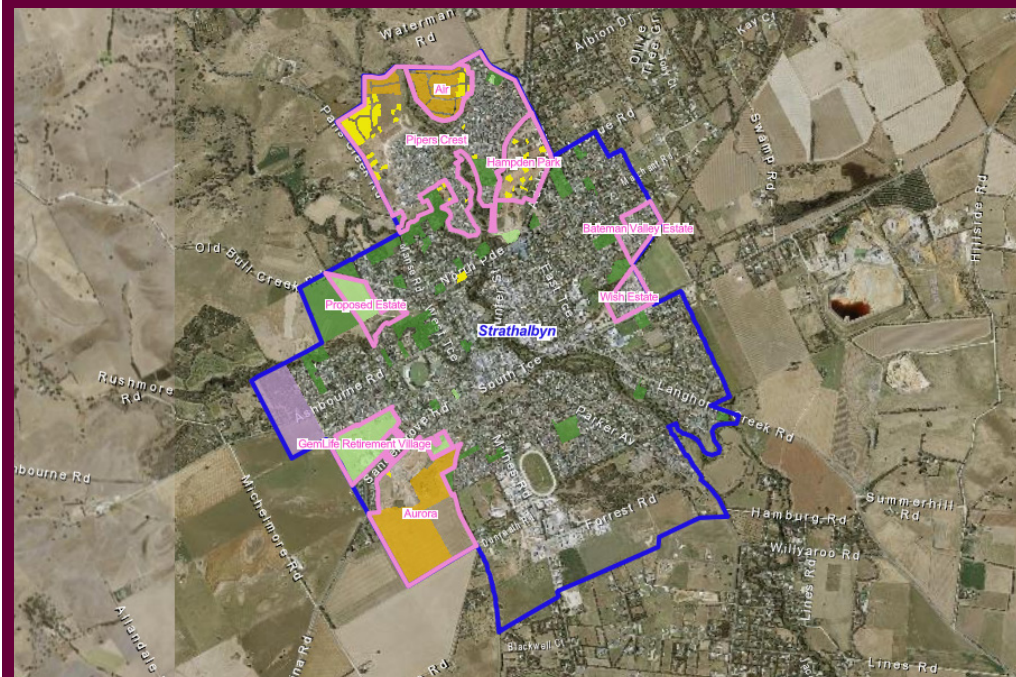
A further 283 proposed lots have received development approval but have yet to be delivered (identified in orange), pending the provision of land titles and/or supporting infrastructure required to enable development. In addition, 596 lots are currently under development assessment (identified in light green in Figure 3). Beyond these existing and proposed allotments, the Land Supply Dashboard identifies an additional zoned capacity of approximately 100 potential lots across the township (identified in dark green in Figure 3).

Land within the Deferred Urban Zone is estimated to accommodate a further 90 lots (identified in purple in Figure 3). However, approximately 49% of this land contains native vegetation, which is likely to significantly constrain development potential and reduce the number of allotments that can ultimately be realised.

Implications for Strathalbyn and Surrounds

Strathalbyn currently has sufficient residential land supply to accommodate forecast growth over the short to medium term. However, the constrained nature of the existing Deferred Urban land, together with the ongoing requirement to maintain a 15-year rolling land supply, highlights the need to identify and safeguard longer-term growth opportunities. Future investigations should focus on ensuring land supply remains available and capable of being serviced beyond the life of the current plan.

Figure 3. Land Supply Dashboard - Strathalbyn



6.1.3. A2040 Community Plan & Delivery Plan

The **A2040 Community Plan** outlines Alexandrina Council's long-term strategic vision for the region, guided by the community vision 'Liveable. Green. Connected.'

The plan is structured around the following key themes:

- Trusted and financially sustainable Council
- Well-planned towns and growth
- Climate and environmental stewardship
- Inclusive and thriving community
- Transport connections

The **A2040 Strategic Delivery Plan** establishes strategic approaches and priority actions to achieve the Community Vision over a 10-year period, supporting the delivery of the themes identified in the A2040 Community Plan.

The Delivery Plan sets the following outlook for Strathalbyn:

'Strathalbyn is a cohesive and community-minded town that values its gardens, river, and village feel. We are safe, inclusive, and accessible, working together to support the young and old and build a sustainable future for our town.'

Key priority actions identified for Strathalbyn include:

- Consideration of upgrade concept options for Strathalbyn Memorial Gardens
- Explore strategic transport opportunities for a heavy vehicle freight by-pass in Strathalbyn
- Complete the Strathalbyn Township Master Plan Review
- Consideration of a Strathalbyn Local Heritage Code Amendment as part of the Strathalbyn Township Master Plan Review to identify Strathalbyn's unique heritage character and values
- Design redirection of wastewater rising mains within the Strathalbyn network for optimisation and risk mitigation benefits

- Design and construct Swamp Road Strathalbyn wastewater remediation
- Design Strathalbyn wastewater treatment plant expansion to meet growth and design capacity compliance obligations
- Construct the Strathalbyn wastewater treatment plant automation upgrades

Implications for Strathalbyn and Surrounds

The SSTP should support Council's broader vision of creating a liveable, green and connected community. This includes protecting Strathalbyn's village character, enhancing transport connections, supporting sustainable growth, improving wastewater infrastructure and ensuring future planning initiatives continue to reflect community aspirations and priorities.

6.1.4. South Australia's Transport Strategy 2025

South Australia's Transport Strategy establishes a 30-year vision for South Australia's transport system, recognising its importance to the State's liveability, economic performance and environmental sustainability; and sets the overarching direction for future transport planning, investment and operations.

Strathalbyn relies heavily on the regional road network, which underpins the local economy by connecting key production areas with major freight routes and export gateways. These networks enable regional communities to access essential goods, services, and employment opportunities. Within the township, South Terrace, Langhorne Creek Road, and East Terrace provide essential connections to the wider road system that supports both vehicle and freight movement.

Although the Transport Strategy does not identify township-specific actions for Strathalbyn, its strategic outcomes are directly relevant to the town's transport needs.

These outcomes include:

- **Connected and Accessible:** A transport system that is accessible and connects people and goods to where they need to go.
- **Safe:** The transport system is safe, and people feel confident and secure when they travel.
- **Prosperous:** The transport system supports economic growth, productivity and prosperity.

- **Liveable:** The transport system supports wellbeing, inclusivity, and quality of life.
- **Sustainable and Resilient:** A transport system that is environmentally and financially sustainable as well as resilient.

Implications for Strathalbyn and Surrounds

As Strathalbyn continues to grow, maintaining a safe, efficient and accessible transport network will become increasingly important. Future planning should seek to improve connectivity between residential areas, employment precincts, community facilities and regional destinations while supporting active transport, traffic safety and freight movement, infrastructure and ensuring future planning initiatives continue to reflect community aspirations and priorities.

6.1.5. Southern & Hills LGA Regional Transport Plan 2030

The Southern and Hills Local Government Association (LGA), representing the councils of Alexandrina, Kangaroo Island, Mount Barker, Victor Harbor and Yankalilla, prepared the **Southern and Hills LGA Regional Transport Plan 2030** (the Regional Transport Plan) to address regional challenges associated with freight movement, tourism activity and community access.

Key findings relevant to Strathalbyn include:

- The transport needs of the Fleurieu Peninsula are not well reflected in current State Government plans and strategies.
- There is a need for a higher quality and more direct freight route between Cape Jervis and the South Eastern Freeway, passing through Victor Harbor, Strathalbyn, and Callington.
- Road safety concerns exist on major routes including the connection between Victor Harbor and Mount Barker through Strathalbyn.

The Regional Transport Plan also identifies several initiatives designed to improve freight efficiency, tourism access and community transport options in the region. These include:

- Providing new rest areas for trucks and tourists, featuring information displays at locations such as Mount Compass, Yankalilla, and the corridor between Strathalbyn and Victor Harbor.

- Developing the South Coast Freight Corridor as a primary cross regional route that links Cape Jervis with Victor Harbor, Strathalbyn, and the South Eastern Freeway interchange at Callington, with an additional connection to Mount Barker.
- Establishing the Fleurieu Way as a primary regional tourism route from Wellington through Strathalbyn and other key townships to Adelaide, supported by consistent signage and promotion.
- Improving public transport access by introducing a more frequent and better coordinated bus service between Strathalbyn and the Mount Barker Bus Interchange.

Implications for Strathalbyn and Surrounds

Strathalbyn occupies a strategically important position within the Fleurieu Peninsula transport network. Improvements to regional freight routes, tourism corridors and public transport connections have the potential to strengthen the township's role as a regional service centre, improve accessibility and support economic growth. The town plan should continue to advocate for regional transport upgrades that benefit residents, businesses and visitors.





6.1.6. State Infrastructure Strategy 2025

The **State Infrastructure Strategy** sets out a 20-year infrastructure strategy for South Australia, and is underpinned by the following four Strategy Outcomes:

- 1. Paving the Way to Prosperity:** Infrastructure is a catalyst for unlocking economic growth.
- 2. Liveable Today, Flourishing Tomorrow:** Well-planned infrastructure creates resilient, inclusive and vibrant communities.
- 3. Shaping a Sustainable Future:** Infrastructure decisions advance climate readiness, safeguard nature and culture, and promote a circular economy.
- 4. Elevating Impact:** Optimised infrastructure investments drive economic, environmental and social value.

Although Strathalbyn is not specifically addressed within the State Infrastructure Strategy, the Strategy will nonetheless guide the growth of regional communities through ensuring suitable access to essential services and the attraction of future infrastructure investment.

Implications for Strathalbyn and Surrounds

Future growth within Strathalbyn will be influenced by the timely provision of infrastructure and services. Coordinated planning for transport, utilities, community facilities and environmental infrastructure will be necessary to ensure development can occur in a sustainable and efficient manner while maintaining liveability and resilience.

6.1.7. Lot 10 Community Sport and Recreation Precinct

The **Lot 10 Community Sport and Recreation Precinct** report outlines Council’s long-term vision for developing Lot 10 Langhorne Creek Road (Lot 10) to deliver new sport, recreation, and community infrastructure.

Planning for Lot 10 has been underway since 2014, with rezoning completed in 2016 to support recreation uses and a Project Steering Committee established to represent local sporting and community groups. This work led to Council’s 2023 decision to prepare a comprehensive business case assessing two development scenarios.

- The options considered were:
- Option 1A – Indoor stadium, playfields, RV park, campground and campdraft facility
 - Option 2A – All Option 1A elements plus a harness racing facility

Both options were assessed with Option 1A identified as the preferred approach due to its stronger strategic alignment, lower capital costs, improved financial outcomes, greater overall socio-economic value, and its ability for Council to maintain ownership over the site.

While both options were considered by Council as part of the broader Lot 10 project, it is important to note that no formal decision has yet been made regarding the site’s future development or land use arrangements.

Implications for Strathalbyn and Surrounds

Lot 10 represents a significant long-term opportunity to expand Strathalbyn’s recreation, sporting and community infrastructure. The delivery of this precinct has the potential to meet the needs of a growing population, improve community wellbeing, support regional events and strengthen Strathalbyn’s role as a recreation destination within the Fleurieu Peninsula.



6.1.8. Production Economy Land Demand & Supply Analysis

The **Production Economy Land Demand and Supply Analysis** was prepared for the townships of Strathalbyn, Goolwa, Middleton, Mount Compass, and Port Elliot to assess how expected shifts in the regional economic structure, together with changes in local population and visitor numbers, are likely to affect future demand for industrial land, retail floor space, and commercial office space.

Strathalbyn contains the largest concentration of employment land in Alexandrina, with extensive areas zoned for both employment and strategic employment uses. Much of this land remains undeveloped, particularly in the southern precincts, where development is limited by the need for upgraded infrastructure, improved vehicle access, and coordinated structure planning.

The lack of developed employment land means that the township experiences significant outflow of workers across all occupation groups, mainly to Mount Barker or Adelaide, which further highlights a mismatch between the skills and size of the resident workforce and number of jobs available locally. Despite these constraints, long-term demand for employment land is expected to increase steadily to 2041, particularly in the manufacturing, freight, and logistics industries.

Strathalbyn's town centre accommodates more than 12,000m² of floor space, making it one of the most significant commercial centres in the district. The retail catchment generates the highest level of expenditure among the five townships, yet there is a projected requirement for an additional 7,700m² of retail space by 2041, driven largely by increased demand in the food and groceries sector and strong growth in hospitality.

A substantial portion of existing town centre land is occupied by urban services (e.g. Mitre 10, Goodyear Autocare Strathalbyn) which are considered better suited to employment precincts. Enabling their relocation would allow more of the future floor space demand to be accommodated within the established centre.

Population growth continues to reshape Strathalbyn, with the township attracting new residents seeking affordability, amenity and accessibility to metropolitan and regional job markets. This reinforces its role as a major inland service hub supporting surrounding agricultural areas. Strathalbyn is also well placed to support emerging value-adding activities such as food manufacturing and packaging, which benefit from proximity to both primary production and broader regional markets.

Long-term economic outcomes in Strathalbyn will depend on overcoming several structural and spatial challenges. Unlocking the township's extensive employment land resource will require targeted investment in utilities, access roads and freight-capable transport connections. Meanwhile, physical constraints in the town centre (such as the Angas River and heritage streetscape) limit opportunities for outward expansion, making amenity upgrades and strategic reallocation of land uses essential.

Council's ongoing commitment to consolidating commercial activity within the existing centre, rather than supporting competing nodes elsewhere, aims to maintain economic cohesion and ensure that Strathalbyn can sustainably accommodate its projected economic and population growth.

Implications for Strathalbyn and Surrounds

Strathalbyn has a strong foundation for future economic growth, supported by its strategic location, substantial employment land supply and role as a service centre for the surrounding region. However, unlocking employment opportunities will require improved infrastructure, coordinated development and greater certainty regarding the delivery of strategic employment land. There is also a need to strengthen the town centre and support industries that build on existing regional strengths, including tourism, agriculture and value-added production.

6.1.9. Lot 5 Hampden Way Retail & Economic Study

In 2024, the Lot 5 Hampden Way Code Amendment was approved, rezoning Lots 13, 14 and 20 Hampden Way together with Lots 11 and 12 Braemar Drive from the Hills Neighbourhood Zone to the Local Activity Centre Zone. This rezoning was intended to support increased demand for retail and commercial services within the township.

As part of the Code Amendment process, Deep End Services prepared a Retail and Economics Study. This assessment reviewed several earlier retail studies for Strathalbyn, which consistently identified an undersupply of retail floor space and a high level of escape expenditure, with a substantial share of retail activity and associated economic benefits flowing to Mount Barker. The study also incorporated updated data from 2022.

The updated assessment reaffirmed the findings of previous studies, indicating that the shortfall in retail floor space has intensified since the last review undertaken in 2017. This growing undersupply has been driven by sustained population growth, increased regional migration, and the limited delivery of new retail development within the township.

Other key findings included:

- The trade area population is projected to grow from 16,642 in 2021 to approximately 20,157 by 2031, with Strathalbyn itself expected to reach around 10,000 residents. Much of this growth is anticipated to occur in the northern areas near Adelaide Road.
- Per capita expenditure on retail goods and services within the trade area is 5.9% above the regional South Australian average.
- The existing Woolworths (3,500 m²) currently meets only 44% of local demand. Even with the addition of a small IGA (approximately 700 m²), total supply would increase to around 50%, with an estimated 71% of grocery expenditure continuing to be directed outside the area (escape spending).
- While the Main Street Zone can accommodate small-scale retail and office development, constraints relating to site size, land use and heritage character limit the ability to assemble a site of approximately one hectare suitable for a competitive full-line supermarket within central Strathalbyn.

- Strathalbyn contains approximately 14,169m² of retail floor space, with a very low vacancy rate of around 3%. Despite this, there remain notable gaps in the provision of cafés, restaurants, fashion retail and broader non-food retail offerings.
- By 2031, expenditure on food, liquor and groceries is forecast to increase by \$37.1 million, supporting demand for more than 4,400m² of additional supermarket and grocery floor space.
- Expenditure on non-food retail and services is projected to grow by \$25.6 million, requiring an additional 5,100m² of floor space to accommodate demand for household goods, discretionary retail and services.

Implications for Strathalbyn and Surrounds

The study confirms growing demand for additional retail, commercial and service-based development within Strathalbyn. Population growth, increasing expenditure and a high level of escape spending indicate that additional retail floor space will be required to meet community needs. Future planning should support the orderly expansion of retail and commercial services while protecting the vitality and function of the existing town centre.



6.1.10. Achieving 30 by 30 on land

The 'Achieving 30 by 30 on land' initiative forms a national target to protect and conserve 30% of Australia's land (including inland waters) and 30% of marine areas by 2030 (the 30 by 30 target). This initiative seeks to improve biodiversity outcomes through the protection of important environmental assets, the expansion of conservation areas, and the creation of connected ecological networks across public and private land.

For Strathalbyn, the 30 by 30 target highlights the importance of the River Angas, its tributaries, The Swamp, vegetation along Ashbourne Road, and other areas of remnant native vegetation. These areas provide important habitat, support biodiversity, contribute to landscape character, and form part of a broader ecological network that extends beyond township boundaries. As future growth and development opportunities are considered, these environmental assets will become increasingly important in informing land use planning and conservation outcomes.

Implications for Strathalbyn and Surrounds

The 30 by 30 target provides additional strategic support for protecting and enhancing biodiversity assets across the district. Future planning should seek to maintain and strengthen ecological connections, avoid impacts on environmentally significant land, and ensure that biodiversity considerations are integrated into growth and development investigations from an early stage. This will assist in balancing future development needs with the protection of the environmental values that contribute to the character and resilience of Strathalbyn and its surrounds.

6.1.12. Tree Canopy Benchmark Study

The Tree Canopy Benchmark Study & Thermal Imaging (2023) established a baseline assessment of tree canopy cover across Alexandrina's townships to support future greening initiatives and climate resilience planning. The study utilised high-resolution satellite imagery, artificial intelligence and thermal imaging to map tree canopy cover and identify relationships between vegetation and urban heat.

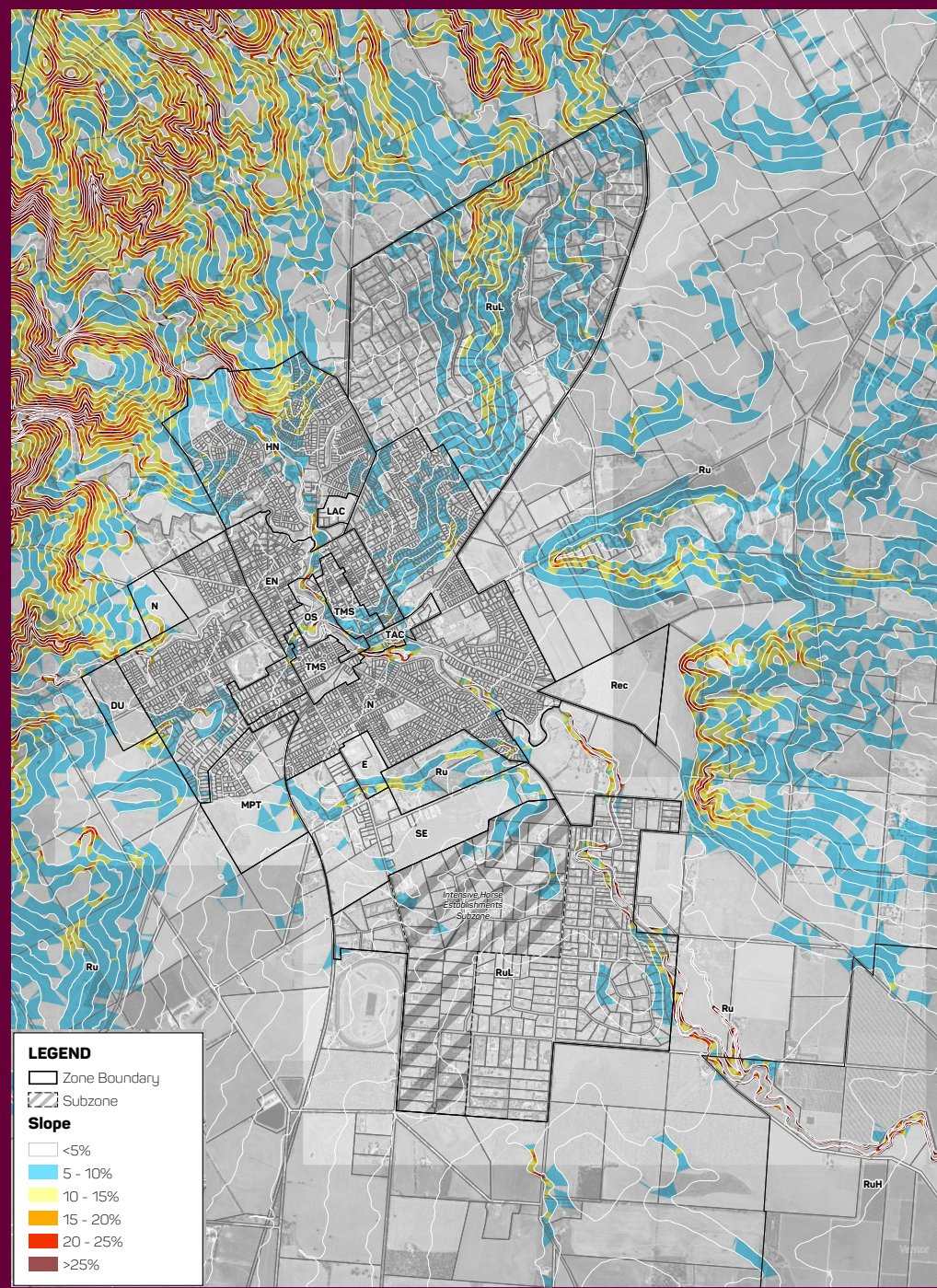
For Strathalbyn, the study identified an estimated tree canopy cover of 19.4%, which is above the Alexandrina township average of 17.6%. The assessment found that a significant proportion of Strathalbyn's canopy is located on private land, with private properties accounting for approximately 81% of the assessed area and 74% of total canopy cover. Council-managed land, including open space reserves, road reserves and community land, also makes an important contribution to the township's urban forest.

The study highlighted the important role tree canopy plays in reducing urban heat, enhancing biodiversity, improving visual amenity and supporting community wellbeing. Thermal imaging undertaken as part of the study demonstrated that areas with greater canopy cover generally experience lower radiant temperatures, reinforcing the value of trees in creating cooler and more liveable urban environments.

Implications for Strathalbyn and Surrounds

The study supports continued investment in township greening and tree planting initiatives throughout Strathalbyn. With existing canopy cover of 19.4%, there is an opportunity to further expand canopy cover within streets, parks and public spaces to improve climate resilience, biodiversity, shade and amenity. Future greening initiatives should also recognise the importance of retaining existing trees on private land, given their significant contribution to the township's overall canopy cover.

Figure 4. Slope Analysis



7. Locality Analysis

7.1. Slope

Slope is an important factor when identifying land for future urban growth. Steep terrain can make construction and the delivery of infrastructure more difficult and expensive, while flatter or gently sloping land is generally easier and less expensive to develop and better suited for housing and services.

The township and surrounding land consist of generally flat to gently rolling terrain (<5% to 10% slope) that is well suited to urban development and agriculture. More moderate slopes (10% - 20%) are found in elevated and transitional areas at the edges of the township and along ridgelines and waterways. Steeper land (>20%) is particularly evident to the north and west of the township, such as to the west of Long Valley Road, either side of Paris Creek Road, and pockets along Old Bull Creek Road.

As a general rule, future township growth should be directed to areas of flat to gently undulating land (less than 10% slope) that are contiguous with the existing urban area and capable of efficient servicing. Development on moderate slopes (10-15%) may be considered where it demonstrates sensitive design and minimises environmental and visual impacts. Steeper land (greater than 15%), including ridgelines and prominent landscape features, should be avoided for urban development and instead retained for environmental protection, open space and landscape character.

The topography of the township is depicted in [Figure 4](#).

Key Message

Future growth should be directed towards flatter, readily serviceable land.

7.2. Natural Elements

7.2.1. Native Vegetation

While the Native Vegetation Overlay applies across the entirety of the township (as indeed it does much of the state), LocationSA only identifies two areas of mapped native vegetation within Strathalbyn and surrounds. These areas comprises eucalyptus forest and woodland and is located along part of the Forrest Road frontage of 7 Forrest Road, which is utilised by the Strathalbyn Waste and Recycling Depot; and 85 Forrest Road, which is occupied by the Great Southern Archers.

It is evident that there are a number of areas containing native vegetation that perhaps should be identified on LocationSA. This includes substantial stands of trees along the banks of the River Angas and its associated tributaries, vegetated areas on properties along Ashbourne Road that are zoned Deferred Urban and Rural, land to the north of Callington Road commonly referred to as The Swamp, and additional trees associated with 7 and 85 Forrest Road. Further native vegetation is also present in the form of buffer planting surrounding the waste recovery facility.

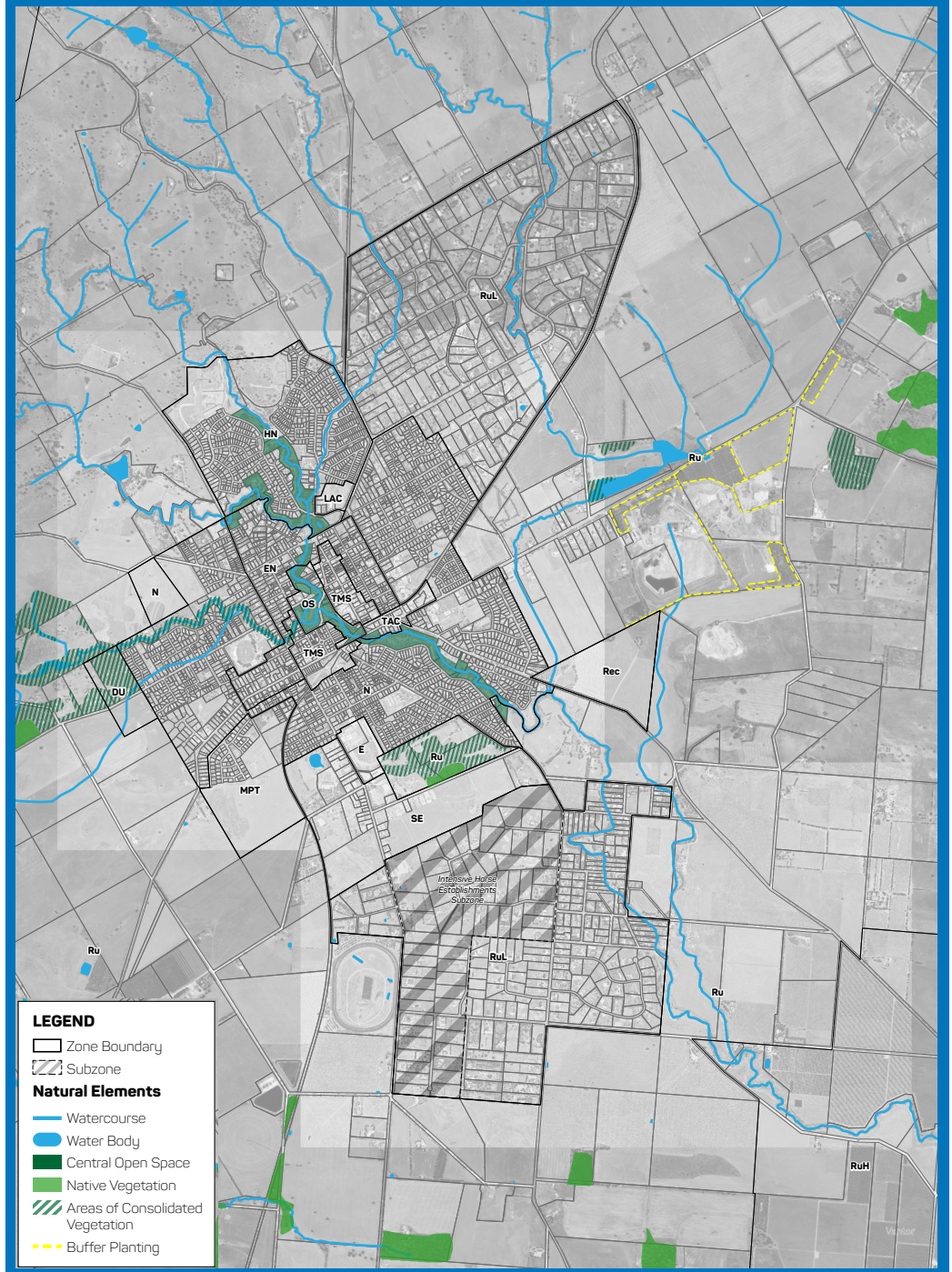
Collectively, these vegetated areas contribute to the environmental and landscape character of the township and would therefore require appropriate consideration as part of any future development or land use change.

7.2.2. Hydrology

Strathalbyn's hydrology is defined by a river-based system supported by local catchments, drainage lines and surrounding water bodies, which creates a pattern of low-lying flood-prone land, riparian corridors and open space that influence the township's form, environmental values and development suitability.

The township is centred on the Angas River, which is the dominant hydrological feature running through Strathalbyn. The river acts as the main drainage corridor for the surrounding catchment, providing a natural low point with flatter land along its corridor, and serving as a focal landscape and recreational asset, particularly through central open space areas.

Figure 5. Natural Elements



7.3. Environment & Food Production Area (EFPA)

The township is further constrained by the Environment and Food Production Area (EFPA) Overlay, which identifies areas of prime agricultural land, areas of environmental sensitivity, and land with high landscape values that should be protected from urban encroachment.

Residential land division within the EFPA is prohibited. However, land division for non-residential purposes and/or the development of new buildings and structures may still be considered within the area.

The extent of the EFPA boundary is reviewed by the State Planning Commission every five years to ensure there is an adequate supply (15 years) of land to support population projections. The next review is scheduled for 2027.

The extent of the EFPA is depicted in Figure 6.

Figure 6. Environment & Food Production Area



7.4. Agricultural Land Productivity Areas

Strathalbyn has a long-standing agricultural identity and operates as a key service centre for the surrounding primary production region. Much of the land surrounding Strathalbyn forms part of a Primary Production Priority Area (PPPA), which identifies land considered critical to food, wine, and fibre production.

The PPPA includes land north of Strathalbyn, part of its western boundary, and all adjoining land along the eastern and southern edges. This land is mainly used for farming activities such as grazing livestock, cropping, and horticulture.

The Greater Adelaide Regional Plan identifies several 'key primary production assets' within the township, including the Viterra grain silo at 2 East Terrace, the livestock sales yards at 37 Dry Plains Road, and the Strathalbyn Abattoir (operations ceased in 2020) at 225 Ashbourne Road. The protection of these sites from incompatible development is considered necessary.

7.5. Heritage

7.5.1. Aboriginal Cultural Heritage

The *Aboriginal Heritage Act 1988* is the primary legislation protecting Aboriginal heritage in South Australia. It provides comprehensive protection for all Aboriginal sites, objects, and ancestral remains, whether or not they have been formally registered. The Act is supported by the Aboriginal Heritage Guidelines, which outline processes for its practical application.

Administration of the Act is undertaken by the Aboriginal Affairs and Reconciliation division within the Department of the Premier and Cabinet, which is responsible for maintaining the central archives of Aboriginal heritage sites and objects.

Within the township, there are approximately 8 registered Indigenous sites, comprising a cultural modified tree, scarred trees, paintings, and an archaeological item. The disclosure of precise heritage site locations is restricted under Section 10 and 35 of the *Aboriginal Heritage Act 1968*.

7.5.2. Post Settlement Heritage

Strathalbyn contains an exceptionally rich collection of heritage places. The township includes 172 Local Heritage and a further 26 State Heritage listed properties. These are complemented by another 45 representative buildings that illustrate key architectural styles spanning from the 1860s through to the early twentieth century, demonstrating the township's long and layered built-form evolution.

An additional 92.5 hectares of Strathalbyn is incorporated within the Historic Area Overlay, which provides protection for neighbourhoods where original buildings, historic streetscapes and early subdivision patterns collectively shape the township's highly valued heritage character. This Overlay includes the Strathalbyn Suburban Neighbourhood Historic Area, a residential precinct distinguished by early settler cottages, workers' dwellings, double-fronted cottages typical of the 1910s, and a diverse range of buildings constructed between the 1860s and 1950s. Together, these elements form an unusually intact record of Strathalbyn's residential development over nearly a century.

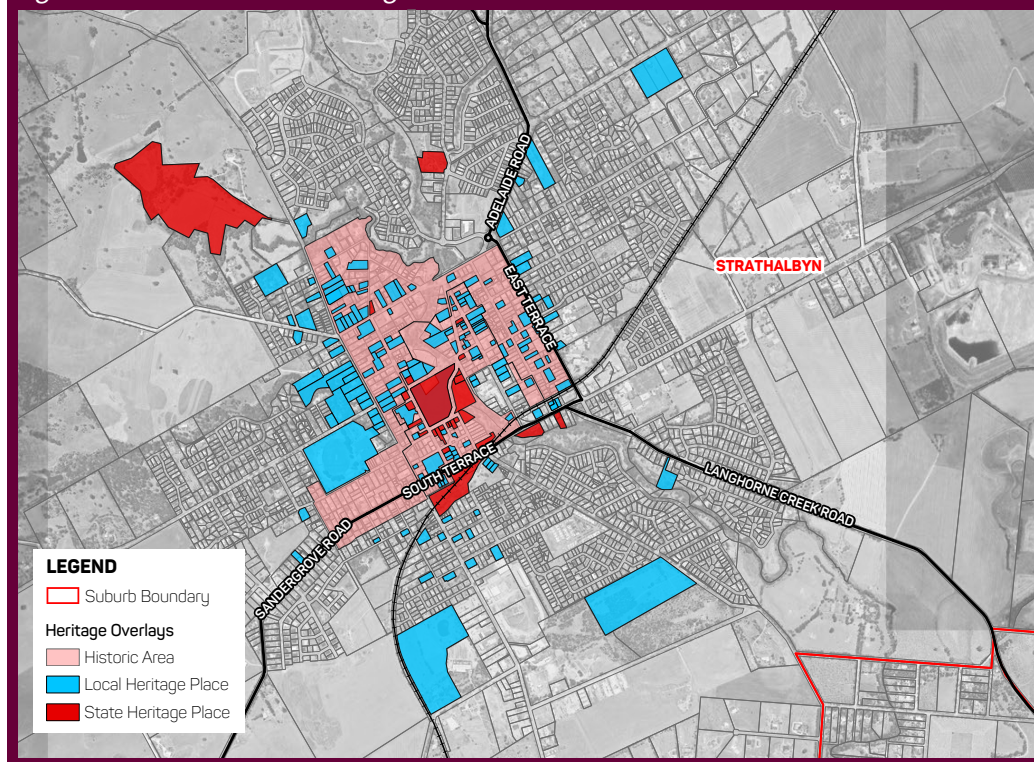
Similarly, the Strathalbyn Centre (including main street and surrounding civic and community precincts) reflects the commercial and administrative heart of the town as it developed between the 1860s and 1910s, with buildings and public spaces that continue to demonstrate the prosperity and civic ambition of that period.

The River Angas and the Soldiers Memorial Gardens remain highly influential landscape features within this historic framework, with their presence reinforcing Strathalbyn's enduring identity as a place where natural landscapes and built heritage are closely intertwined.

Key Message

Future development must respond sensitively to Strathalbyn's heritage values.

Figure 7. Post Settlement Heritage



7.6. Infrastructure Capacity

7.6.1. Communications Infrastructure

The township is serviced with Telstra, Nextgen and National Broadband Network (NBN) infrastructure. It is understood that there is a planned expansion of NBN infrastructure for the new Aurora development, which will enable additional expansion opportunities to the south-west of Strathalbyn.

Whilst communications infrastructure is available within Willyaroo, future growth would likely require the establishment of additional infrastructure to cater for increased demand; and would require additional liaison with NBN and Telstra to determine network capacity and timing of planned upgrades.

7.6.2. Gas Infrastructure

There is no reticulated gas infrastructure within Strathalbyn or Willyaroo, with residents and businesses reliant on bottled LPG or electric alternatives. Additional development within the township would require consideration towards electric and/or renewable energy solutions, as connection to gas infrastructure is not feasible.

7.6.3. Potable Water

Potable water is provided as part of SA Water's broader regional township infrastructure service, with the previous Town Plan identifying sufficient capacity for an additional ~400 dwellings before augmentation is required. It is anticipated that this threshold has likely been exceeded due to recent growth, with trunk augmentation likely required for future development, subject to SA Water liaison regarding current capacity and performance constraints.

It is noted that there have been recent upgrades to potable water infrastructure within Strathalbyn, which includes additional 256m and 500m water mains along Sandergrrove Road to ensure a continued reliable supply and that the local network can meet future demand as a result of expected population growth within the area.

7.6.4. Wastewater

Alexandrina Council manages Strathalbyn's wastewater via a Community Wastewater Management Scheme (CWMS), which pumps wastewater to the Wastewater Treatment Plant (WTP) situated near the intersection of Michelmore Road and Greenway Road for treatment, before transferring to storage lagoons for irrigation reuse during dry months. S

Since the preparation of the previous Town Plan, a new 110 ML storage lagoon has been established to provide for additional balancing storage. Other recent upgrades to wastewater infrastructure include the Berry Smith Drive Pump Station upgrade in 2024, and upgrades to the Fairfield Drive Pump Station. It is understood that the WTP was

designed to allow for a doubling of the number of dwellings within Strathalbyn. Should development within the township exceed this number, the requirement for additional capacity will need to be assessed.

There is no centralised wastewater infrastructure within Willyaroo, with wastewater infrastructure comprising of on-site septic systems which are privately owned and maintained by the landowner. Should additional residential expansion occur within Willyaroo, connection to CWMS would likely be required, subject to feasibility studies to determine viable servicing options.

7.6.5. Electricity Supply

Electricity is supplied via South Australia's interconnected distribution network, and is provided via a state-wide transmission and distribution framework operated across regional South Australia by SAPN. This infrastructure comprises of 66kV high voltage overhead lines, which primarily service the township, albeit some areas of new development are serviced via underground infrastructure. Existing substations are located on Forrest Road and off Callington Road.

Whilst any current infrastructure limitations are unknown it is anticipated that future growth within the township may necessitate network upgrades (e.g. substation or feeder augmentation upgrades), particularly in areas earmarked for higher-density development or industrial expansion.

Implications for Strathalbyn and Surrounds

Existing infrastructure networks generally support the township's projected growth to 2041; however, the delivery of additional housing, employment land and community facilities will require careful coordination with infrastructure providers. Water, wastewater, electricity and communications infrastructure will need ongoing monitoring and staged investment to ensure sufficient capacity is available as development proceeds. Future planning should prioritise growth in locations that can be efficiently serviced while recognising that infrastructure availability may influence the timing, sequencing and feasibility of longer-term expansion opportunities.

7.7. Bushfire Risk

The central area of Strathalbyn is not identified as being at bushfire risk; however, the outskirts of the town, together with much of the wider locality and the neighbouring area of Willyaroo, are classified as having a medium bushfire risk. This level of risk is largely due to the rural character of the land surrounding the township, which features the Strathalbyn Racing Club, rural living properties, open grassland and pastoral areas which contribute to higher fuel loads. These conditions increase the presence of grassland and scrub interfaces, heightening the potential exposure to grassfires and potential ember attack.

7.8. Flooding Risk

Strathalbyn is subject to occasional flooding associated with heavy rainfall events and elevated flows in the River Angas. Low-lying areas of the township, particularly those in proximity to the river and creek lines, may be vulnerable to flash flooding and localised inundation during severe weather events.

7.9. Access & Transport

7.9.1. Road Capacity & Performance

A review of the road network and available traffic data indicates that the network is generally performing well under current conditions, with no significant capacity constraints. Traffic volumes on regional roads are moderate and align with Strathalbyn's role as a regional service centre.

It is noted that the previous Strathalbyn Town Plan (2014 – 2024) identified several localised traffic and safety concerns, including:

- Conflicts between through-traffic, local traffic, parking activity, and pedestrians within the Town Centre;
- Traffic routing and signage that directs through-traffic into sensitive areas, such as school precincts; and

- A history of crashes on key town centre and entry roads, often associated with turning movements and parking.

These issues are consistent with findings from State and regional transport strategies, which recognise that regional town centres commonly experience safety and efficiency challenges where roads must accommodate both movement and place functions.

While there are no known network-wide congestion constraints, localised pressure points are evident within the town centre and along key entry routes where multiple transport functions intersect, with traffic data indicating minor weekday delays along Callington Road within the township. These areas are likely to experience increased traffic volumes and heightened safety risks as population growth and development intensify, particularly during peak periods and school drop-off and pick-up times.

A review of crash data from 2020 to 2024 does not identify incidents of a scale that would raise broader road safety concerns. The recorded crash history does not show consistent patterns or site-specific issues, and is not expected to adversely affect the overall safety performance of the surrounding road network.

7.9.2. Freight & Rail Infrastructure

The Adelaide – Victor Harbor railway corridor traverses the township and forms part of the broader regional rail network. While current rail activity is largely limited to heritage and tourism services, the corridor remains a strategically significant transport asset with potential for future freight or passenger use.

Freight movement within Strathalbyn primarily occurs via the regional road network, particularly along Callington Road, Commercial Road and High Street, which collectively form part of the Victor Harbor – Mount Barker transport corridor. These routes accommodate agricultural freight, regional service vehicles, and heavy vehicle movements associated with the wider Fleurieu Peninsula.

Designated B-double routes provide access to and through Strathalbyn via key regional roads within the Victor Harbor – Mount Barker transport corridor. These routes are essential to supporting agricultural production, grain transport, and regional industry. Protecting their function is critical to sustaining regional economic production.

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7.9.3. Public Transport

Strathalbyn currently has limited public transport services, with existing routes focused on regional connectivity rather than frequent local services. Existing routes include two school routes and two general routes.

- Route 852 (Strathalbyn to Mt Barker via Wellington Road)
- Route 852L – School day services operated by SouthLink that runs from Langhorne Creek to Cornerstone College in Mount Barker.
- Route 854 (Strathalbyn Loop)
- Route 855 (Strathalbyn to St Francis de Sales College) – A school service operating between Strathalbyn and St Francis de Sales College in Mount Barker on school days only.

These routes generally operate on weekdays only, with limited frequency. Service intervals typically range between 1.5 and 3.5 hours depending on route and time of day. The existing bus service provides essential regional access but has notable limitations. Infrequent services, weekday-only operation and the absence of weekend services reduce the suitability of public transport for daily travel such as work, education and access to services. As future growth increases travel demand, these limitations may reinforce car dependency. The town plan should consider opportunities to improve service frequency, expand operating hours, extend coverage to growth areas and strengthen connections to regional transport hubs.

Key Message

Improved public transport and active travel options will become increasingly important as the township grows.

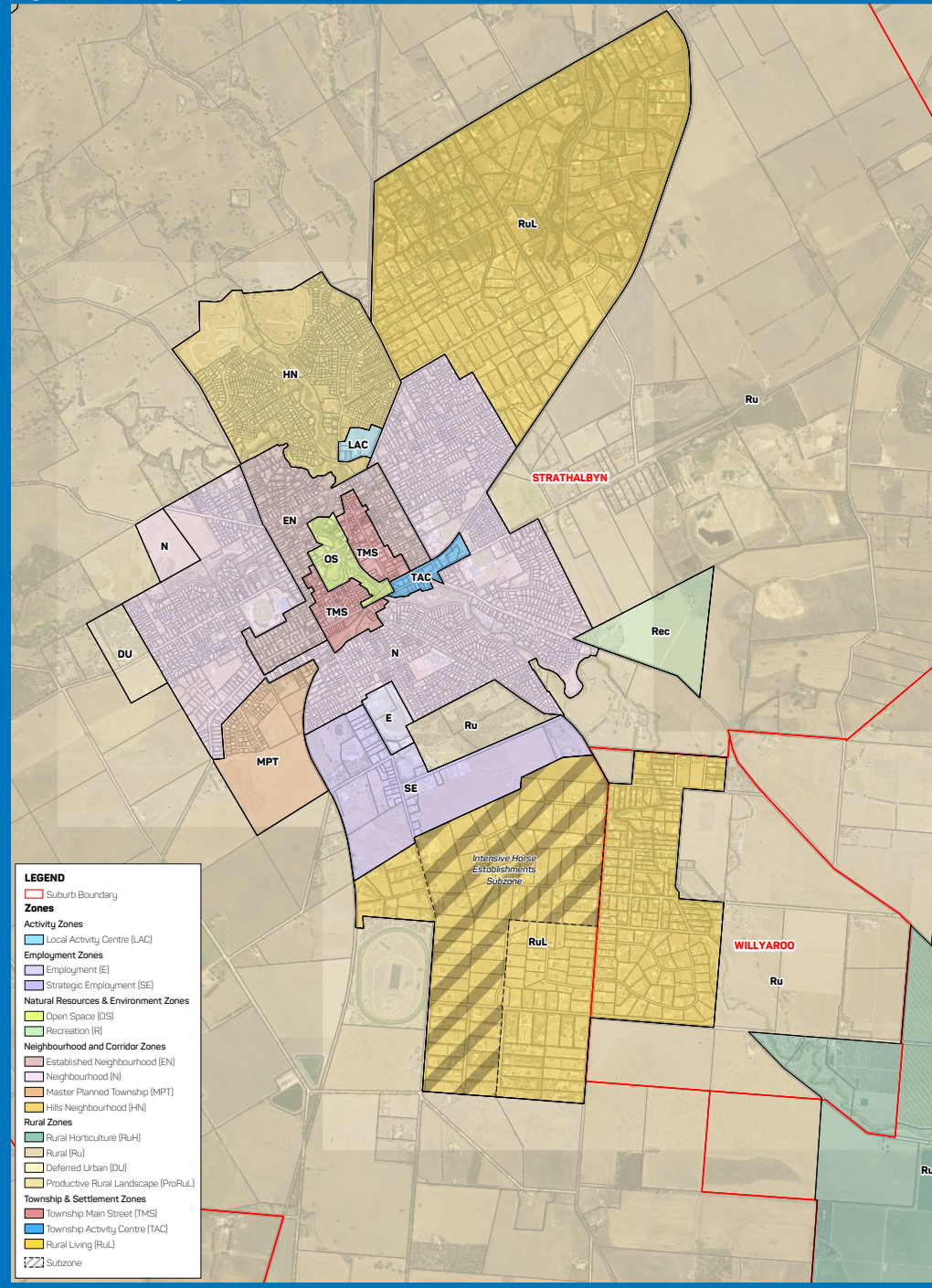
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- Route 852 (Strathalbyn to Mt Barker via Wellington Road)
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Key Message

Improved public transport and active travel options will become increasingly important as the township grows.

Figure 9. Zoning



8. Planning Controls

8.1. Zoning

The township is characterised by a variety of zoning that supports its residential function, facilitates associated employment uses and community facilities, and recognises its broader rural context.

The following sections provides an overview of these zones.

8.1.1. Residential Zones

8.1.1.1. Established Neighbourhood (EN) Zone

The Established Neighbourhood applies to established residential areas where the predominant streetscape character and prevailing development pattern should be retained, and is often applied in conjunction with the Historic Area Overlay (refer to Section 6.2.3.1).

This zone envisages a range of housing types that respond to housing preference, with new buildings required to be sympathetic to the predominant built form character and development patterns. The zone primarily accommodates residential development including dwelling additions and associated minor structures like sheds, garages and shade structures. There is also scope for community and small-scale commercial activities within the zone, dependent upon the circumstances, scale and locational factors that aim to ensure residential amenity is retained.

8.1.1.2. Hills Neighbourhood (HN) Zone

A section of the township that includes housing on more steeply sloping land is zoned Hills Neighbourhood, which ensures that development creates a sympathetic transition to the surrounding natural and rural landscapes. The zone primarily supports low-density residential dwellings that limit disturbance to natural landforms and existing vegetation, helping to reduce the visual impact of buildings, earthworks and retaining walls.

8.1.1.3. Master Planned Township (MPT) Zone

Land in association with the Aurora – Strathalbyn estate is zoned Master Planned Township, which supports the expansion of the existing township through the establishment of a range of housing types that cater to prevailing and emerging housing needs within easy reach of services and facilities.

Key land uses within the Master Planned Township zone include childcare facilities, residential and co-living, community facilities, consulting rooms and offices, educational facilities, indoor recreation facilities, recreation areas, retirement facilities, shops, and supported accommodation.

8.1.1.4. Neighbourhood (N) Zone

The majority of dwellings within the township are zoned Neighbourhood, which encourages housing that supports a range of needs and complements the existing local context, alongside services and community facilities which contribute to making a convenient place to live without compromising the residential amenity and character of the neighbourhood.

8.1.1.5. Rural Living (RuL) Zone

The township contains two pockets of Rural Living zoned land to the north-east and to the south which includes a portion of Willyaroo.

The Rural Living Zone enables the establishment of dwellings alongside farming activities and envisages a spacious, secluded, and peaceful residential lifestyle within semi-rural or semi-natural environments. It provides opportunities for a range of low-intensity rural activities (such as horse keeping and small-scale horticulture) and home-based businesses that complement this lifestyle.

8.1.2. Activity Centre & Employment Zones

8.1.2.1. Employment (E) Zone

The Employment zone applies of 9.3 hectares of land which fronts onto Milnes Road, which supports a diverse range of low-impact, light industrial, commercial (including bulky goods) and business activities that complement the role of other zones with significant industrial, shopping, and business activities.

Envisaged land uses within the Employment zone include consulting rooms and offices, indoor recreation facilities, light industry, research facilities, shops, motor repair station, retail fuel outlet, service trade premises, warehouses, training facilities, and telecommunications facilities.

8.1.2.2. Strategic Employment (SE) Zone

The Strategic Employment Zone applies to 88.8 hectares of land bounded by residential development to the north; Employment-zoned land, the Strathalbyn Waste and Recycling depot, and Nine Mile Road to the east, Rural Living-zoned land to the south; and the railway corridor to the west, which is considered to be of strategic importance to South Australia.

This zone provides for a comprehensive range of industrial, logistics, warehousing, storage, research, and training uses, together with compatible business activities that generate wealth and employment for the State.

8.1.2.3. Local Activity Centre (LAC) Zone

The Local Activity Centre zone applies to five properties which have frontages onto Adelaide Road to the east, Braemar Drive to the south, and Hampden Way to the west. This zone envisages a range of commercial and retail operations such as small-scale shops, offices, businesses, health, and community facilities which provide daily services to and support walkable neighbourhoods.

8.1.2.4. Township Activity Centre (TAC) Zone

Strathalbyn contains two areas zoned Township Main Street, which encompass select properties with frontages onto High Street, South Terrace, Dawson Street and Commercial Road.

The Township Main Street zone provides a focus for regional main streets that service the local community and visitors, with development primarily comprising retail, office, entertainment, and recreational land uses and activities. Housing may be accommodated in conjunction with non-residential uses, ideally sited above or behind non-residential uses to ensure shopfronts on the main street are preserved.

8.1.3. Recreation Zones

8.1.3.1. Open Space (OS) Zone

At the heart of Strathalbyn is the Strathalbyn Soldiers Memorial Garden and Angas River Reserve, which are zoned Open Space in recognition of their natural and landscaped qualities. These areas provide biodiversity, tree canopy, urban cooling and visual relief within the built environment, supporting the health and enjoyment of the community. Key land uses and facilities within the Open Space Zone include open space, outdoor sports courts, recreation areas, and sporting ovals and fields.

8.1.3.2. Recreation (Rec) Zone

The Recreation Zone applies over Lot 10 Langhorne Creek Road, which has been earmarked by Alexandrina Council as a future sport and recreation precinct.

The purpose of the Recreation Zone is to provide for a range of accessible recreation facilities, with envisaged land uses including indoor recreation facilities, outdoor sports courts, change rooms, playgrounds, open space, swimming pools, and sporting clubrooms, ovals and fields.

8.1.4. Rural & Agricultural Zones

8.1.4.1. Rural (Ru) Zone

The majority of land surrounding the main township is zoned Rural, which supports a broad range of primary production activities that contribute to South Australia's economic prosperity and permits value-adding enterprises, including industry, storage and warehousing, sale and consumption of primary produce, tourism development and accommodation, together with renewable energy generation facilities. Notably, a portion of land north of Forrest Road, which encompasses the Great Southern Archers and the Strathalbyn Cemetery, is also subject to this zoning.

8.1.5. Future Growth Zones

8.1.5.1. Deferred Urban (DU) Zone

The Deferred Urban Zone applies to 16.3 hectares of land located west of the main township, which has been identified as suitable to accommodate future urban growth. The purpose of this zone is to safeguard land for future growth through permitting only a limited range of low-intensity uses and activities (such as farming and/or low-intensity animal husbandry) that support existing land use without constraining the land's potential to be developed for urban purposes in the future.

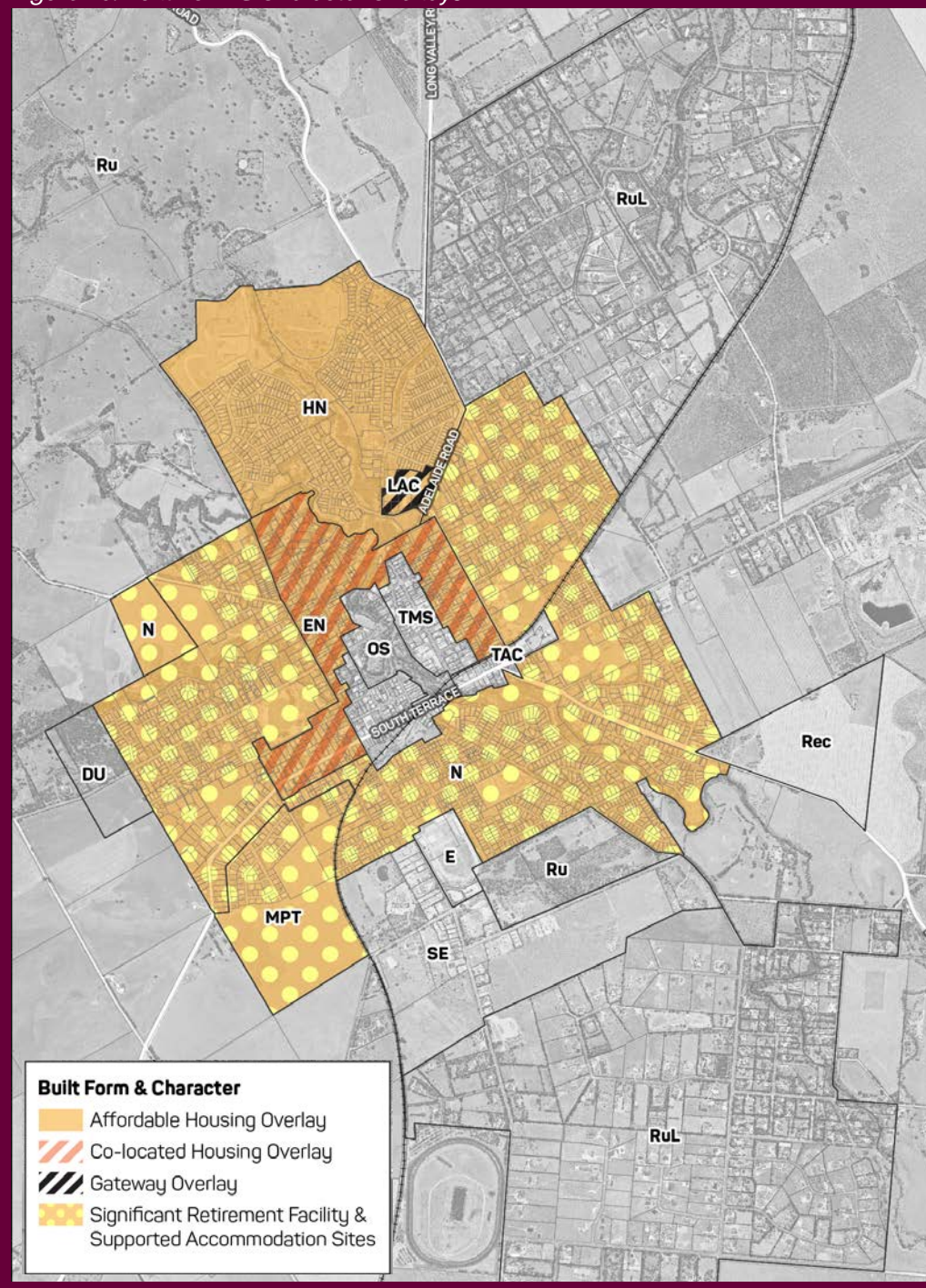
8.1.6. Subzones

In addition to zones, some areas may include a subzone. Subzones provide more detailed guidance to help ensure development reflects the character of a particular part of a zone.

8.1.6.1 Intensive Horse Establishments Subzone

In addition to the Rural Living Zone, select properties are further subject to the Intensive Horse Establishments Subzone. This subzone reflects the proximity of these allotments to the Strathalbyn Racecourse, and enables the accommodation of a range of commercial horse-related activities primarily for the agistment of horses, their breeding, stabling and training in association with residential development.

Figure 10. Built Form & Character Overlays



8.2. Overlays

The township is characterised by a variety of overlays that addresses built form, environmental hazards, heritage, infrastructure and transport, natural resources and the environment, and rural and primary production.

The following sections provides an overview of the most relevant overlays.

8.2.1. Built Form & Character

8.2.1.1. Affordable Housing Overlay

A large proportion of the main Strathalbyn township is covered by the Affordable Housing Overlay, which promotes the establishment of affordable housing where integrated with residential and mixed-use development. A core requirement of this overlay is the provision of 15% affordable housing as part of development applications which seek to create 20 or more dwellings or residential allotments.

Where this overlay applies, departures from typical planning requirements can be utilised where affordable housing is proposed, such as a reduction in minimum site areas, car parking requirements, and/or building heights.

8.2.1.2. Co-Located Housing Overlay

The Co-located Housing Overlay applies to a small selection of properties within Strathalbyn, and enables the provision of co-located housing (2 or more homes on one allotment) which are integrated within and amongst existing housing stock. The purpose of this overlay is to cater for a variety of household structures, and to support initiatives such as aging in place, whilst maintaining the existing streetscape, character, and neighbourhood amenity of the locality.

8.2.1.3. Gateway Overlay

The Gateway Overlay applies to areas where additional attention on the design and siting of buildings is needed to maintain and improve landscape qualities to reinforce 'gateway' entrances to prominent towns, historic precincts, and tourist destinations – and applies to land being developed within the Local Activity Centre in Strathalbyn.

The purpose of this overlay is to maintain and improve the visual amenity and streetscape appeal along prominent entrances into towns, tourist and historic precincts, activity centres, and main streets through the careful siting of buildings and other activities in a landscaped setting.

8.2.1.4. Significant Retirement & Supported Accommodation Sites Overlay

The Significant Retirement Facility and Supported Accommodation Sites Overlay applies to properties situated within the eastern, southern, and western portions of the Strathalbyn Township. The purpose of this overlay is to enable the development of supported accommodation and/or retirement facilities within sites considered to form significant retirement facility and supported accommodation sites (site area of 6,500m² or more) which provide accommodation for the communities' ageing residents.

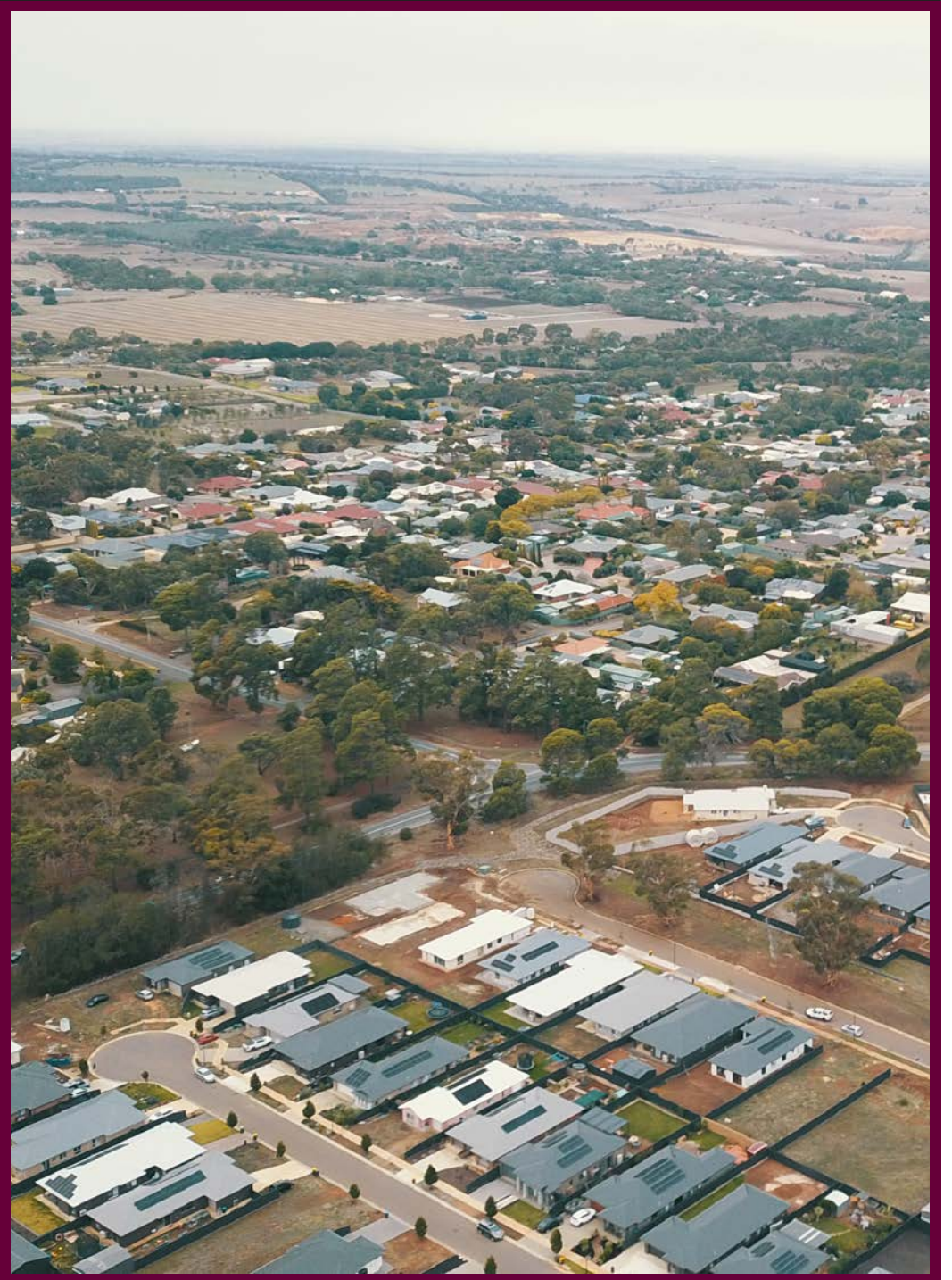


Figure 11. Environmental Hazards



8.2.2. Environmental Hazards

8.2.2.1. Hazards - Bushfire (Medium Risk) Overlay

Areas adjoining the township boundary are identified as being at medium bushfire risk. This includes the township's northern fringe (including parts of the Pipers Crest and Air estates, and Rural Living land), together with the Terramin mine site, Lot 10, and all of Willyaroo. These areas are subsequently covered by the Hazards - Bushfire (Medium Risk) overlay.

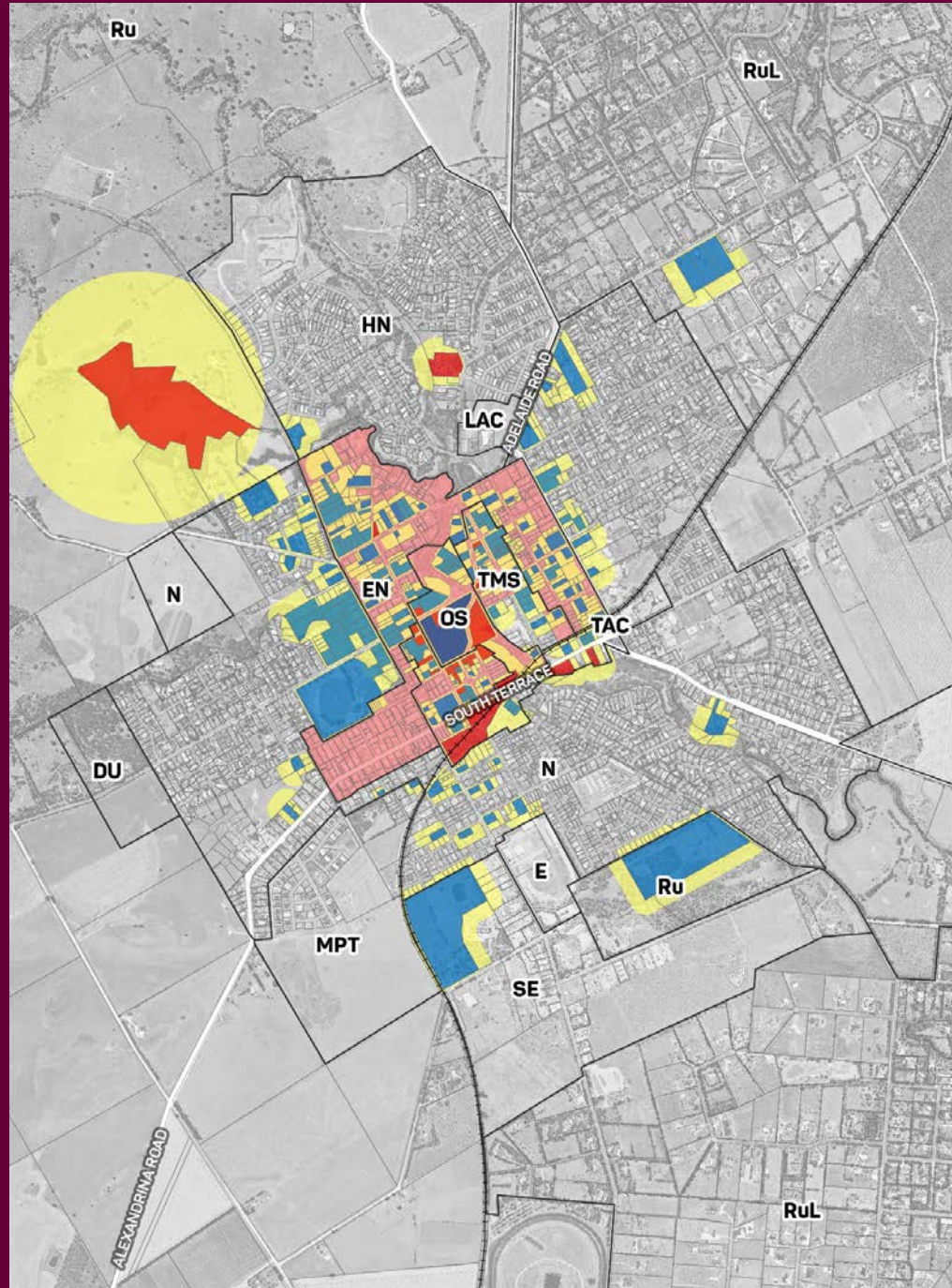
This overlay aims to ensure that development, including land division, appropriately addresses the medium bushfire risk and the potential for ember attack and radiant heat. It requires buildings to be sited and designed to reduce the threat and impact of bushfires on life and property, taking into account the increasing frequency and severity of bushfires driven by climate change.

8.2.2.2. Hazards - Flooding (Evidence Risk) Overlay

The entirety of Strathalbyn is subject to the Hazards - Flooding (Evidence Required) Overlay, which adopts a precautionary approach to minimise potential impacts on people, property, infrastructure, and the environment by requiring appropriate siting and design of development in areas where flood mapping is unavailable, and the level of flood risk is therefore uncertain.

It is recognised that the State Planning Commission is currently progressing the draft Statewide Flood Hazard Code Amendment, which aims to revise and standardise flood hazard planning provisions and mapping across the state. Accordingly, the extent of flood hazard overlays within Strathalbyn may change if the Code Amendment is approved by the Minister for Planning.

Figure 11. Heritage Overlays



8.2.3. Heritage

8.2.3.1. Historic Area Overlay

A significant portion of the main Strathalbyn township (incorporating 92.5 hectares) is subject to the Historic Area Overlay, which applies to areas where historic themes and characteristics are deemed to warrant conservation. In particular, this overlay applies to the Strathalbyn Suburban Neighbourhood Historic Area and the Strathalbyn Centre.

The purpose of the Historic Area Overlay is the reinforcement of historic themes and characteristics through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns in streetscape and built form.

8.2.3.2. Heritage Adjacency Overlay

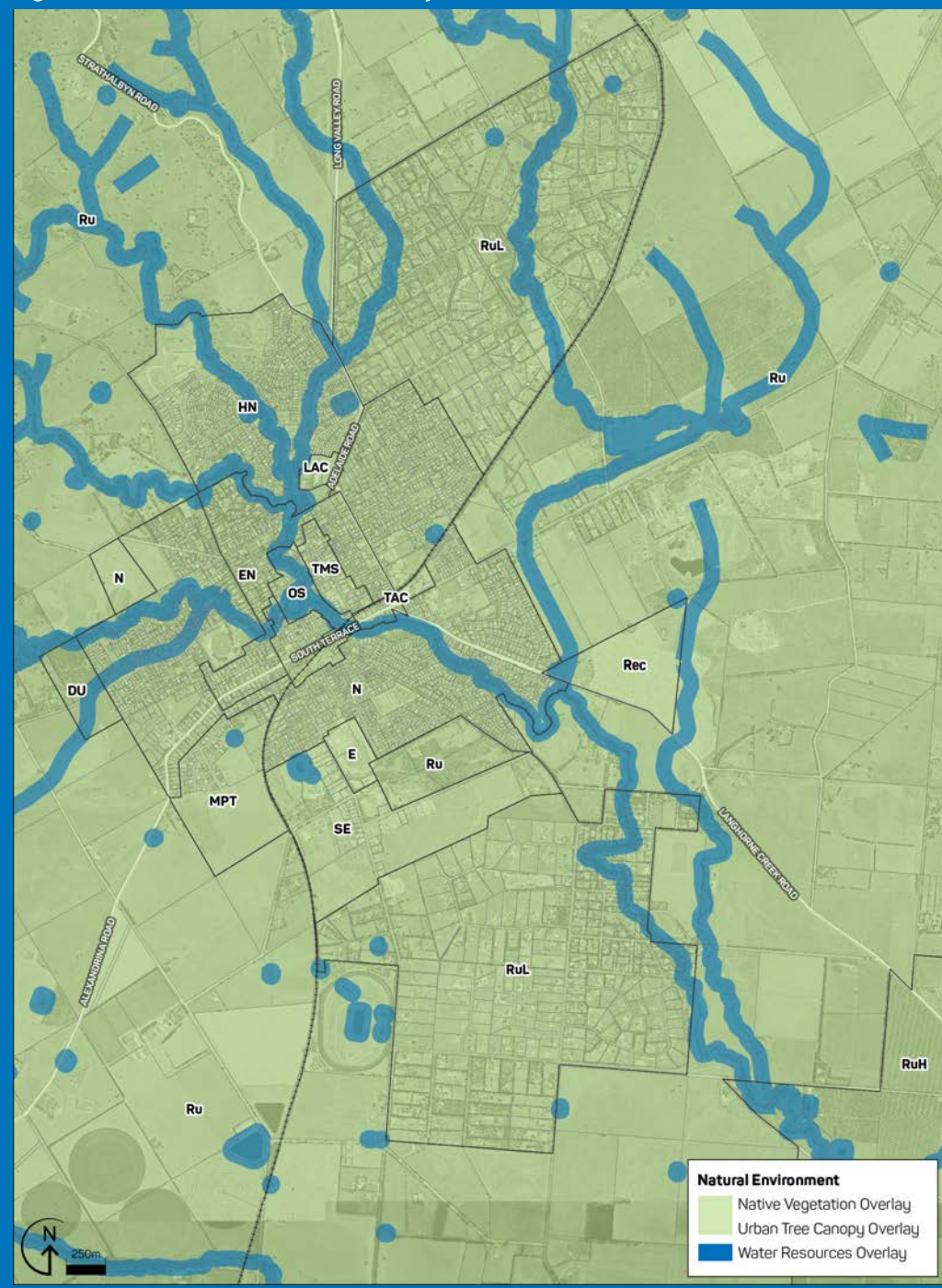
The Heritage Adjacency Overlay applies to any allotment that directly adjoins a State or Local Heritage Place, as well as any property within 6 metres of the allotment containing the heritage place, up to a maximum distance of 60 metres. The purpose of this overlay is to ensure that development adjacent to State and Local Heritage Places respects and preserves the heritage and cultural values of those places.

8.2.3.3. Local Heritage Place & State Heritage Place Overlays

Strathalbyn contains 172 properties listed as Local Heritage Places, each of which is subject to the Local Heritage Place Overlay; alongside 26 properties listed as State Heritage Places which are subject to the State Heritage Places Overlay.

Both of these overlays seek to protect and uphold the heritage and cultural values of these heritage places through the conservation, continued use, and adaptive reuse of Local Heritage Places, preserving their heritage and cultural significance.

Figure 12. Natural Environment Overlays



8.2.4. Natural Environment

8.2.4.1. Native Vegetation Overlay

The Native Vegetation Overlay applies across the entire township, acknowledging the potential presence of native vegetation and its protection under the Native Vegetation Act 1991. Its primary purpose is to safeguard, retain, and restore native vegetation by better integrating land use planning with the native vegetation clearance process.

Where this overlay is in effect, any application involving the removal of native vegetation may require expert input through an accredited consultant's report and/or referral to the Native Vegetation Council as part of the development assessment process.

8.2.4.2. Urban Tree Canopy Overlay

The Urban Tree Canopy Overlay applies to 9.94 hectares of land zoned Neighbourhood, covering part of Lot 1000 Old Bull Creek Road and 14 Abbots Lane. Its aim is to ensure residential development maintains and enhances the urban tree canopy by retaining mature trees where possible and planting new ones. For any new dwellings constructed within land subject to the Urban Tree Canopy Overlay, at least one new tree must be planted unless existing mature trees are retained, or a contribution is made to the Urban Tree Canopy Offsets Scheme in eligible locations.

8.2.4.5. Water Resources Overlay

The Water Resources Overlay applies to a 50m buffer of all watercourses and waterbodies, lakes, and land subject to inundation or occasional flooding. The purpose of the overlay is to protect the quality of surface waters by taking into account the projected reductions in rainfall and warmer air temperatures caused by climate change. It also seeks to maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.

8.2.5. Rural & Primary Production

8.2.5.1. Environment & Food Production Area Overlay

With the exception of the main Strathalbyn township, the entirety of Willyaroo and the remaining outskirts of Strathalbyn form part of the Environment and Food Production Area (EFPA). The EFPA is designed to protect valuable rural, landscape, environmental and food production areas from urban encroachment;

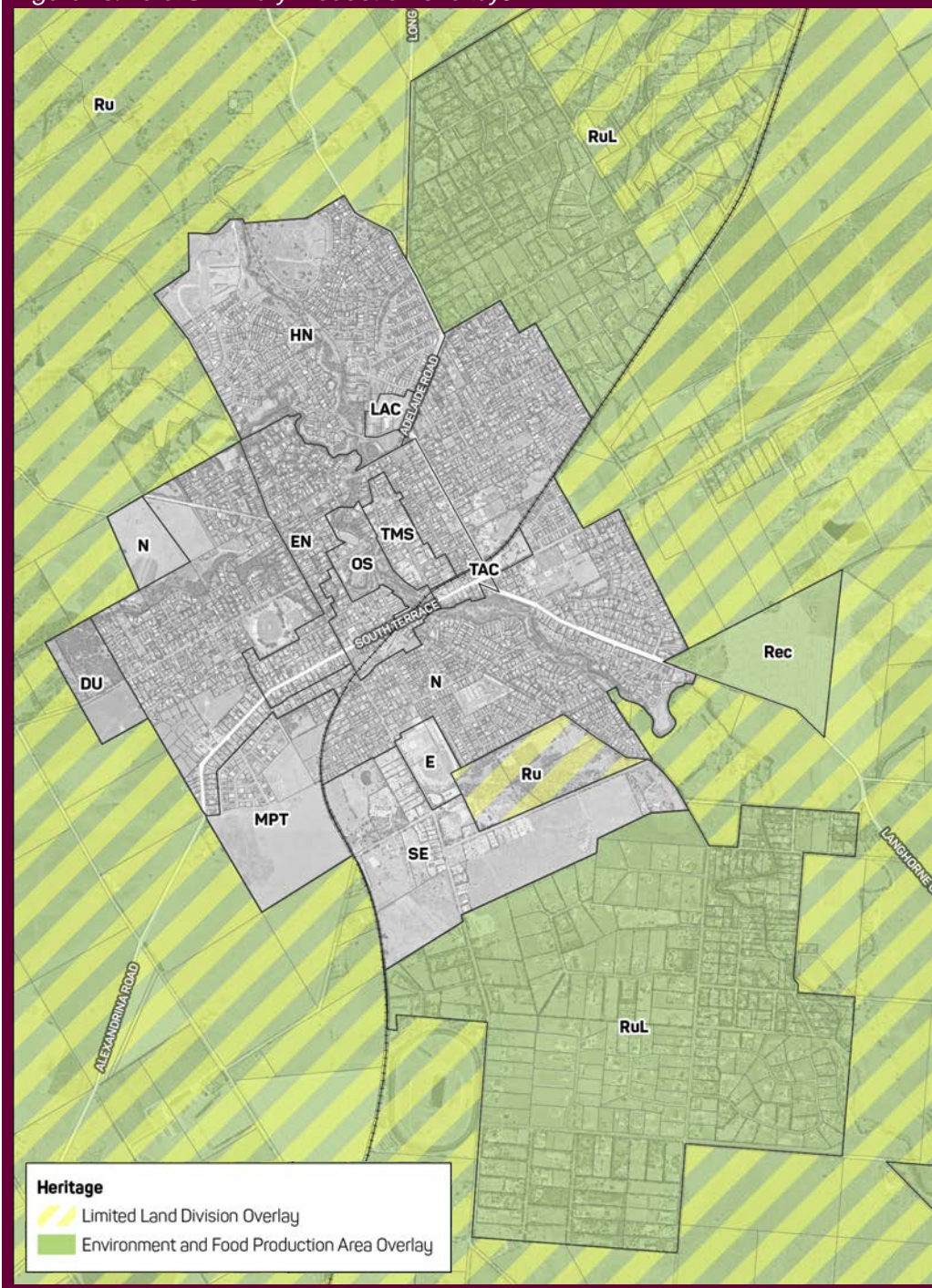
Residential land division within the EFPA is prohibited. However, land division for non-residential purposes and/or the development of new buildings and structures may still be considered within the area. The EFPA boundaries will be reviewed during the statutory five-year assessment in 2027.

8.2.5.2. Limited Land Division Overlay

The Limited Land Division Overlay applies to vital agricultural lands and key rural areas where there is a desire to retain larger allotment sizes and minimise the potential for the creation of smaller allotments that have the potential to undermine primary production, and/or discourage further land division within townships and settlements which have the potential to negatively impact the existing character of an area, or where infrastructure constraints limit growth opportunities.

Land division is restricted within the Limited Land Division Overlay, with the exception of boundary realignments where the number of resulting allotments is not greater than the number that existed prior to the realignment.

Figure 13. Rural & Primary Production Overlays



8.3. Technical & Numeric Variations

A Technical and Numeric Variation (TNV) is a localised planning control that modifies the general provisions of a zone, subzone, or overlay to address the specific characteristics of a particular area. Six TNVs apply across the township, as outlined below:

- **Concept Plans**

- » A Concept Plan sets out a long-term strategic framework for a site or precinct, guiding the staged delivery of development, infrastructure, and land uses within a zone, master-planned area, or large development site.
- » In Strathalbyn, the following Concept Plans apply:
 - Concept Plan 113 (Strathalbyn North) covering the Pipers Crest and Air estates
 - This Concept Plan guides the location of the open space network, stormwater detention basins, roads and access points.
 - Concept Plan 133 (Strathalbyn North Activity Centre) applying to the existing Local Activity Centre Zone
 - This Concept Plan guides the location of the Activity Centre, open space and vehicle access points.
 - Concept Plan 147 (Strathalbyn) applying to Lot 1000 Old Bull Creek Road and 14 Abbots Lane.
 - This Concept Plan guides the location of stormwater infrastructure, open space, an interface management buffer, and vehicle access points.

- **Maximum Building Height (Levels)**

- » Defines the maximum number of levels (storeys) permitted for development. Within Strathalbyn, residential areas are limited to between 1 and 2 levels, depending on the zone and location.

- **Minimum Frontage**

- » Specifies the minimum width (in metres) that an allotment must have along its primary street frontage. In selected areas of Strathalbyn, a minimum frontage of 15 metres applies.

- **Minimum Primary Street Setback**

- » Defines the minimum distance the front wall of a building should be setback from the primary street boundary to maintain the established setback pattern within the street, or contribute to an emerging setback pattern in a new residential estate.

- **Minimum Site Area**

- » Sets the minimum allotment size for an area, which in turn guides how densely developed an area is. In Strathalbyn, the minimum site area in established residential areas within the township is 450m², with no set minimum for newer estates in Master Planned Township Zones. Rural Living Zones to the north-east of the township seek minimum sites areas of 10,000m² (2.5 acres) and 20,000m² (5 acres) with Rural Living areas in Willyaroo seeking minimum site areas of 5,000m² (1.25 acres) and 20,000m².

- **Gradient Minimum Frontage (Detached)**

- » Specifies the minimum width (in metres) that an allotment must have at street level for detached dwellings, based on how steep the slope of the land is. This applies to the Air and Pipers Crest estates, with minimum frontages of 15m, 18m and 25m, depending on slope.

- **Gradient Site Area (Detached)**

- » Specifies the minimum allotment size (in square metres) for an area based on how steeply the land slopes. This applies to the Air and Pipers Crest estates, with minimum site areas of 500m², 1,000m², or 2,000m² depending on gradient.

9. Current & Future Community Needs

9.1. Population Growth

As of the 2021 Census, the Alexandrina LGA had a population of 28,730 residents, with 7,871 people residing in Strathalbyn and Willyaroo.

By 2041, the Alexandrina LGA is projected to experience significant population growth, increasing by approximately 11,562 residents. This would see the total population rise from 29,259 in 2021 to 40,820 by 2041, representing an average annual growth rate of 1.6%.

Under a medium growth scenario, the population is projected to reach 27,993 by 2041, reflecting a 29.7% increase from 2021. In contrast, under a high growth scenario, the population is forecast to reach 40,820 residents, representing a 39.5% increase over the same period.

High growth scenarios are commonly used by State and local governments when planning for future residential and employment needs.

Strathalbyn is also expected to experience steady growth, with its population forecast to increase from 8,026 in 2021 to 11,072 by 2041, at an average growth rate of 1.6%.

Projected population growth under both medium and high growth scenarios for the Alexandrina LGA and the township is summarised in Tables 1 and 2.

Table 1. Alexandrina LGA - Forecasted Population Growth 2021 to 2041

Growth Series	2021	2026	2031	2036	2041
Medium	29,258	30,547	32,273	34,527	37,933
High	29,258	31,049	33,411	36,461	40,820

Table 2. Strathalbyn - Forecasted Population Growth 2021 to 2041

Growth Series	2021	2026	2031	2036	2041
Medium (1.4%)	8,026	8,433	8,927	9,605	10,606
High (1.6%)	8,026	8,506	9,102	9,915	11,072

Key Message

Population growth will increase demand for housing, services, infrastructure and employment opportunities.



9.2. Demographic & Housing Characteristics

9.2.1. Age Structure

Age data is essential to producing accurate population estimates based on the Census count. The age of people living in one geographical area can be broken down into service age groups, which divide the population into age categories that reflect typical life-stages.

These stages include:

- Babies and pre-schoolers (0 to 4);
- Primary schoolers (5 to 11);
- Secondary schoolers (12 to 17);
- Tertiary education and independence (18 to 24);
- Young workforce (25 to 34);
- Parents and homebuilders (35 to 49);
- Older workers and pre-retirees (50 to 59);
- Empty nesters and retirees (60 to 69);
- Seniors (70 to 84); and
- Elderly aged (85 and over).

These age groups then have a (generalised) correlation to housing requirements as outlined in [Figure 14](#).

The township has a median age of 47 and is characterised by an older population, with 47.1% of residents aged over 50. The largest age groups include Seniors (16.5%), Parents and Homebuilders (15.9%), Empty Nesters and Retirees (14.5%), and Older Workers and Pre-Retirees (13.1%).

The largest changes observed within the area between 2016 and 2021 were in:

- Seniors (70 to 84) – An additional 397 residents (+3.76%);
- Young Workforce (25 to 34) – An additional 323 residents (+3.6%);
- Parents and Homebuilders (35 to 49) – A decrease of 39 residents (-2.41%); and
- Tertiary Education and Independence (18 to 24) – A decrease of 108 residents (-2.3%).

Figure 14. Generalised Housing Requirements

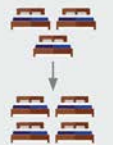
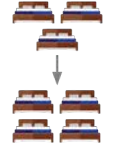
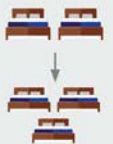
Age Group	Living Arrangements	Dwelling Structure	Number of Bedrooms
 Babies and pre-schoolers (0 to 4) Primary schoolers (5 to 11) Secondary schoolers (12 to 17)	Family home	Detached	
 Tertiary education and independence (18 - 24)	Group home	Detached	
	Student Accommodation	Multi-unit	
	Apartment	Multi-unit	
 Young workforce (25 - 34)	First home	Detached / Unit	
		Multi-unit	
 Parents and homebuilders (35 - 49) Older workers and pre-retirees (50 - 59)	Family home	Detached	
 Empty nesters and retirees (60 - 69)	Downsizer home	Detached	
		Unit	
 Seniors (70 - 84)	Retirement living	Detached	
		Unit	
		Complex	
 Elderly aged (85 and over)	Aged care	Complex	

Figure 15. Strathalbyn Town - Forecast Area

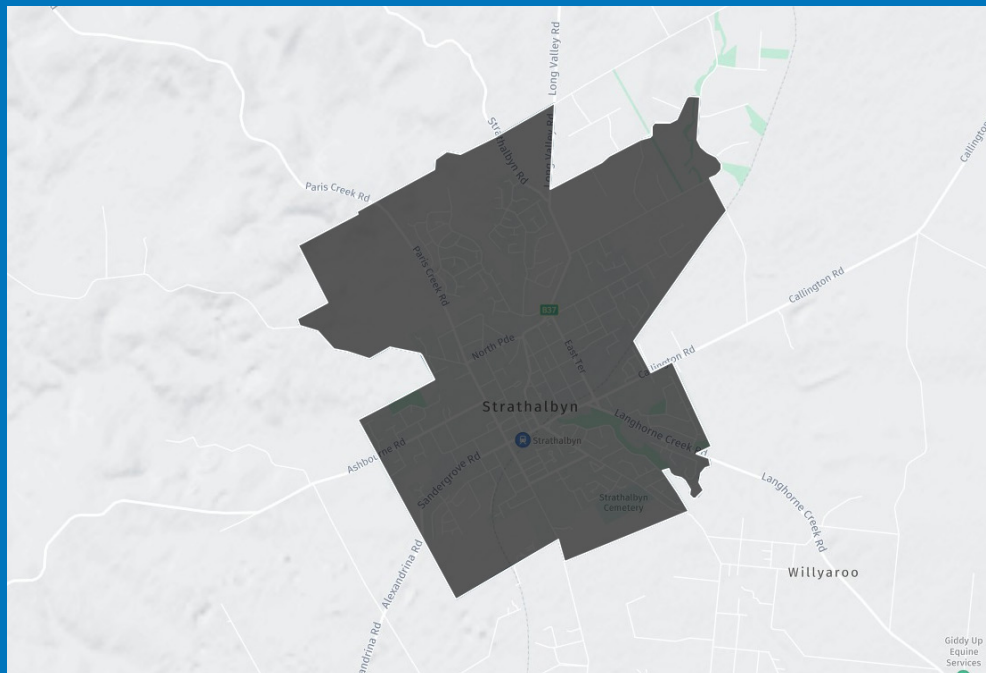
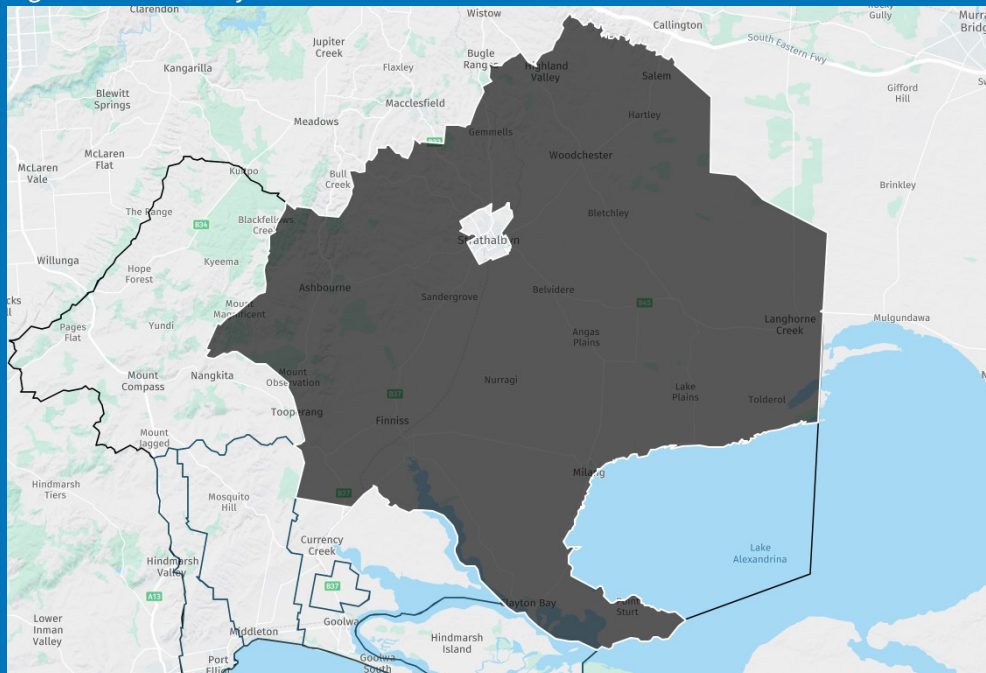


Figure 16. Strathalbyn Remainder - Forecast Area



9.2.2. Demographic Shifts

In addition to population growth, Strathalbyn and Willyaroo are projected to undergo significant demographic shifts that will shape future community needs.

Although Strathalbyn's population will remain predominantly older in 2041, the township is expected to experience growth in younger residents. The proportion of those aged 0 - 34 is projected to rise from 45.5% to 49.8% (+4.3%), while residents aged 50 and over are expected to decline from 54.4% to 50.2% (-4.2%). Key demographic shifts within Strathalbyn include:

- Children (0 to 4 years) are projected to grow by 245 residents (+1.4%);
- Parents and Homebuilders (35 to 49 years) will increase by an additional 479 residents, increasing by 1.3%.
- Empty Nesters and Retirees (60 to 69) are expected to reduce slightly by 65 residents (-4.5%); and
- Elderly residents (85+ years) will experience notable growth, increasing by 275 residents (+2.3%).

For Willyaroo, projected demographic changes are reflected within the broader 'Strathalbyn Remainder' area (as depicted in Figure 16), which encompasses the surrounding townships of Ashbourne, Finnis, Milang, and Langhorne Creek.

Although the broader Strathalbyn area will remain predominantly older in 2036, the region is expected to see a slight decline in younger residents. The proportion of those aged 0 - 34 is projected to fall from 41.9% to 39.5% (-2.4%), while residents aged 50 and over are expected to increase from 58.0% to 60.4% (+2.4%).

Key demographic shifts within the broader region include:

- Secondary schoolers (12 to 17) will decrease by 44 residents (-2.1%);
- Older Workers and Pre-Retirees (50 to 59) will decrease by 17 residents (-3.4%);
- Seniors (70 to 84 years) are expected to rise significantly, with an additional 455 residents (+3.8%);
- Elderly residents (85+ years) will experience the largest growth, increasing by 371 residents (+4.9%).

While these shifts are not specific to Willyaroo, it is reasonable to expect that the area will experience similar demographic trends as its population grows.

Figure 17. 'Strathalbyn Town' Forecast Area - Demographic Shifts between 2021 and 2041

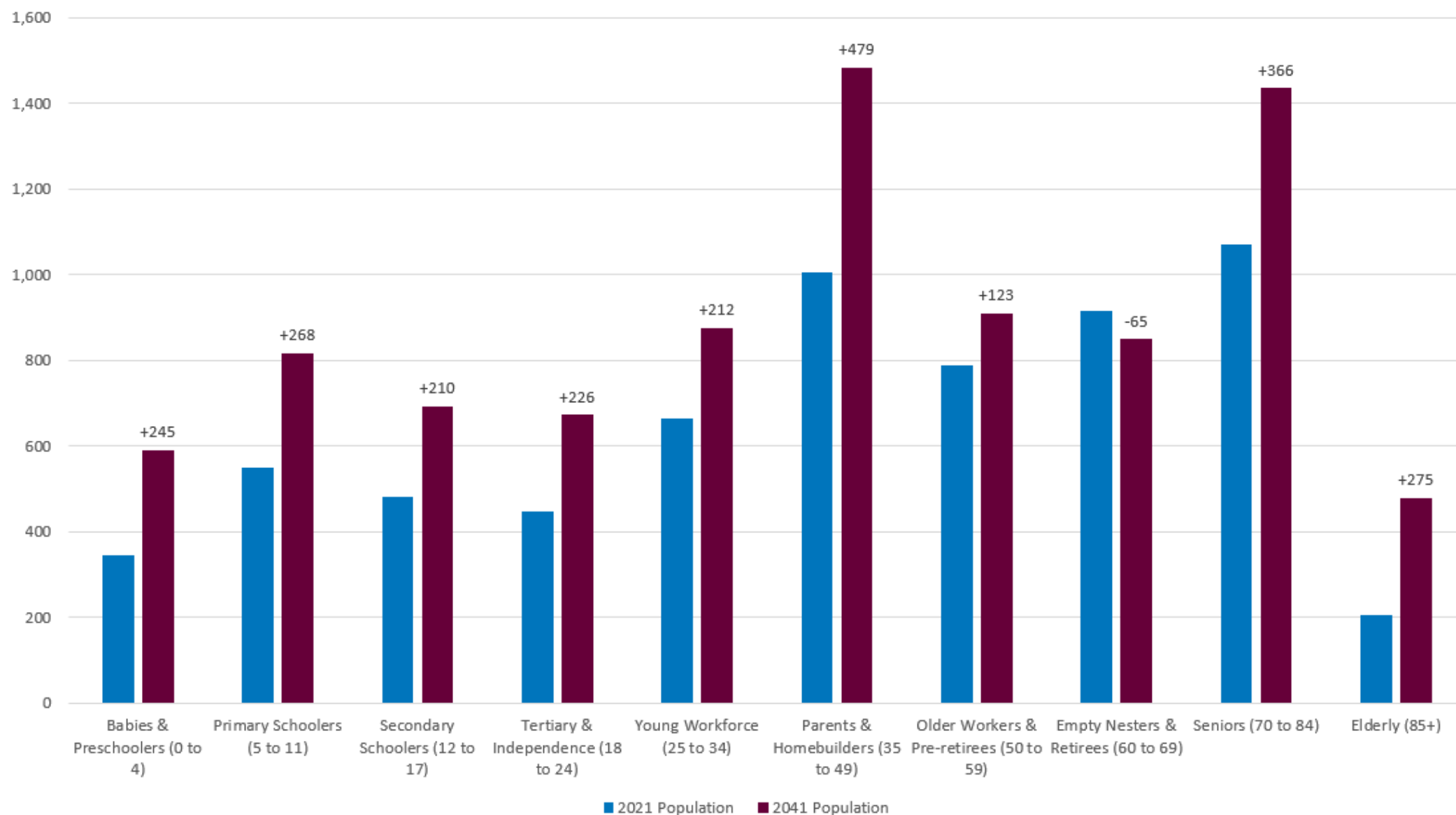


Figure 18. 'Strathalbyn Remainder' Forecast Area - Demographic Shifts between 2021 and 2041

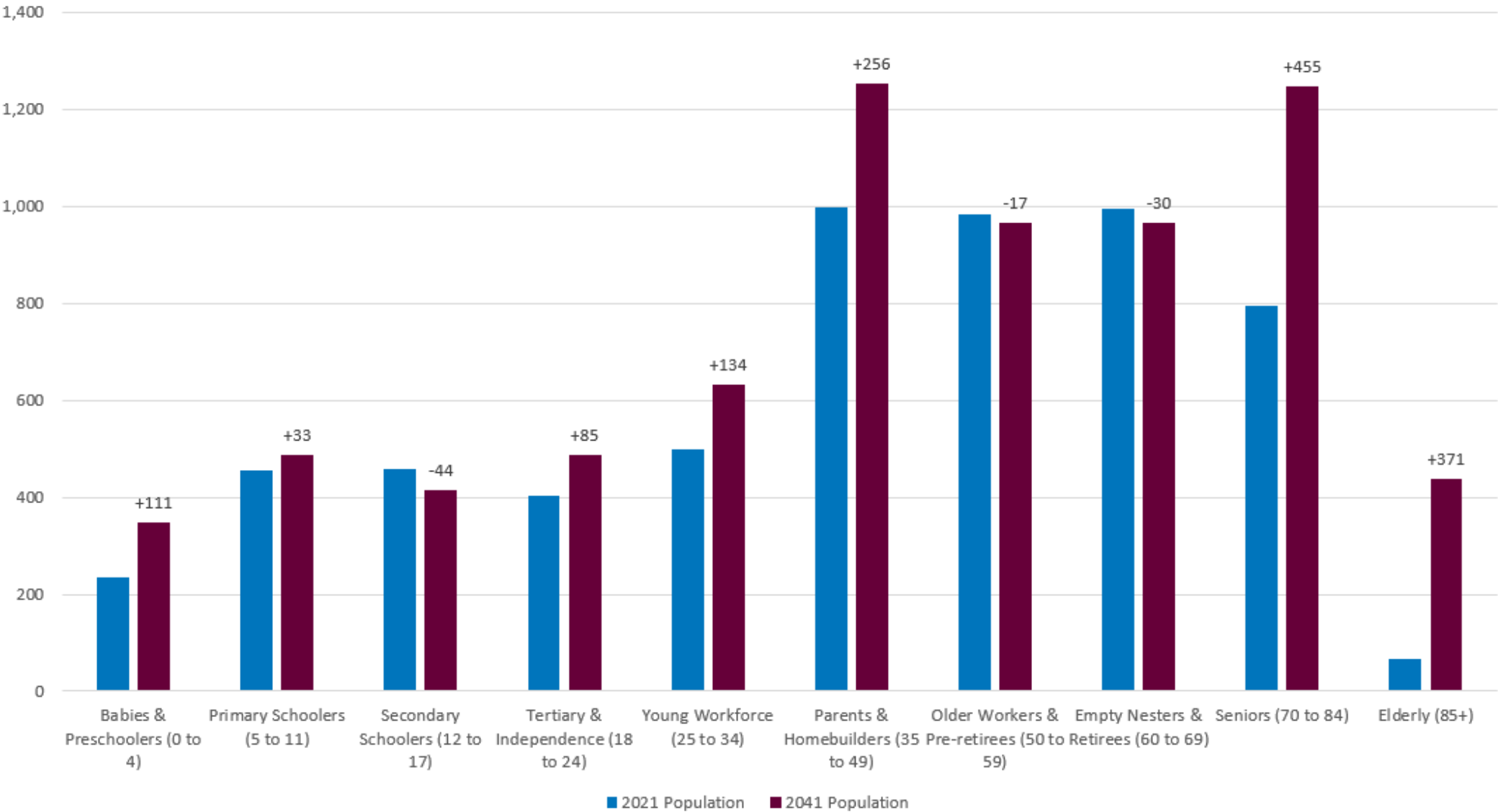
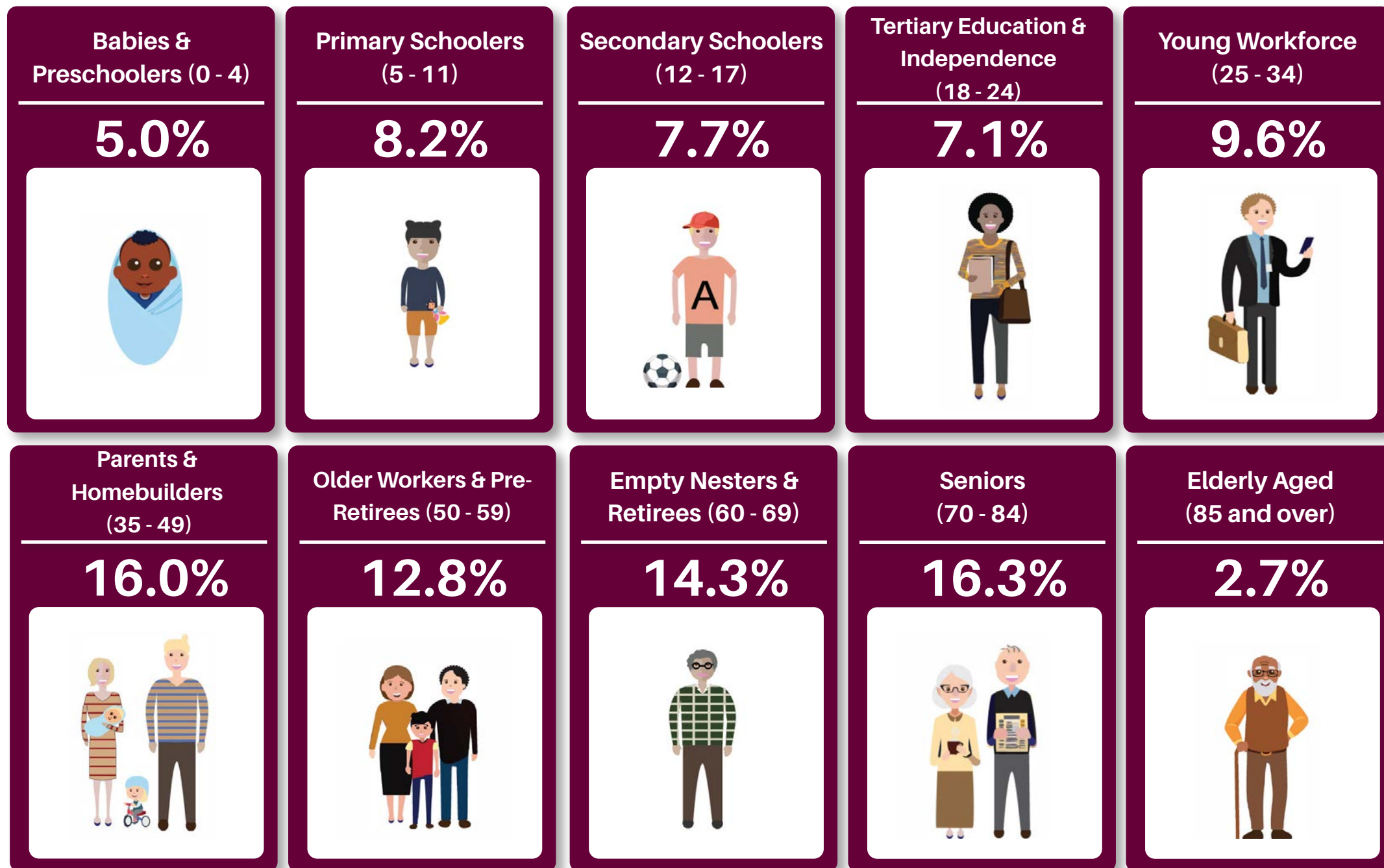


Figure 19. Strathalbyn - Service Age Groups (2021 Census)



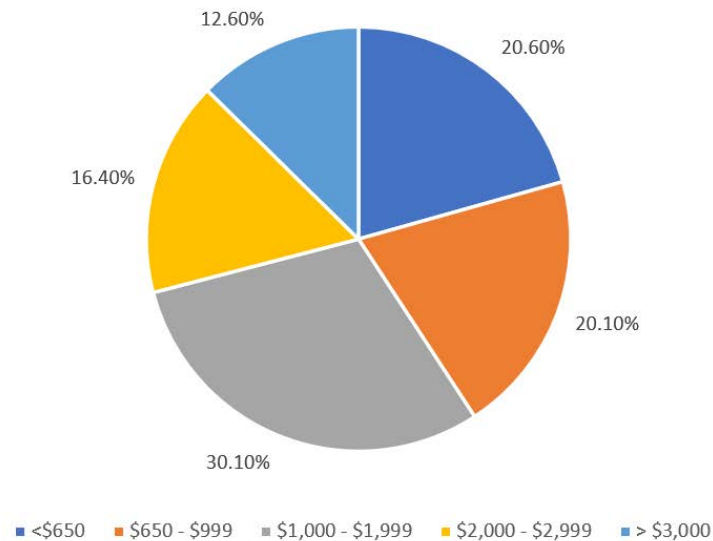
9.2.3 Household Income

Household income is the combined gross income of all persons residing in the dwelling and is a helpful tool in measuring the economic health of an area or to compare living conditions between geographic regions.

Based on 2021 Census data, the township has a median weekly income of \$1,277. While the majority (56.9%) of these households are considered to earn a 'moderate' income (\$800 - \$2,999 per week), a significant proportion (30.4%) were classified as low income households (those earning less than \$800 per week); and 12.6% of households reports a high weekly income of over \$3,000 per week.

The existence of lower income households within the area suggests the potential need for affordable land and housing opportunities to be provided. Paradoxically, the strong representation of higher income households also support the provision of higher value land and housing product.

Figure 20. Weekly Income (Household) - 2021 Census



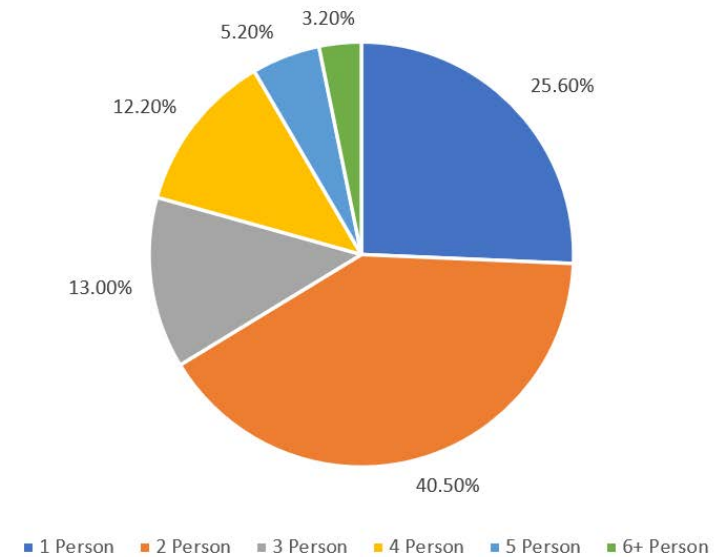
9.2.4. Household Size

Average household size (AHS) describes the average number of adults and children living in a household. This measure is a key determinant of underlying demand for housing. For example, a decline in AHS typically means more households comprising less people are being formed and there is, therefore, greater demand for housing for a given level of population growth. Changes in AHS can be driven by shifts in demographics and household preferences, as well as changes in housing prices and rent.

The average household size within the area is 2.4 persons per household. The most common household size are 2 persons (40.5%), followed by lone persons (25.6%), 3 person households (13.0%), and 4 person households (5.2%).

This suggests a need for 2-3 bedroom dwellings as a priority, alongside dwellings suitable for lone person households.

Figure 21. Household Size - 2021 Census



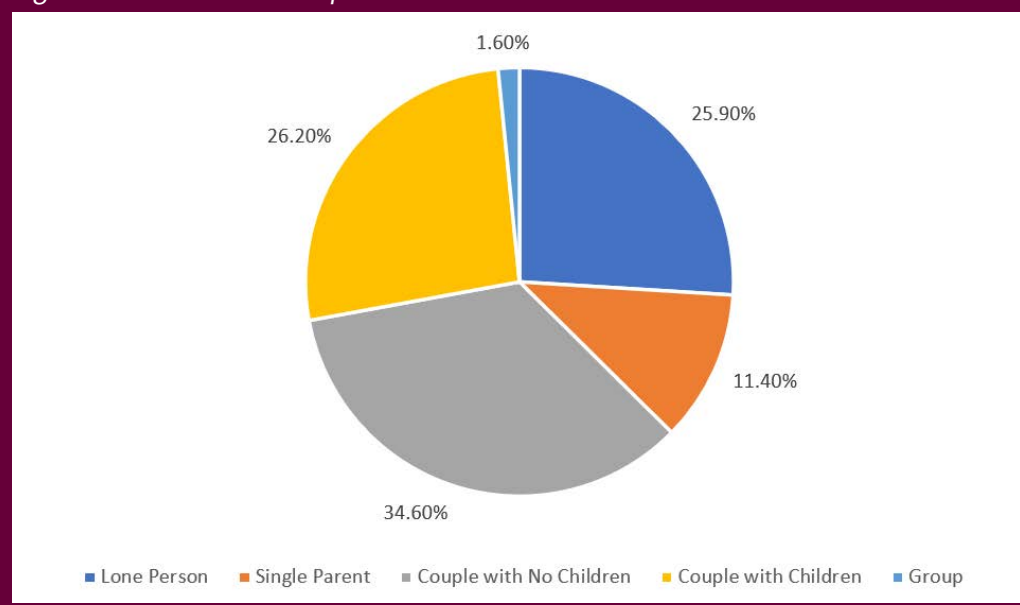
9.2.5. Household Composition

Household composition is determined by the people living together and their relationship to one another. The term household refers to all individuals who live in the same dwelling, who may or may not be related by blood or marriage. A household is distinct from the less inclusive category of family as it includes lone person and group households. Household composition is one of the most important demographic indicators as it reveals the residential role and function of an area, era of settlement, and provides key insights into the level of demand for services and facilities which are directly correlated to age and household types.

The most common household typology within the area is couples without children (34.6%), followed by lone person households (25.9%), couples with children (26.2%), and one parent households (11.4%).

There is clearly a strong emphasis on family accommodation and demand for single person residences.

Figure 27. Household Composition - 2021 Census



9.2.6. Tenure

Tenure type describes whether a dwelling is owned, being purchased or rented by a household, or being occupied under another arrangement. Housing tenure provides insights into an area's socio-economic status as well as the role it plays in the housing market. Tenure can also reflect built form, with a significantly higher share of renters in high density housing and a substantially larger proportion of homeowners in separate housing, although this is not always the case.

Home ownership is notably high within the township, with 43.0% of dwellings owned outright and an additional 41.9% owned with a mortgage. In contrast, rental arrangements are less prevalent, with private rentals comprising 10.7% of overall housing tenure. Social housing represents a very minor proportion, accounting for only 4.2% of all dwellings when compared to the typical provision of 5.0% across Regional SA.

9.2.7. Dwelling Typology

Dwelling typology is an important determinant of the area's residential role and function. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households (often renting), whilst larger, detached or separate dwellings are more likely to attract families and prospective families. The residential built form often reflects market opportunities or planning policy, such as building denser forms of housing around public transport nodes or employment centres.

The area is predominantly characterised by separate housing (93.7%), followed by medium density (5.0%). While low-density housing remains dominant, the existing presence of medium-density options indicates a level of community acceptance.

The presence of medium-density housing suggests a level of community openness to alternative housing forms. As such, there is an opportunity to expand the range of medium-density housing options, which would support greater housing diversity and affordability.

9.2.8. Number of Bedrooms

Based on 2021 Census data, the area had an average occupancy rate of 93.9%, with most dwellings comprising three bedrooms and generally accommodating two people.

This suggests ongoing demand for a range of housing products and sizes to meet changing household needs.

Implications for Strathalbyn and Surrounds

An ageing population, growing numbers of smaller households and increasing housing costs point to the need for a broader range of housing types, including smaller homes, adaptable housing and opportunities for ageing in place.

9.3. Social Infrastructure Requirements

This section draws on service-age forecast data specific to the *'Strathalbyn Township'* forecast area. Projections for the broader *'Strathalbyn Remainder'*, which includes Willyaroo, have been excluded due to the extensive scope of that forecast area.

By 2041, the Strathalbyn SA2 (encompassing Strathalbyn and Willyaroo) is projected to increase by an additional 3,046 residents, with the majority of growth expected to be concentrated within Strathalbyn. Accordingly, the *'Strathalbyn Township'* forecast area is considered the most appropriate basis for assessing future service infrastructure requirements.

9.3.1. Community Facilities

Strathalbyn is serviced by a number of community facilities, including the Strathalbyn Community Centre, the Strath Neighbourhood Centre, and the Strathalbyn Library. These facilities are considered suitable to service the needs of the Strathalbyn community.

9.3.2. Childcare Facilities

There are eight registered childcare providers in Strathalbyn, which delivers around 454 childcare places. These facilities are split across Edge Early Learning (North Parade and Braemar Drive facilities), Tyndale Christian School Strathalbyn ELC, YMCA Eastern Fleurieu Schools OSHS, Strathalbyn Childrens Centre, Strathalbyn Kindergarten, Strathalbyn Kindergarten – Outreach, and YMCA Strathalbyn ELC.

By 2041, the population of children aged 0-4 in Strathalbyn and the surrounding area is projected to reach 589, representing an increase of 245 children. Based on a provision ratio of 2.1 children per childcare place, the township is expected to have adequate childcare capacity to meet future demand.

9.3.3. Primary, Secondary & Tertiary Education

Strathalbyn is well serviced by educational facilities, with two public schools that include the Eastern Fleurieu School primary campus for Reception to Year 6 and the secondary campus for Years 7 to 12. There is also one independent school, Tyndale Christian School, which provides education from early learning through to Year 12.

In addition, a new Catholic primary school, St Francis de Sales college, is scheduled to open in 2029 within the Aurora master-planned community and will cater for students from Reception to Year 6.

There are currently no tertiary education facilities in Strathalbyn.

By 2041, the number of school-aged children in Strathalbyn and the surrounding area is projected to reach 1,508 which represents an increase of 478 students from 2021. Existing and planned educational facilities should be equipped to accommodate this anticipated growth.

9.3.4. Emergency Services

The Strathalbyn Police Station is the sole police station within Strathalbyn. Ambulance services are currently provided by the Strathalbyn Ambulance Station, which opened in 2023 and provides for up to four ambulances and one light fleet vehicle.

Fire protection within the township is supported by the Strathalbyn CFS and the Strathalbyn SES Unit. These emergency service facilities are strategically positioned to ensure effective coverage and timely response throughout the community.

9.3.5. Aged Care & Healthcare Facilities

Strathalbyn offers a moderate level of healthcare services, with three medical centres (Strathalbyn & District Health Service, Strathalbyn Medical Clinic, and Strathalbyn Family Medical Centre). There is also one dental clinic, Strathalbyn Dental Care. The area includes three pathology providers (Abbot Pathology in Strathalbyn, Clinpath Pathology on West Terrace, and Clinpath Pathology on Dawson Street). In addition, there are dedicated podiatry services at Strathalbyn Podiatry and chiropractic care at Strathalbyn Chiropractic Centre.

Aged care in Strathalbyn is supported by two facilities which includes Estia Health and the Strathalbyn & District Aged Care Facility. Estia Health accommodates 47 residents and operates around the clock, offering a wide range of services including residential aged care, palliative care, and dementia support. The Strathalbyn & District Aged Care Facility provides 68 permanent residential places and a secure 24-bed memory support unit.

9.3.6. Recreation, Parks & Public Open Space

The township contains ten Council-owned parks and public open space areas, offering a diverse range of recreational amenities, including walking and hiking trails, sporting facilities, playgrounds, cycling paths, and BBQ areas.

These spaces include:

- Angas Glen Reserve
- Aurora Park
- Graham Forrest Memorial Reserve
- Pipers Crest Park
- Rotary Park
- Strathalbyn Lions Park
- Strathalbyn Railway Station Park
- Strathalbyn Skate Park
- Strathalbyn Soldiers Memorial Gardens
- Sunter Street Pocket Park

In addition to these parks, Strathalbyn provides a range of dedicated recreational and sporting facilities that support community participation, including:

- Strathalbyn Outdoor Pool
- Strathalbyn Bowling Club
- Strathalbyn Netball Club
- Strathalbyn Football Club
- Great Southern Archers
- Strathalbyn Polo and Recreation Grounds
- Strathalbyn Golf Club

Council also owns land at Lot 10 Langhorne Creek Road, which has long been designated for future development as a recreation precinct.



9.3.7. Places of Worship

There are numerous places of worship located within the Alexandrina LGA which cater for a range of denominations. The following places of worship are located within Strathalbyn:

- Strathalbyn Lutheran Church
- Good Shepherd Catholic Church
- Anglican Church, Parish of Strathalbyn
- St Andrew's Uniting Church
- Strathalbyn Church of Christ
- Restoration Church Strathalbyn
- Strathalbyn Congregation of Jehovah's Witnesses

9.4. Creative and Cultural Infrastructure

9.4.1. Creative and Cultural Spaces

Strathalbyn provides a variety of cultural and creative facilities, including the Strathalbyn District Museum and Heritage Centre. The town also features galleries and studios, such as the Stationmaster's Gallery, as well as community organisations like the Strathalbyn Woodshed and the Strathalbyn Community Arts and Craft group.

9.4.2. Co-working and Creative Commerce Facilities

There are no formal co-working or creative commerce facilities within Strathalbyn.

10. Property Market Analysis

10.1. Residential

10.1.1. Residential Sales Data

Residential sales activity in Strathalbyn (for houses, units, and flats) is captured in [Tables 3 and 4](#) which, firstly, identify pricing by allotment size for the period January 2024 – February 2026, and, secondly, identify sales rates over the last 20 years. Note that these figures include new and established dwellings.

Key features of these tables can be summarised as follows:

- Sales activity has been relatively steady over the last 20 years;
- The size of allotments has remained relatively constant over this period;
- Property prices have grown rapidly in the last two years in all allotment size categories;
- Larger properties consistently demand higher prices albeit at progressively lower rates per square metre.

While rapid residential price rises have been experienced all South Australia over the last five years, the reality is that Strathalbyn is equally affected by this phenomenon and, while many factors have contributed to this pricing escalation, lack of supply is a key factor in this equation.

Table 3. Residential Property Sales by Year and Land Size (1 Jan 2024 - 28 Feb 2026)

Land Size Category (sqm)	2024		2025		2026	
	Count	Median \$	Count	Median \$	Count	Median \$
<450	14	\$458,000	15	\$507,500	0	-
450-599	30	\$571,000	20	\$665,000	6	\$662,500
600-999	120	\$600,000	94	\$710,000	14	\$740,000
1,000-1,999	56	\$626,500	61	\$754,000	9	\$811,000
2,000-19,999	30	\$903,212	21	\$1,102,500	5	\$1,527,500
>20,000	14	\$922,500	13	\$1,010,000	2	\$1,600,000
Total Count	264		224		36	
All (Median \$)		\$610,000		\$726,000		\$777,500

Table 4. Overview of Residential Sales from 1 January 2006 to 28 February 2026

Sale Year	Land Size Category (sqm)						Total Count
	<450	450-599	600-999	1,000-1,999	2,000-19,999	20,000+	
2006	19	30	97	78	27	16	267
2007	20	48	129	67	45	23	332
2008	14	41	106	46	32	9	248
2009	21	43	95	55	26	5	245
2010	3	41	67	41	29	12	193
2011	9	33	74	36	22	10	184
2012	11	23	64	30	22	7	157
2013	15	47	79	47	21	11	220
2014	18	37	76	42	25	15	213
2015	14	20	100	54	22	10	220
2016	19	34	75	39	34	19	220
2017	6	31	97	69	14	14	231
2018	9	29	79	43	31	13	204
2019	11	37	95	39	31	19	232
2020	22	30	83	46	21	22	224
2021	10	54	95	71	43	22	295
2022	19	34	106	48	28	11	246
2023	15	37	126	56	31	18	283
2024	14	30	120	56	30	14	264
2025	15	20	94	61	21	13	224
2026	0	6	14	9	5	2	36
Total Count	284	705	1,871	1,033	560	285	4,738

10.1.2. Residential Vacant Land Sales

Residential land sales activity in Strathalbyn (for vacant allotments) is identified in [Tables 5 and 6](#).

Key features of these tables can be summarised as follows:

- Sales activity has shown an upward trend in the last few years, following a slow down which bottomed out in 2019;
- Allotments in the range of 600 – 999m² represent the largest land size category in Strathalbyn, with allotments 1,000 – 1,999m² and then 2,000 – 2,999m² ranking next highest.
- Recent growth has been most notable among lots 600 – 999m² and 1,000 – 1,999m², but also in smaller allotments too (but to a far lesser extent).
- Allotment pricing has increased substantially over 2024 to 2026 in all allotment size categories.
- Larger sites typically command higher prices although at lower rates per square metre.

As a location within the commuter belt of metropolitan Adelaide, Strathalbyn is impacted by the broader supply, demand and pricing trends occurring across metropolitan Adelaide. However, it remains relatively affordable and provides a larger average allotment size than in other fringe metropolitan locations. This will make Strathalbyn increasingly attractive going forward.

While vacant land sales have ramped up significantly over the last couple of years, the Strathalbyn market is so small that the availability of a single new land release can skew the market considerably. We believe that a continuous supply of new releases across multiple land ownerships would result in sustained growth in the township. Under a scenario in which this is achieved, the delivery of 100 lots per annum is a very realistic target.

Table 5. Residential Property Sales by Year and Land Size (1 Jan 2024 - 28 Feb 2026)

Land Size Category (sqm)	2024		2025		2026	
	Count	Median \$	Count	Median \$	Count	Median \$
<450	14	\$458,000	15	\$507,500	0	-
450-599	30	\$571,000	20	\$665,000	6	\$662,500
600-999	120	\$600,000	94	\$710,000	14	\$740,000
1,000-1,999	56	\$626,500	61	\$754,000	9	\$811,000
2,000-19,999	30	\$903,212	21	\$1,102,500	5	\$1,527,500
>20,000	14	\$922,500	13	\$1,010,000	2	\$1,600,000
Total Count	264		224		36	
All (Median \$)		\$610,000		\$726,000		\$777,500



Table 6. Overview of Land Sales from 1 January 2024 to 28 February 2026

Sale Year	Land Size Category (sqm)						Total Count
	<450	450-599	600-999	1,000-1,999	2,000-19,999	20,000+	
2006	1	1	12	13	7	5	39
2007	3	3	14	7	8	5	40
2008	0	6	12	14	10	2	44
2009	1	0	9	5	5	4	24
2010	1	1	7	5	10	2	26
2011	0	1	6	4	2	2	15
2012	3	2	6	5	7	3	26
2013	0	3	10	4	4	1	22
2014	0	2	7	9	5	2	25
2015	0	4	13	3	3	1	24
2016	0	1	17	4	5	0	27
2017	0	3	8	3	2	4	20
2018	0	0	11	3	4	4	22
2019	0	1	12	1	2	2	18
2020	1	4	15	3	7	6	36
2021	1	7	7	7	12	3	37
2022	2	0	20	9	5	2	38
2023	1	1	41	17	5	3	68
2024	1	7	24	4	4	2	42
2025	12	4	68	26	8	1	119
2026	0	1	2	0	0	0	3
Total Count	27	52	321	146	115	54	715

10.1.3. Residential Land Supply

A review of the State Government's Land Supply Dashboard¹ indicates that there is a theoretical supply of 1,231 housing lots in Strathalbyn, consisting of:

- 1,041 lots that have had titles issued, have received development approval, or are subject to current development assessment;
- 100 lots that could be potentially created on land already zoned for residential purposes; and
- 90 lots within the Deferred Urban Zone.

Land Supply Dashboard	
Housing Ready Lots	162 lots
Proposed Lots with Development Approval	283 lots
Proposed Lots Under Assessment	596 lots
Undeveloped Zoned Potential	100 lots
Future Urban Growth Potential (land zoned Deferred Urban)	90 lots

However, the theoretical supply identified through the Land Supply Dashboard does not fully account for the practical availability of land for development. The Dashboard assumes that landowners within existing residential areas (such as the Neighbourhood Zone) are willing and motivated to subdivide their properties. In practice, some landowners may choose to retain existing dwellings and larger landholdings rather than pursue subdivision.

In these circumstances, there may be an opportunity for alternative forms of housing delivery, including development under the Co-Housing Policy framework. This approach can enable the retention of an existing dwelling, typically towards the front of a site, while allowing a second dwelling to be constructed to the rear with shared open space. While this form of development can contribute to housing choice and support more efficient use of underutilised land without significantly changing neighbourhood character, it is unlikely to materially increase overall housing supply at a scale that fully responds to forecast population growth.



To better understand the practical availability of residential land, an analysis of the Land Supply Dashboard has been undertaken to identify known constraints, development activity, and the likelihood of future delivery. This analysis has been informed by aerial imagery, the PlanSA development application register, Council knowledge of development activity within the township, and feedback received through preliminary engagement.

Based on this review, the practical residential land supply within Strathalbyn is considered to be:

Revised Land Supply Within Strathalbyn	
Housing Ready Lots	152 lots
Proposed Lots with Development Approval	282 lots
Proposed Lots Under Assessment	564 lots
Undeveloped Zoned Potential	155 lots
Future Urban Growth Potential (land currently zoned Deferred Urban)	30 lots
Future Urban Growth Potential Subject to Rezoning	30 lots
Future Urban Growth Potential (land that <i>could</i> be rezoned Deferred Urban)	1,605 lots

The review indicates capacity for approximately 1,153 allotments within existing residential-zoned land, together with an additional 30 allotments on land within the township boundary that is not currently zoned for residential purposes but has potential for future rezoning. This represents a practical supply of approximately 1,180 allotments, which is broadly sufficient to satisfy forecast housing requirements to 2041.

However, both the State Government projections and the SSTP investigations identify a longer-term issue. The GARP assumptions note that Strathalbyn’s existing greenfield land supply will be substantially consumed during the projection period, and that future growth opportunities are constrained by the Environment and Food Production Area (EFPA). The State Government’s assessment specifically identifies an opportunity for township expansion and notes that future residential growth will require additional land beyond that already identified in the GARP. The assessment further acknowledges that recent rezoning activity has already contributed approximately 275 additional lots to future land supply.

Accordingly, while there is sufficient land to accommodate population growth to 2041, the available supply is unlikely to maintain the State Government’s requirement for a 15-year rolling residential land supply beyond 2041. This is further compounded by the fact that almost half of the existing Deferred Urban land is constrained by native vegetation and may not be able to achieve its theoretical development yield.

For this reason, the investigations identify approximately 1,605 potential future allotments on land surrounding the township that could be considered for longer-term urban expansion, subject to further investigation, infrastructure provision, environmental assessment, and any future changes to the EFPA boundary.



10.1.4. Housing Demand

The PlanSA development application register indicates that over the past 5 years, there have been 593 development applications lodged for dwellings in Strathalbyn and surrounds, equating to 118 dwelling applications per year. A breakdown of the number of dwellings applications per year is shown below.

Year	Number of Dwelling Applications
April 2021 - April 2022	88
April 2022 - April 2023	103
April 2023 - April 2024	146
April 2024 - April 2025	116
April 2025 - April 2026	140
Total	593

Implications for Strathalbyn and Surrounds

Based on forecast population growth from 8,026 people in 2021 to 11,072 people in 2041 and an average household size of 2.4 persons, Strathalbyn is expected to require approximately 1,270 additional dwellings over the planning period, equating to an average delivery rate of around 64 dwellings per annum. The identified practical supply of approximately 1,180 allotments is broadly sufficient to accommodate forecast demand to 2041, although the margin of supply is limited. Consequently, investigations into longer-term growth opportunities should commence during the life of this Plan to ensure the township can continue to maintain an adequate rolling land supply beyond 2041.

10.1.5. Medium Density Residential Development

Very little medium density residential development has occurred in Strathalbyn. The proportion of detached dwellings versus attached dwellings over the last two Census is depicted in the following table.

Accordingly, we anticipate density uplift and infill of existing township areas to represent a very small share of future residential growth.

While we anticipate that traditional medium density housing formats will continue to represent a very small proportion of housing development over the short to medium term, smaller allotment sizes, including Torrens Titled small lot dwellings, can be expected to become increasingly prevalent in response to rising affordability issues. Accordingly, the Master Planned Township zone provides a policy basis to provide flexibility to the market to achieve a range of housing outcomes in new release areas.

Table 7. Residential Density

Housing Type	2021 Census		2026 Census	
	Count	Percentage	Count	Percentage
Detached Dwellings	2,825	96.3%	3,061	94.5%
Units & Townhouses	108	3.6%	176	5.4%
Flats	0	0.0%	0	0.0%

10.1.6. Rural Living

Rural living is a significant factor in regional land and housing supply and demand. There is a strong attraction to small acreages near township services. Strathalbyn and Willyaroo currently contain large areas of Rural Living Zone to the north and south of the town. These allotments are typically around 0.5 – 2.0 hectares in areas. Almost every one of these allotments is currently occupied by a dwelling. We anticipate that demand would be strong for vacant allotments if they were available.

While the location of rural living lots is critical to ensure that they do not become an impediment to the growth of the township, locations that further consolidate existing rural living precincts and/or provide buffers to land uses with adverse externalities, are potentially appropriate.

Areas identified for consideration for rural living expansion could be expected to deliver around 77 additional allotments at an average size of 2ha per allotment.

10.2. Retail, Commercial & Industrial

10.2.1. Retail, Commercial & Industrial Sales Data

Sales activity in this category is far less frequent and much lumpier than residential sales activity. That is, numbers of transactions are small and hence values can be heavily influenced by a single 'outlier' transaction.

For the data available, it appears that:

- Sales prices have risen over the last two years.
- The number of transactions per annual fall within a relatively consistent spread of 2 – 19, with an average of 10 transactions per annum.
- A wide cross-section of property sizes has been transacted, with strong representation from each land size category.

The number of transactions suggest that the area is relatively tightly held and that there is little market speculation and development occurring within the township.

Tables 8 and 9 highlight commercial and business sales (including retail and industrial) in terms of recent sales prices by size of property and frequency of transactions over the last 20 years.

Table 8. Commercial & Business Sales by Year and Land Size (1 Jan 2024 - 28 Feb 2026)

Land Size Category (sqm)	2024		2025		2026	
	Count	Median \$	Count	Median \$	Count	Median \$
<450	1	\$451,000	6	\$373,800	0	-
450-599	2	\$615,000	2	\$1,155,000	0	-
600-999	2	\$791,250	4	\$800,000	1	\$535,000
1,000-1,999	3	-	4	\$892,750	0	-
2,000-19,999	2	-	2	\$990,000	0	-
>20,000	0	-	0	-	0	-
Total Count	10		19		1	
All (Median \$)		\$710,000		\$850,000		\$535,000

Table 9. Overview of Commercial & Business Property Sales from 1 January 2024 to 28 February 2026

Sale Year	Land Size Category (sqm)						Total Count
	<450	450-599	600-999	1,000-1,999	2,000-19,999	20,000+	
2006	1	0	1	0	2	3	7
2007	3	0	1	3	2	3	12
2008	2	0	2	1	1	1	7
2009	2	1	3	0	3	2	11
2010	1	1	2	4	0	1	9
2011	2	1	2	2	1	4	12
2012	0	1	1	1	1	1	5
2013	6	0	0	1	1	0	8
2014	1	0	0	0	0	1	2
2015	0	5	1	2	0	2	10
2016	4	0	3	1	1	0	9
2017	3	1	1	2	3	1	11
2018	2	2	4	1	1	1	11
2019	1	3	5	1	0	0	10
2020	1	1	5	2	3	1	13
2021	3	1	1	2	1	1	9
2022	3	1	1	0	6	1	12
2023	2	0	1	2	2	2	9
2024	1	2	2	3	2	0	10
2025	6	2	4	4	3	0	19
2026	0	0	1	0	0	0	1
Total Count	42	22	27	42	33	31	197

10.2.2. Retail, Commercial & Industrial Land Supply

An analysis of current and future land supply reveals a development capacity of some 50.6 hectares of Strategic Employment Land with a floorspace delivery expectation of around 111,600m² and a likely workforce capability of approximately 1,719 FTEs. It also identifies a capacity of some 1.7 hectares of commercial land within the Township Main Street Zone and the Township Activity Centre Zone which is either vacant or could potentially become available in the future. This land could deliver around 10,300m² of commercial floorspace and a workforce of approximately 309 FTEs.

Both of these capabilities are highly dependent upon the intentions of their respective landowners and therefore cannot be assured of delivery to the market. For this reason, the provision of additional land to be zoned for employment purposes is suggested in order to facilitate purchase by operators intending to develop the identified land.

Accordingly, two additional locations have been identified for industrial development, the first being the waste transfer station already operating off Callington Road, and the second being the land further to the east along Callington Road near the intersection with Bletchley Road. The waste transfer station site essentially represents a rectification of an existing zoning anomaly, while the Callington Road / Bletchley Road precinct comprises some 61.5 hectares of land that could deliver approximately 147,600m² of industrial, transport, warehousing and logistics floorspace, with a workforce capacity of around 2,214 FTEs, subject to the nature of uses actually conducted on site.

Substantial vacant land remains within the Local Activity Centre off Braemar Drive and Hampton Way. This amounts to approximately 3.4 hectares with potential to deliver more than 10,300m² of retail and commercial floorspace and around 309 FTEs. These future facilities should provide for residential growth occurring in the north of the township as well as identified growth areas in the east and west.

A future Local Activity Centre could be contemplated in the long term to provide for additional growth in the south-west and south-east of the township. More detailed investigations at the time of any initiatives to rezone land for residential use in the south-east and south-west could be undertaken at that time.

Figure 28. Future Commercial and Industrial Land Supply

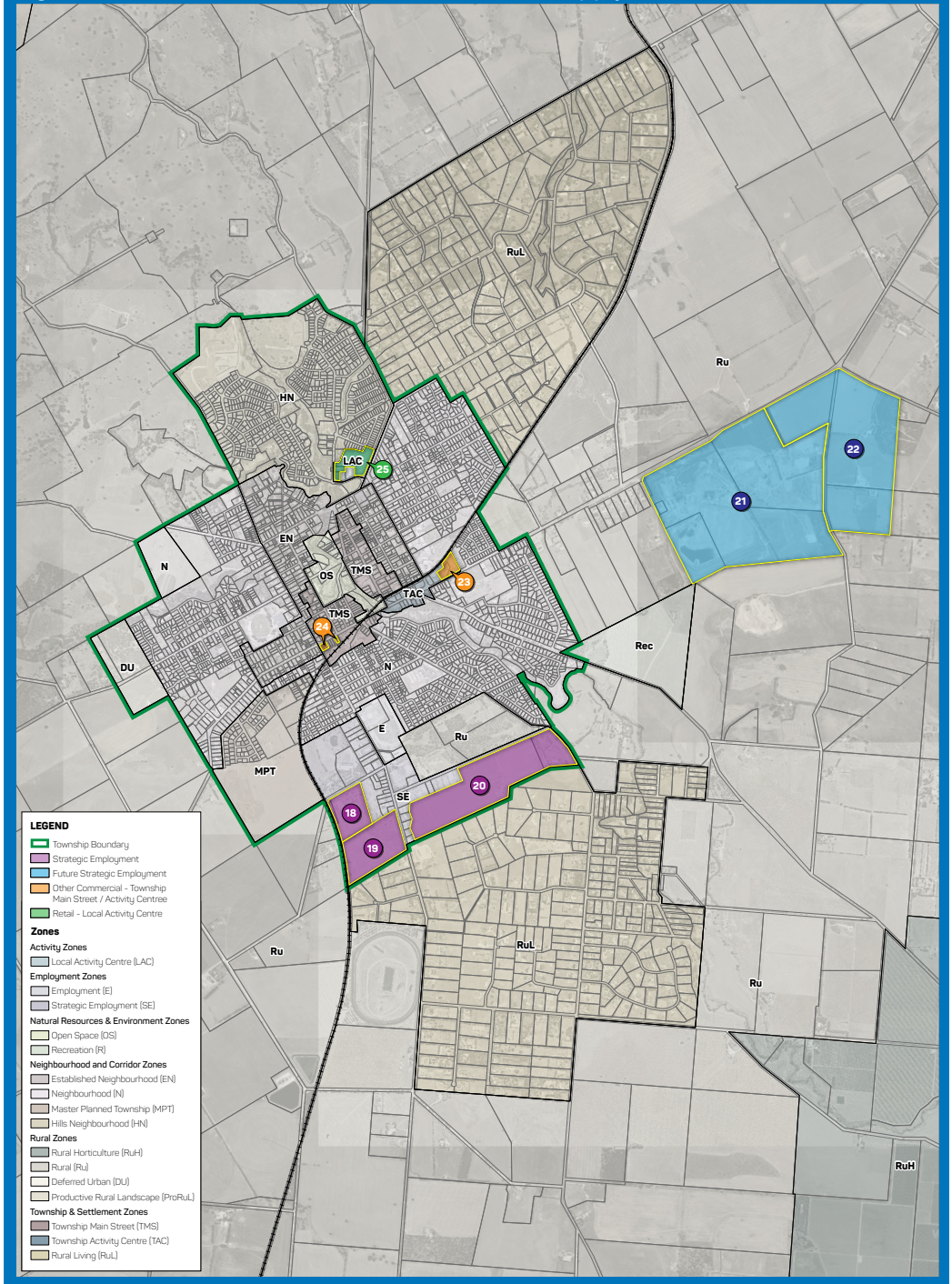


Table 10. Future Commercial and Industrial Land Supply

Area Identifier	Area (Hectares)	Employment Floorspace (m ²)	Indicative Workforce	Commentary	Total Area (Hectares)	Total Floorspace	Total Workforce
Strategic Employment							
18	7.2	10,400	155	-			
19	12.3	26,600	444	-			
20	31.1	74,600	1,120	-			
Total Strategic Employment:					50.6	111,600	1,719
Future Strategic Employment							
21	100.7	Nil	Nil	Site occupied by Waste Disposal operation			
22	61.5	147,600	2,214	-			
Total Future Strategic Employment:					162.2	147,600	2,214
Other Commercial - Township Main Street / Township Activity Centre							
23	1.4	4,300	215	Assumes removal of silos			
24	0.3	900	450	-			
Total Other Commercial:					1.7	10,300	309
Retail - Local Activity Centre							
25	3.4	10,300	309	-			
Total Retail:					3.4	10,300	309

11. Opportunities & Constraints

11.1. Overview

The following analysis consolidates the findings from earlier sections of the report to identify areas within Strathalbyn that hold development potential, as well as broader locations suitable for future residential and/or employment rezoning.

This summary outlines various opportunities and constraints identified through the analysis, and highlights design opportunities, defines areas with constrained or unconstrained potential for development, and assesses the achievable development intensity on the site.

11.2. Heritage & Character

The township is characterised by a highly valued and well-established heritage framework, comprising a large number of State and Local Heritage Places, together with extensive areas subject to the Historic Area Overlay. The key heritage elements and their spatial distribution is illustrated in [Figure 29](#).

This extensive heritage fabric represents a significant constraint to redevelopment, particularly within the town centre and Established Neighbourhood area where historic buildings, streetscapes and subdivision patterns must be carefully preserved. Any development within these areas would need to respond sensitively to existing character, scale and materials to maintain the township's distinctive identity.

At the same time, the strength of the township's heritage character presents a significant opportunity to reinforce local identity and support tourism, amenity, and community value. There is also scope to introduce alternative housing models, including the application of Co-Living policy within the Established Neighbourhood Zone, enabling increased housing diversity through low-scale, well-integrated shared accommodation that remain sympathetic to the prevailing built form and respects the historic character of these areas.

Figure 29. Opportunities & Constraints - Heritage & Character

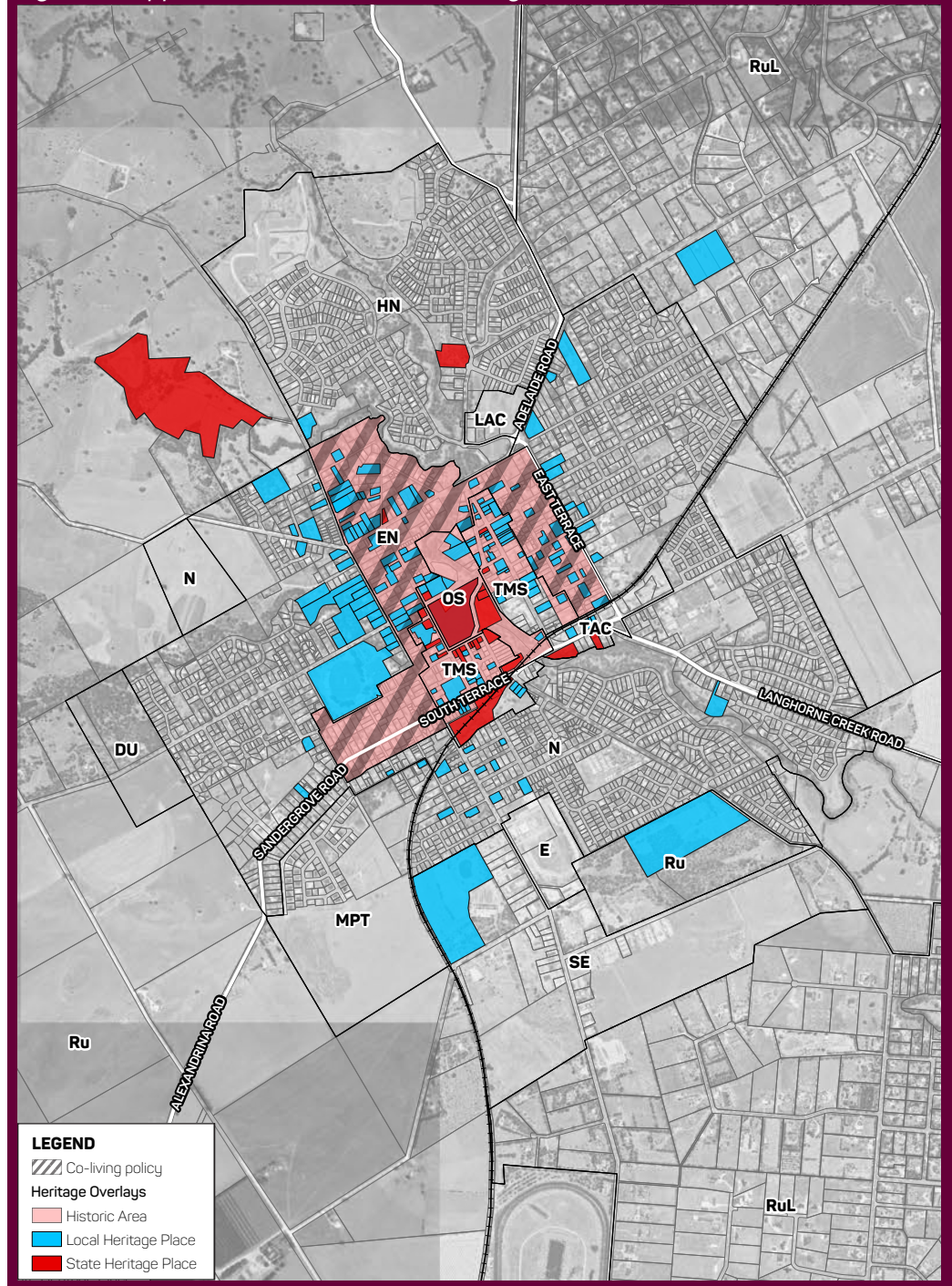
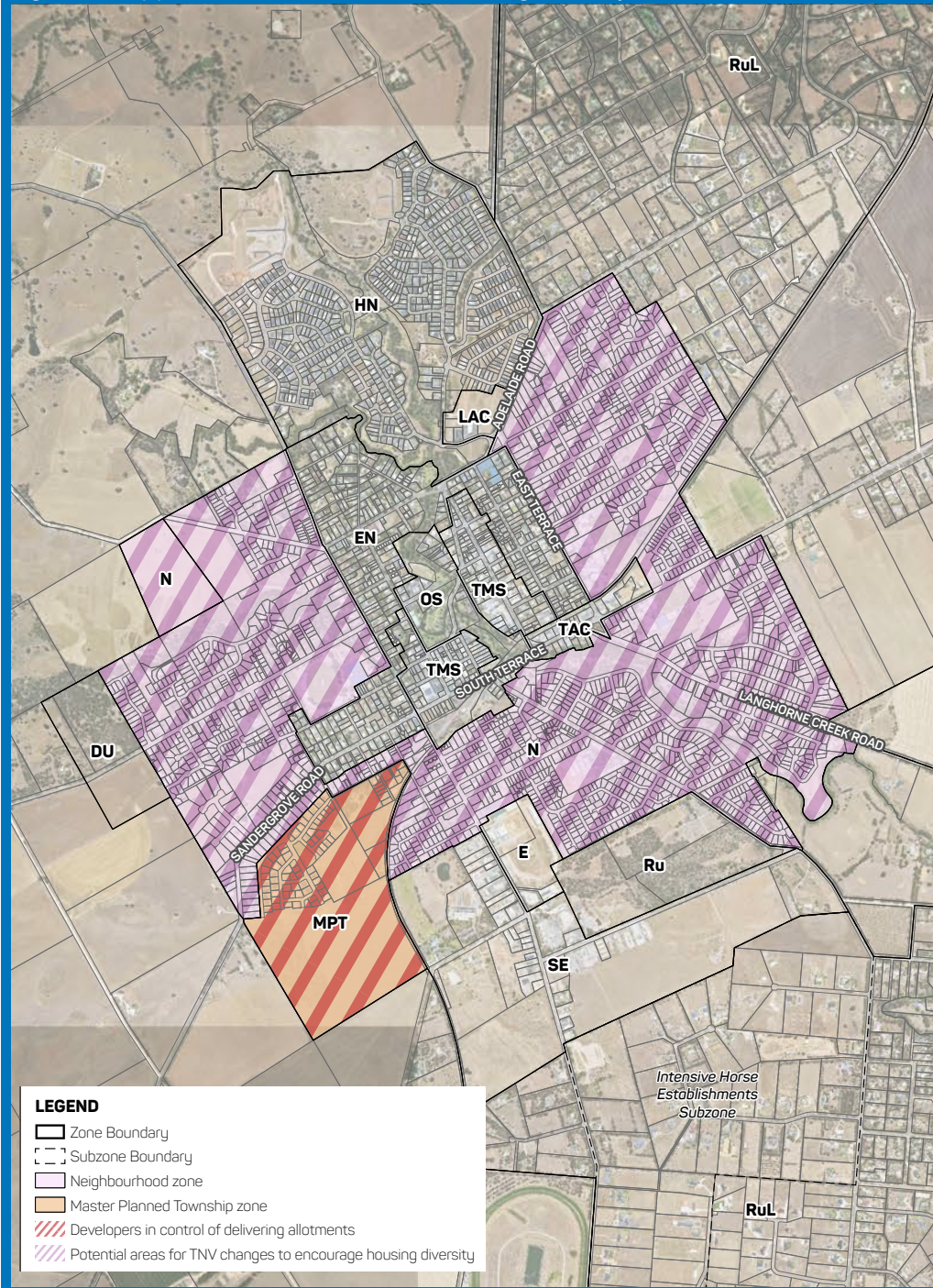


Figure 30. Opportunities & Constraints - Housing Diversity



11.3. Housing Diversity

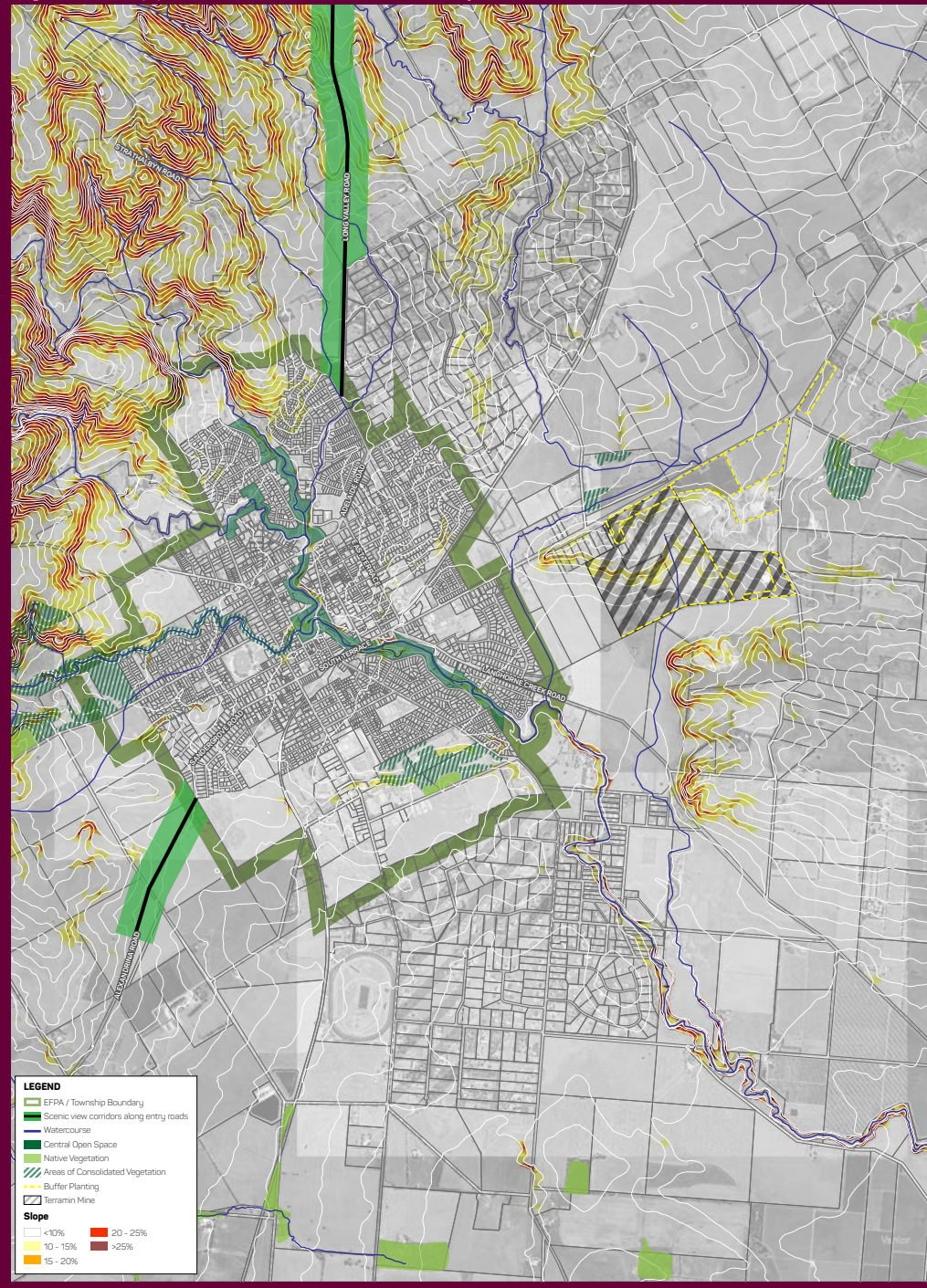
The township provides a number of opportunities to broaden housing choice, with key areas and zoning patterns identified in [Figure 30](#).

The current zoning framework allows for a mix of housing types across different parts of the township. In particular, areas zoned for neighbourhood and those identified for more coordinated, master planned growth via the Master Planned Township Zone can accommodate a wider range of dwelling sizes, lot configurations and building forms. This creates an opportunity to deliver more varied and adaptable housing outcomes, including smaller lots, different dwelling types and more efficient use of land in appropriate locations.

There is also potential to review and adjust planning settings in selected areas to further support this diversity. This may include refining policy controls to allow greater flexibility in allotment sizes, or modest increases in building height where this can be achieved without impacting local character. Expanding areas that support neighbourhood-style or master planned development may also assist in delivering more balanced housing supply over time.

However, the ability to achieve greater housing diversity is influenced by how land is brought forward for development. In areas intended for master planned outcomes, development is typically led by developers who determine lot sizes, staging and housing products in response to market demand. This can limit the extent of diversity delivered, as outcomes may favour more uniform products rather than a broader mix of housing types. As a result, achieving a wider range of housing options may require ongoing coordination, clear policy direction, and, where appropriate, incentives to encourage more varied development outcomes.

Figure 31. Opportunities & Constraints - Physical & Environment



11.4. Physical & Environment

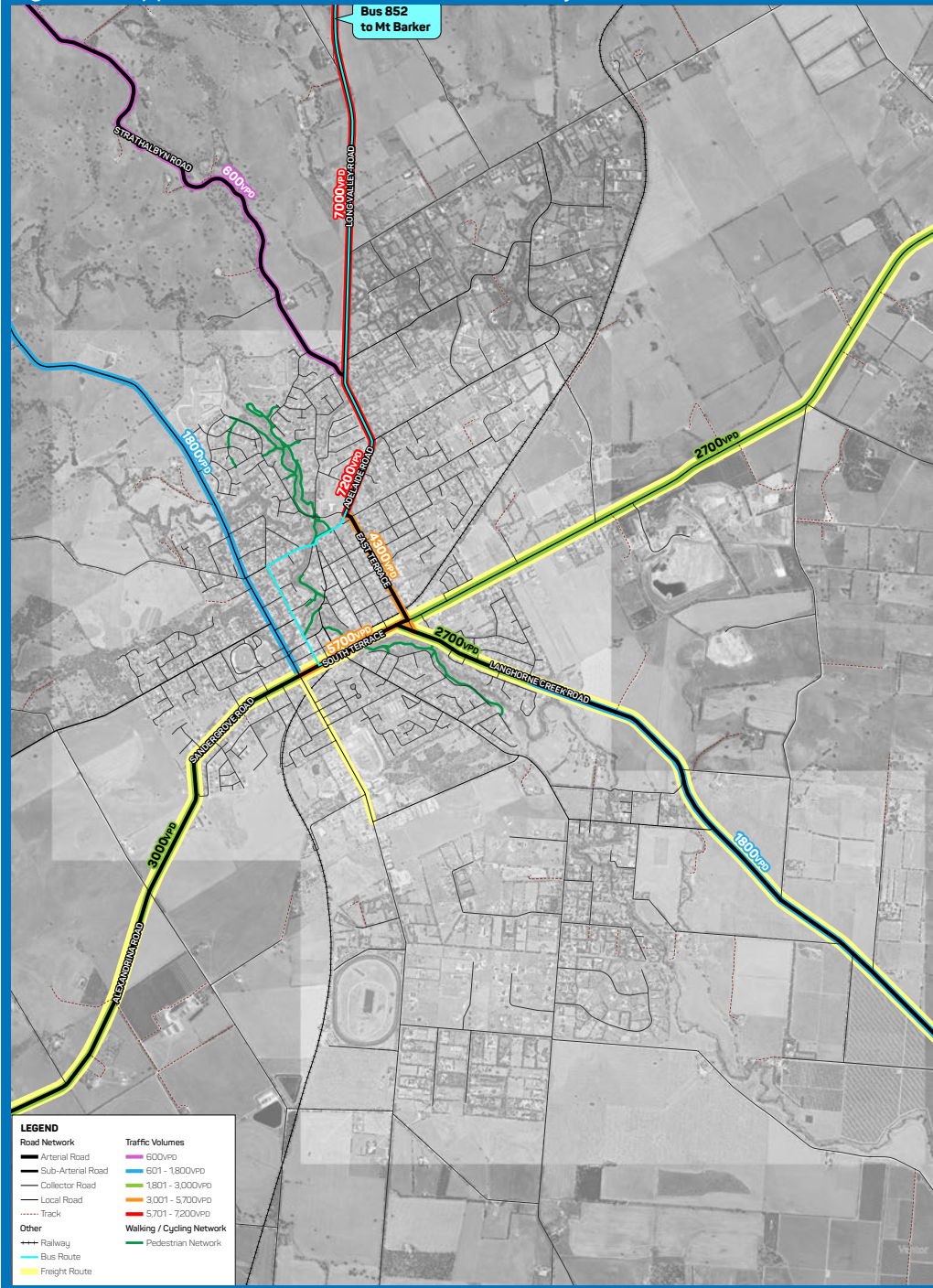
The key physical characteristics of the land that constrain development within Strathalbyn include the River Angas and its tributaries, areas of consolidated and native vegetation, the steeply sloping terrain to the north of the township, and important scenic view corridors along principal entry routes such as Alexandrina Road and Long Valley Road. Figure 31 illustrates these key elements.

The township is significantly constrained by the Environment and Food Production Area (EFPA) Overlay, which defines a clear growth boundary and restricts outward expansion in order to protect valuable agricultural land, environmentally sensitive areas, and landscapes with high scenic significance from urban encroachment. Whilst non-residential development is permitted within the EFPA area, residential land division is strictly prohibited. Notably, its extent is subject to periodic review by the State Planning Commission to ensure sufficient land supply is maintained over the long, with the next review scheduled for 2027.

It is particularly noteworthy that approximately 49% of the existing Deferred Urban- zoned land within the township contains native vegetation, which substantially constrains the development potential of the available vacant land supply. Similarly, pockets of consolidated vegetation are present within land north of Forrester Road, which will require consideration should Council or landowners seek to facilitate future development opportunities in this area.

Additionally, the presence of steeply sloping land north of the township, with gradients of 15% or more, further restricts expansion in this direction. In contrast, land to the south and west is generally more suitable for development as it comprises flatter or more gently undulating terrain.

Figure 32. Opportunities & Constraints - Connectivity



11.5. Connectivity

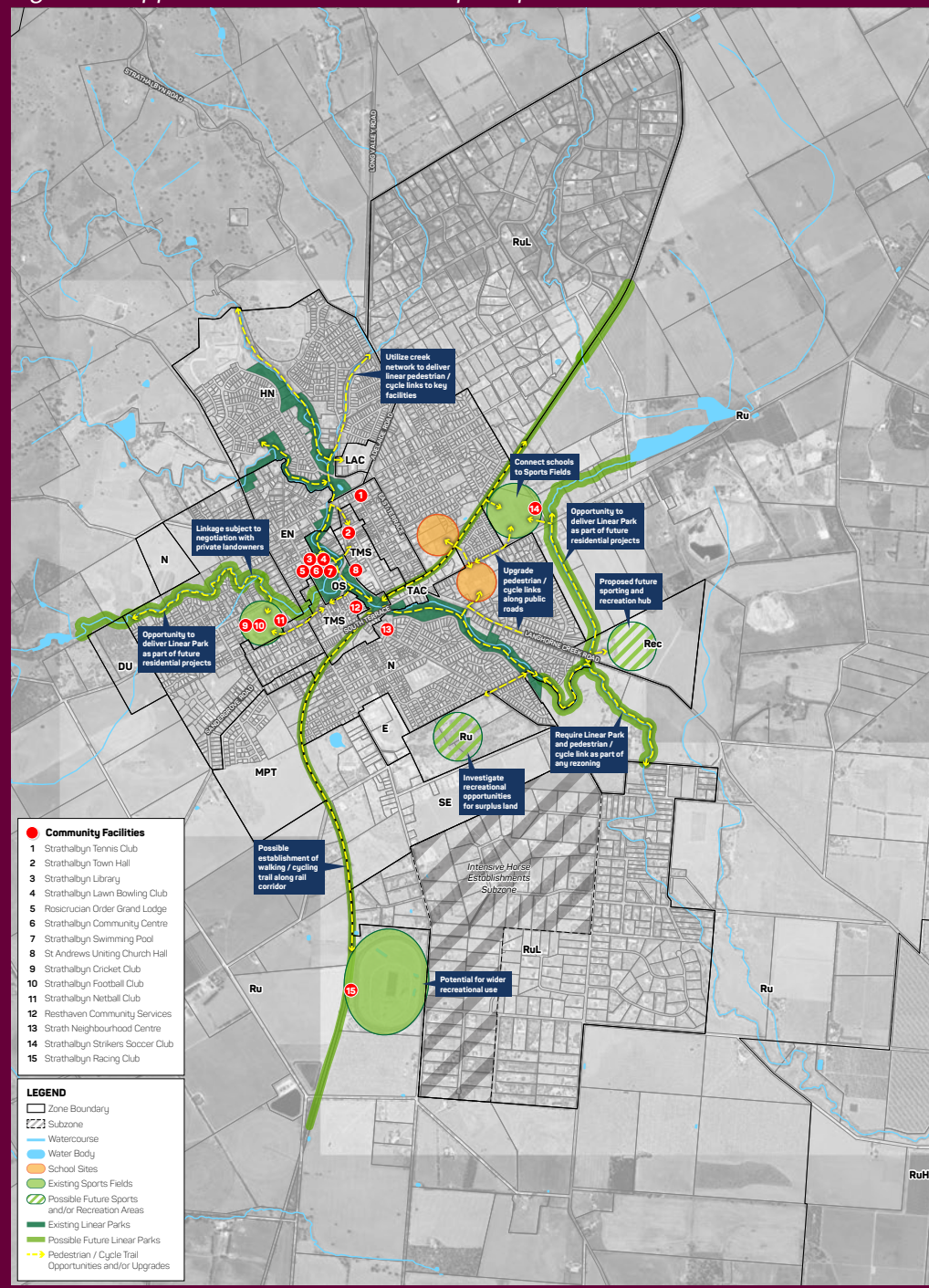
The township is serviced by an established and well-connected movement network, comprising arterial and local roads, freight routes, a rail corridor and limited public transport services, as identified in [Figure 32](#)

The existing network is generally performing well, with traffic volumes across key routes remaining moderate and aligned with the township's role as a regional centre. This provides a strong foundation to accommodate additional growth, with key entry roads and freight routes capable of supporting increased movement associated with future development. The presence of established freight corridors represents an important strategic asset, supporting regional connectivity and offering long-term opportunities for expanded transport functions.

Notwithstanding this, several localised constraints are evident. Within the town centre and along key entry routes, there are existing conflicts between through-traffic, local vehicles, parking and pedestrian activity, which can create safety and efficiency issues. These areas are likely to experience increased pressure as growth occurs, particularly during peak periods and school times.

Public transport within the township provides basic regional connectivity but is limited in frequency, coverage and operating hours. Services are largely confined to weekday and school-based routes, reducing their practicality for everyday travel and reinforcing reliance on private vehicles. This presents an opportunity to improve public transport provision over time, including increased service frequency, broader coverage of growth areas and stronger connections to regional centres. It is noted that any expansion of existing public transport services would require discussions with the Department of Infrastructure and Transport.

Figure 33. Opportunities & Constraints - Open Space & Recreation



11.6. Open Space & Recreation

The township is supported by an established network of open space, recreation areas and community facilities, with key assets and opportunities illustrated in [Figure 33](#).

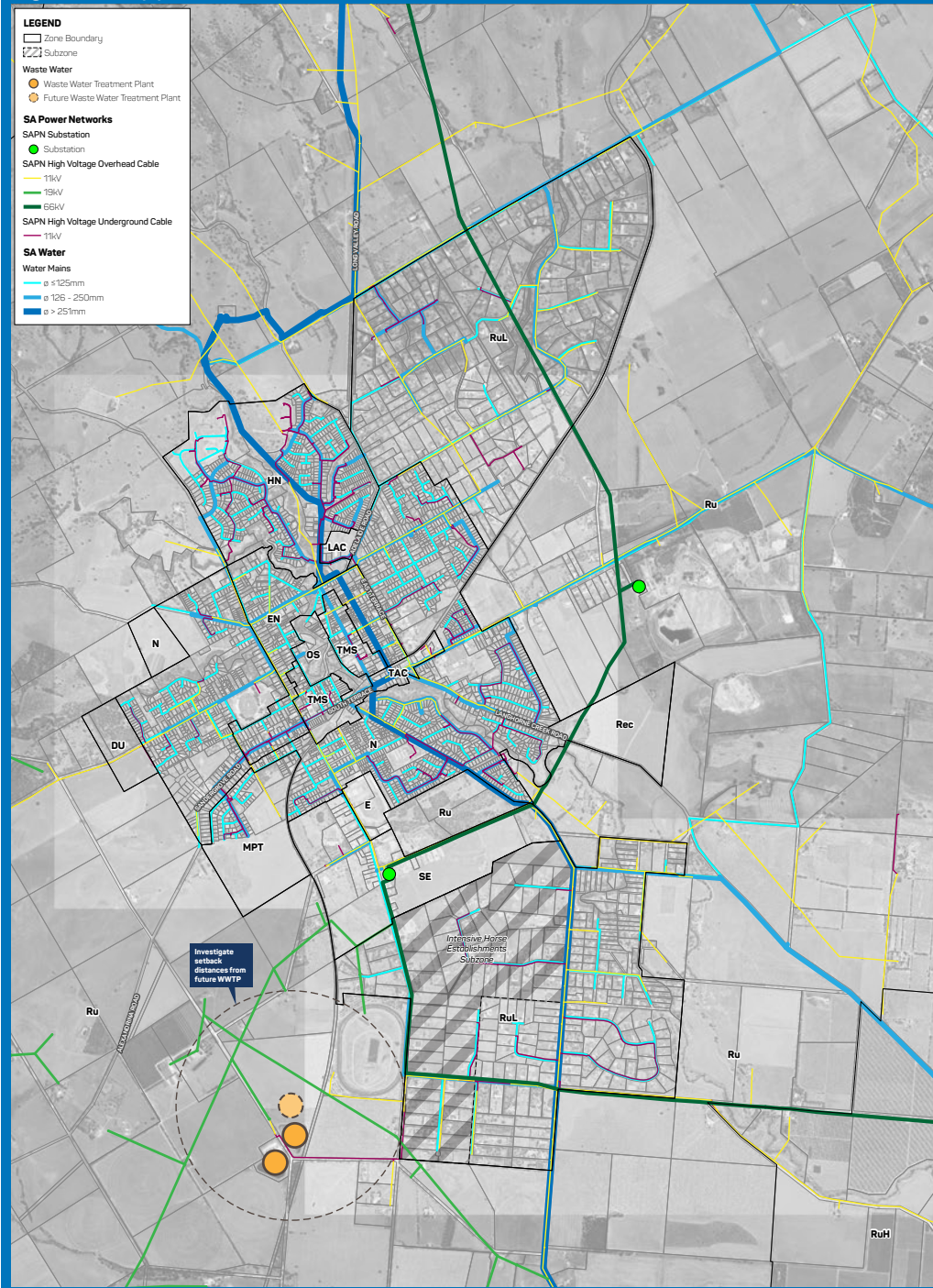
The existing network includes a broad range of formal and informal recreational spaces, sporting facilities and community uses that are well distributed across the township. These assets provide a strong foundation to support population growth and contribute positively to community health, wellbeing and local connection. The presence of watercourses and the broader landscape setting presents a significant opportunity to expand the open space network through the creation of linear parks and shared use paths, improving connectivity between residential areas, schools and key recreation destinations.

A number of opportunities have been identified to enhance the network, including the delivery of new linear parks as part of future residential development, improved pedestrian and cycling connections, and the potential establishment of additional sporting and recreation hubs. There is also scope to better utilise underused or surplus land for recreational purposes, as well as investigate opportunities for trail connections along the rail corridor, subject to further planning and landowner agreement.

Notwithstanding these opportunities, there are constraints that will influence the delivery of future open space. Some key linkages are reliant on access through privately owned land, which may limit connectivity or require negotiation. The need to coordinate open space provision with future development staging also presents challenges, particularly in ensuring timely delivery of new parks and facilities to meet growing demand. Additionally, upgrades to existing pedestrian and cycling infrastructure will be required to improve accessibility and better integrate the network.

Overall, the township benefits from a well-established open space framework, with strong potential to expand and enhance this network over time. Future growth presents an opportunity to deliver a more connected and accessible system of parks, trails and recreational facilities, although this will require coordinated planning and integration with new development.

Figure 34. Opportunities & Constraints - Infrastructure



11.7. Infrastructure

The township is able to be serviced by a range of existing infrastructure networks, including electricity, water, wastewater, and communications, with the key elements illustrated in [Figure 34](#).

Electricity supply is available via the existing SA Power Networks distribution network, including high voltage overhead and underground cables and established substations located within and surrounding the township. This provides a relatively sound pathway for connection to future development areas. However, as development intensifies, augmentation of feeders or substation capacity may be required to maintain network performance and reliability.

Potable water is reticulated throughout the township via SA Water infrastructure, including a hierarchy of trunk and local water mains. While the network has historically supported growth, it is anticipated that existing capacity threshold have been approached or exceeded due to recent development activity. As such, future expansion is likely to require augmentation of trunk infrastructure. Recent upgrades to water mains provide some additional capacity and system resilience, although further upgrades are expected to be necessary over time.

Wastewater servicing within the township is achieved via Council's Community Wastewater Management Scheme (CWMS), which conveys flows to the Wastewater Treatment Plant (WTP) for treatment and reuse. The system has benefited from recent upgrades, including additional infrastructure investment. It is important to note that the Willyaroo area is not connected to the CWMS network and relies on on-site wastewater systems, representing a constraint to future urban development unless reticulated services can be extended.

Communications infrastructure, including Telstra, Nextgen and NBN services, is available within the township, with planned expansion associated with recent development areas providing an opportunity to extend services into future growth fronts. While connection is generally achievable, further upgrades and coordination with service providers will be required to support increasing demand.

There is no reticulated gas supply within the township, with energy needs currently met through electricity and bottled alternatives. While this limits conventional servicing options, it presents an opportunity to support all-electric development.

Overall, the township benefits from an established infrastructure framework capable of supporting continued growth. However, the delivery of future development will be influenced by the need for staged upgrades for select infrastructure, as well as coordinated planning to manage infrastructure demand and service provision. Opportunities exist to leverage existing networks, although a coordinated and potentially shared approach to infrastructure delivery may be required to efficiently support expansion.





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