
SELICKS BEACH STRUCTURE PLAN (DRAFT)

27 October 2020
Draft version for consultation





KAURNA ACKNOWLEDGEMENT

We acknowledge the Kaurna Nation and its people as the traditional owners and custodians of the land in the area now known as the City of Onkaparinga. We recognise that this local living culture has developed over tens of thousands of years and that in today's contemporary context, Kaurna and other Aboriginal people are actively engaged in community life and bring their rich cultural heritage to the strong, vibrant communities we strive for. We remember Kaurna people's spiritual relationship with country when we make decisions about our region and that the protection of places of importance to Kaurna culture has an impact on the wellbeing and prosperity of Kaurna and other Aboriginal people. We recognise our leadership responsibility to Aboriginal and non Aboriginal communities, local businesses, and service agencies by actively engaging in a shared journey towards reconciliation.

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INTRODUCTION



PURPOSE OF THE STRUCTURE PLAN

The Sellicks Beach Structure Plan is a strategic land use plan that establishes a set of objectives and a future spatial arrangement for Sellicks Beach.

The Structure Plan seeks to:

- Inform the layout for potential growth within the Sellicks Beach Structure Plan area
- Collate and provide direction around infrastructure constraints and unlocking mechanisms to enable potential infill development and transition for parts of the area from non-urban land to urban land
- Provide direction around transport and movement needs, shopping and community infrastructure requirements for growth
- Set out high level guidelines to inform future built form outcomes.

A Structure Plan has the capacity to positively shape the urban form and environment. It can be used to promote good outcomes, unlock and coordinate development opportunities and assist in identification and delivery of key infrastructure priorities to ensure that any future development is well-served.

It is intended that the Structure Plan starts the process for an orderly extension of the existing urban area to ensure future communities have ease of access to infrastructure and services.

It is important to note that the Sellicks Beach Structure Plan is not:

- A detailed master plan (including the foreshore or beach access/parking)
- A document that permits rezoning of existing land (or delivery of services)
- An implementation/staging reference plan.

The Structure Plan is being prepared for the Sellicks Beach area with a focus on the Deferred Urban and Primary Production Zones, however, it does consider existing residential land and sites located outside of the Structure Plan area where necessary.



THE SELICKS BEACH STRUCTURE PLAN

WORKING DRAFT

Button Road

Justs Road

Esplanade

Selicks Beach Road

County Road

Gulfview Road

Main South Road

LEGEND

- Existing residential
- Future living area
- Existing local centre
- Future centre
- Future housing choice area
- Future gateway living area
- Existing open space
- Future open space
- Upgraded open space
- Watercourse buffer
- Watercourse alignment
- Potential underground watercourse
- Detention/retention basins
- Upgraded Distributor road
- Upgraded intersection
- Future active transport link
- Gateway treatment
- Future local road connections
- Shared use path (indicative)
- Habitat/revegetation area
- Buffer area
- Study area

DRAFT

More explanation of the Selicks Beach Structure Plan is provided in the Planning for Selicks Beach and Development Principles for Selicks Beach sections.

HOW WILL THIS STRUCTURE PLAN BE USED

By formulating a plan, Council together with the community, State Government agencies and private industry are able to plan for and make decisions about progressing development within Sellicks Beach in a way that is strategic, coordinated and results in a positive outcome for the entire community.

The Structure Plan does not provide timing on when this should occur by as it recognises the complex challenges of infrastructure delivery and the collaborative nature of how this will need to progress.

Rezoning of land in Sellicks Beach should not occur without resolving key infrastructure requirements.

It is expected that following endorsement of the Structure Plan, Council will continue to work with the community, landowners, stakeholders and State Government agencies to progress key infrastructure implementation, delivery negotiations and the nature of any future rezoning. However, Council's support of the Structure Plan does not infer support of any future rezoning.

There may be an opportunity to plan for earlier local upgrades such as public open space or road improvements in advance of any future population growth informed by community feedback from this structure planning process.

WHY IS THIS STRUCTURE PLAN NEEDED?

In early 2020, Council worked with the State Government and a consultant team to prepare the Onkaparinga Local Area Plan (OLAP). OLAP identified three growth scenarios based on different future population outcomes.

In all cases, OLAP outlined a need for a mixed delivery of infill and greenfield development across the council. Hackham, Aldinga and Sellicks Beach were identified as the primary greenfield sites. OLAP did not set a detailed staging or timing framework.

Population growth is forecasted, however, it is recognised that the potential effects of Covid 19 may alter new arrival numbers and growth forecasts particularly in the shorter term.

However, population growth is not the only driver of strategic need and demand and Council recognises that other factors influence the need to investigate Sellicks Beach and prepare a guiding document. These include:

- Community desire to see infrastructure and other investment in Sellicks Beach
- Motivated land owner(s) who want to work with Council
- A changing planning policy regime with less certainty for Council. Council to be prepared by being proactive in investigating and identifying key needs and desired development outcomes for land within Sellicks Beach identified in the 30 Year Plan for Greater Adelaide for potential residential use
- Potential changing demand for fringe housing and desire for larger allotments.

In 2015, Council's Strategic Directions Report (SDR) scheduled that investigations and master planning for the Deferred Urban land and the remaining Primary Production land

outside the Character Preservation District at Sellicks Beach would commence from late 2018 in preparation to rezone the area and allow for residential (and supporting) uses.

PLANNING AND DESIGN CODE

The importance of preparing a Structure Plan is more timely in 2020 due to the legislative changes brought under the Planning Development and Infrastructure Act 2016. In line with proposed state-wide planning reform and implementation of the draft Planning and Design Code in early 2021 any future rezoning will be considered as a Code Amendment. While the process for a Code Amendment is not yet prescribed it is understood that spot-rezoning initiated by landowner/developer will be permissible. Council seeks to be prepared with a Structure Plan prior to introduction of the SA Planning and Design Code in early 2021 and have clear direction on what the community value and what future development should consider.

Further information about planning reforms and the new system can be found at: <https://plan.sa.gov.au/>

THE STRUCTURE PLAN PROCESS

The Structure Plan has been prepared having regard to:

- Council and the communities' aspirations
- The existing defining characteristics of Sellicks Beach and preferred character
- Infrastructure, transport, open space and other needs
- The strategic planning policy context
- The views of key stakeholders, including Council (Elected Members), community and Community Leaders, agencies and existing landowners
- Opportunities to address longstanding infrastructure, services and locational needs.

A Structure Plan needs to consider a complex mix of issues and be informed by a good understanding of community concerns and aspirations.

THE STRUCTURE PLAN METHODOLOGY COMPRISES:

Initial regional and local investigations and strategic review in OLAP (early 2020)

Additional background review and planning context (local, regional and state

Local studies for utilities and infrastructure, transport, ecology, Aboriginal heritage

Identification of key issues and opportunities

Elected Member and Community Leader discussion about issues and opportunities

Preparation of draft Structure Plan and community and stakeholder engagement

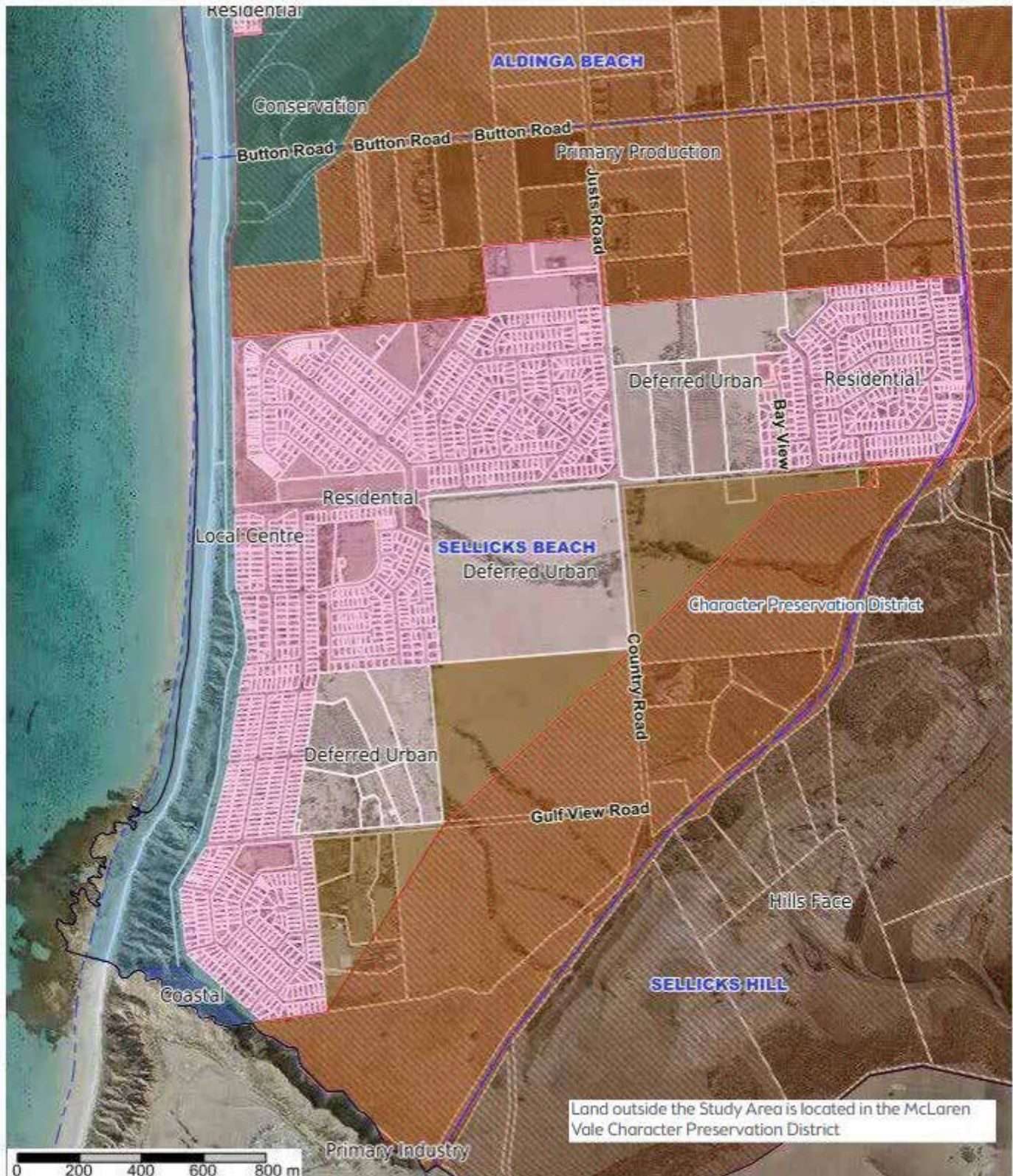
Feedback review and Plan update for Council approval (likely to be early 2021)



THE STRUCTURE PLAN STUDY AREA



SELICKS BEACH STUDY AREA MAP



ABOUT SELICKS BEACH

Selicks Beach was first developed for residential purposes in the 1920s as a small seaside village set amongst large tracts of cleared farming land.

Metropolitan Adelaide has progressively moved southwards, however, while Selicks Beach has grown in population it is still physically separated from the next northern residential area at Aldinga.

The Study Area comprises the suburb of Selicks Beach extending from Main South Road to Esplanade and southwards to Cactus Canyon and north incorporating the Prodec housing development centred around Lurline Boulevard and the newer residential area between Dundee Street and Selicks Beach Road.

The Study Area comprises the existing Onkaparinga Development Plan zones:

- Residential Zone (Policy Area 45) – includes existing residential areas and measures approximately 183 hectares
- Local Centre Zone – a small zone around the Selicks Beach General Store that measures 0.5 hectare
- Deferred Urban Zone - predominantly undeveloped land between existing residential area and the Primary Production Zone and measures approximately 84 hectares
- Primary Production Zone – farming and undeveloped land on the north western side of the McLaren Vale Character Preservation District boundary and measures approximately 46 hectares.

Both the Deferred Urban Zone and Primary Production zoned land within the Study Area are identified in the 30 Year Plan for Greater Adelaide as 'Planned Urban Lands'.

SELICKS BEACH DEMOGRAPHICS

Based on 2016 Australian Census data the following statistics provide a snapshot of the existing Selicks Beach community.

- 1,317 houses with an existing population of 2,616 persons
- Detached houses with three or more bedrooms account for 96.2% of housing stock, which is higher than the Onkaparinga LGA average of 89.1%
- 60% of all households contain 1-2 people although only 16% of houses have 2 or fewer bedrooms (this is similar to the Onkaparinga Council average)
- There are 699 families with an average number of 1.8 children per family
- There is an average of 2.5 people per house which is slightly below the Onkaparinga Council average
- The average age is 38 years which is less than the South Australia average
- 12.6% of the population were aged 65 and over.

Previous engagement has highlighted concerns for families (and older people) about lack of local convenience shopping and family activities, disconnect from Aldinga with no safe or direct walking or cycling access and limited public transport services. OLAP identified that 60% of households had 2 or less people which needs to be consider in future housing mix



Coastal foreshore access



Mature vegetation



Community assets



Built heritage



Coast Park



View from Sellicks Beach Road to Sellicks Hill

SPECIAL FEATURES AND CHARACTER OF SELICKS BEACH

SPECIAL CHARACTER OF THE SELICKS BEACH STUDY AREA

Sellicks Beach is the southernmost part of the Council with a unique geography where the Mount Lofty Ranges meets the sea.

Within a small area the landscape comprises steep hill sides and gullies, long expanses of sandy beaches, grazing and viticultural land, a quarry and the long-established community of Sellicks Beach itself.

Connection to country with a knowledge of the important role that the area has for the Kaurna people including its position on the Tjilbruke Dreaming Track is recognised.

Sellicks Beach plus the environs outside of the Study Area contain a number of unique and valued features including:

- An evolution in the landscape with remnant landscapes of Aldinga Scrub to the north and the remaining coastal dunes and the Aldinga Washpool that have important ecological and educational value today

- A valued seaside character with an informal feel formed by 1-2 storey dwellings, coastal plantings/gardens, larger allotments and lack of front fencing, some roads without kerbs and general uniformity of dwelling typology (detached dwellings)
- Retained examples of early farm buildings and houses from 19th century European settlement
- A great beach, foreshore and coastal environment flanked by cliffs to the south towards Coweelunga Bay and further beaches of Snapper Point at Aldinga to the north. The foreshore has a 'natural' feel
- A sense of separation from Aldinga and framing of the suburb between Sellicks Hill and the coast.

Ensuring future development recognises these contextual elements and positively embraces their influence in guiding the nature and pattern of development will be a focus for Council.

View from Sellicks Hill



SIGNIFICANT FEATURES OUTSIDE THE STUDY AREA

The local environs of Sellicks Beach comprise significant natural, cultural and employment activities as shown below.



STRATEGIC AND POLICY CONTEXT



This section identifies key local, regional and statewide strategic documents that influence the structure planning process and future decision making for development in Sellicks Beach.

The Onkaparinga Local Area Plan (OLAP) identifies that 'State and regional strategic planning policies point to a need to appropriately plan remaining urban land to maximise growth, balanced with green canopy and environmental considerations. Council strategies advocate a similar approach, with additional emphasis on local economic development, and lifestyle.'

STATE PLANNING POLICIES FOR SOUTH AUSTRALIA

State Planning Commission
2019



State Planning Policies (SPPs) are the highest order policy document in South Australia's planning system and provide guidance about the intent of the Government's strategic directions for land use planning. There are currently 16 SPPs.

SPP1 seeks Integrated planning that coordinates the strategic use of land with the delivery of infrastructure. The SPP seeks orderly sequencing of land supply, connected and integrated services, protection of amenity and character, augmentation needs accounted for and support for walking and cycling.

SPP2 primarily seeks good design outcomes that improves the way our buildings, streets and places function, making them more sustainable, more accessible, safer and healthier. SPP2 outlines the principles of good design and key design decisions that should be made to deliver high quality built environment and public realm.

SPP6 recognises that housing is an essential part of people's health and wellbeing and the planning system must enable the sufficient and timely supply of land and a variety of housing choices at appropriate locations. SPP6 policies seek diversity, timely supply of land, healthy neighbourhoods, regional town growth, protection of primary production and affordable housing delivery.

SPP11 recognises that the economic and social prosperity of South Australia relies on a transport system that is safe, integrated, coordinated, dependable and sustainable. SPP11 policies seek an efficient, reliable and safe transport network that minimises adverse impact and allows for future expansion. Policy 11.11 encourages housing in metropolitan Adelaide to be in proximity to current and proposed fixed line (rail, tram, O-Bahn and high frequency bus routes).

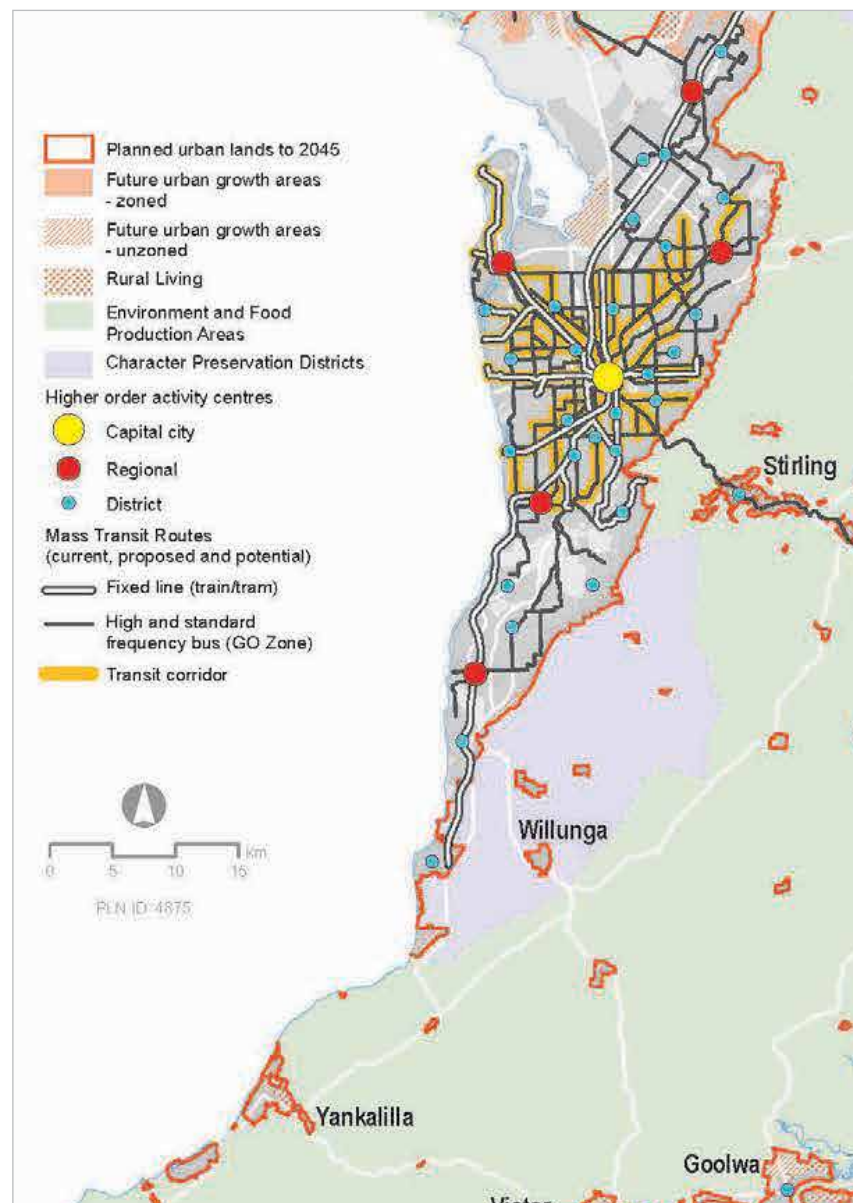
THE 30-YEAR PLAN FOR GREATER ADELAIDE

Government of South Australia
2017



The 30-Year Plan for Greater Adelaide describes how Adelaide should grow to become more liveable, competitive and sustainable. It is underpinned by 14 principles designed to maintain and improve liveability, increase competitiveness and drive sustainability and resilience to climate change. Part of this is achieved by containing Adelaide's urban footprint and increasing the level of infill development plus carefully managing fringe growth.

Sellicks Beach is identified as 'Planned Urban Lands to 2045'. This includes the Deferred Urban Zone and Primary Production Zone within the Study Area.



Designated urban areas and township boundaries

Source: The 30-year Plan for Greater Adelaide, Map 3 extract, page 45

ONKAPARINGA COMMUNITY PLAN 2030

City of Onkaparinga,
2020



Council's Community Plan sets the vision ('People, Place and Prosperity') describing the aspirations our communities, Elected Members and staff have for our city. It will guide decision making and strategic planning. The Plan contains four themes. Eight key result areas and 16 outcomes. Outcomes include sustainable residential development, valuing cultural expression, reducing carbon footprint, opportunities to improve health and wellbeing and connecting people and spaces.

ONKAPARINGA LOCAL AREA PLAN

City of Onkaparinga,
2020



The Onkaparinga Local Area Plan (OLAP) was a pilot project between Council and the State Planning Commission for a new Metropolitan Growth Management Strategy across metropolitan Adelaide. The Local Area Plan is intended to provide direction for future residential and employment growth. Local Area Plans are expected to be used to inform, guide and monitor local strategic planning, future zoning and policy changes, local infrastructure planning and other projects.

OLAP establishes a strategic framework comprising four themes - plan for growth, shape our city, diverse housing and lifestyles and effective and efficient infrastructure. Sellicks Beach along with Hackham and Aldinga represent the three last major areas of greenfield development in the City.

These themes are supported by 12 strategies that outline key strategic actions and desired future outcomes. Key framework design principles relevant to Sellicks Beach include protection of the Willunga Basin, creating a city of vistas to nature, developing communities of townships with good connectivity and well designed, greener developments. These principles should be guiding elements for future detailed planning and rezoning of land in Sellicks Beach.

DEVELOPMENT PLAN

City of Onkaparinga/
Government SA
2020



The existing residential zone recognises the coastal settlement nature of Sellicks Beach and generally seeks low intensity residential development on larger allotments. Due to constraints of wastewater disposal no further division of land or more than one dwelling on a single allotment is sought by policy.

The Deferred Urban Zone was first inserted into Council's Development Plan in the mid-2000's as part of the Southern Metropolitan Growth Management Plan Amendment Report. The policy intent was to prevent further residential development until sufficient wastewater, other utilities and community facilities were developed to accommodate an increased population.

The Primary Production Zone forms a fragment of the largest zone in the council area (generally east of Main South Road). The zone envisages farming, horticulture, animal keeping, winery and tourist accommodation. Dwellings are generally not allowed unless in association with farming or primary production activity.

The Local Centre Zone is primarily for small-scale convenience shopping, office, medical and community facilities to serve the local community.

MCLAREN VALE CHARACTER PRESERVATION DISTRICT

Government of South
Australia
2012

The McLaren Vale Character Preservation District is established under the Character Preservation (McLaren Vale) Act 2012 and its boundary runs along the south-eastern and northern edges of the Study Area.

The key planning outcome in the District is the prevention of further division of land for residential use.

The boundary essentially acts as a growth boundary and can only be changed through both houses of the SA Parliament. It forms a 'non-negotiable' spatial extent for urban development in Sellicks Beach. All future zoning changes and urban development can only occur outside of the Character Preservation District.



BACKGROUND INVESTIGATIONS AND OPPORTUNITIES



BACKGROUND INVESTIGATIONS

The Structure Plan is informed by a series of investigations and analysis documents prepared for both the Onkaparinga Local Area Plan (OLAP) and the Structure Plan preparation including:

For OLAP:

- » Utilities Assessment – Impacts Study
- » Residential Market and Trend Analysis
- » Population and Employment Trends Analysis
- » OLAP Scenario Summary

For the Sellicks Beach Structure Plan:

- » Sellicks Beach Structure Plan Movement Analysis
- » Utilities Infrastructure Assessment
- » Aboriginal Heritage Desktop Study
- » Stormwater Management Plan.
- » Ecological Assessment

These reports are available on Council's Your Say page.

The Structure Plan has also been informed by previous Council investigations of the Sellicks Beach area including:

- Southern Metropolitan Growth Management Plan Amendment Report 2004
- Activity Centres Review 2009
- Draft Sellicks Beach Centre Development Plan Amendment 2010/11
- City of Onkaparinga Rural and Urban Design Guidelines
- A range of supporting documents for Open Space, Community Capacity Strategic and other Council Management Plans.

INVESTIGATIONS SUMMARY

The following provides a summary of the investigations undertaken to inform both OLAP and the structure planning process. These summaries are a snapshot of key conclusions with more detail to be found in each report (as listed above).

UTILITIES

- **SA Water** – SA Water advise that augmentation works could supply a maximum of 3000 dwellings. A preliminary assessment by SA Water outlines that capacity upgrades could be delivered over a phased period until 2048 with construction of new branch lines from and local upgrade works. There will be an augmentation fee per allotment
- **South Australia Power Networks (SAPN)** – SAPN advise that Myponga substation can supply 200 additional dwellings within the area. Additional demand would be met by construction of a new substation around Maslin Beach with feeder to Sellicks Beach. This would cost approximately \$1.5 to \$2 million (approx. \$1.5-2m cost). No site within the Maslin Beach area has identified or acquired
- **APA Gas** – The gas supplier identifies that no mains gas supply is located within a viable distance of Sellicks Beach. The gas provider indicates that an LPG network could be set up (as per Victor Harbor and Mount Barker) with gas delivered at landowners' expense (subject to sufficient levels of interest)
- **Wastewater** – An assessment has been undertaken of existing provision and scenario testing for future needs. There is no capacity to service a larger population and upgrades needed for either Aldinga or Willunga Wastewater Treatment Plant (plus

increased separation distances), greater storage capacity and local infrastructure upgrades to accommodate significantly higher flows.

- An analysis of servicing the existing areas was undertaken by SA Water in 2010. No further publicly available analysis has been taken. The writers of the Utilities Report recommend that Council liaise with SA Water to provide an updated investigation for a full sewer system in Sellicks Beach

STORMWATER

- Four watercourses traverse the Study Area and due to topography flood waters will flow downstream to the coast. Analysis identifies that existing floodwater management infrastructure and receiving areas do not have capacity for new flows.
- Based on scenario testing, 3 new detention/retention basins are recommended to safely accommodate future predicted stormwater flows. The basins will be linked to watercourses and current pipe network.
- Water Sensitive Urban Design and other infrastructure is recommended, plus aquifer recharge subject to investigation.
- Protection of downstream wetlands and the coastal environment must also be considered in future delivery.

TRANSPORT

- The existing road network within the Study Area comprises arterial, distributor, collector and local roadways
- There were 49 reported crashes in the Structure Plan area. Half occurred on Main South Road with the worst being the intersection of Main South Road, Sellicks Beach Road and Old Sellicks Hill Road, with seven crashes reported (three right-angle, one right-turn and three rear end)
- Based on traffic volume scenario assessment:
 - » Sellicks Beach Road would have a

three-fourfold increase in traffic volume reflective of a change from a rural to an urban setting

- » Justs and Gulfview roads would need to be upgraded to a distributor road classification
- » These roads will require upgrade including carriageways to safely accommodate increased traffic volumes
- Intersection analysis identifies that the following intersections are recommended to be upgraded
 - » Main South Road/Norman Road/Rogers Road – additional left turn lane added on approach to Norman Road plus signage/ lane marking improvements similar to arrangement that currently exists at the Main South Road and Aldinga Beach Road intersection
 - » Main South Road/Sellicks Beach Road/Old Sellicks Hill Road – recommendations for separated right-turn lanes on Main South Road (for right turn movements in to both Sellicks Beach Road and Old Sellicks Hill Road), continuous left-turn lane with associated acceleration provisions and realignment of intersection approaches from Sellicks Beach Road/Old Sellicks Hill Road to improve sightlines. Given crash history this intersection upgrade is warranted under current traffic volumes.

The recently announced roads funding from the Federal Government for the next stage of the Main South Road duplication between Aldinga and Sellicks Beach provides an opportunity to deliver safer road conditions and intersection upgrades.

- » Sellicks Beach Road/Justs Road/Country Road – consideration for a roundabout to be installed within the intersection and removal of current staggered arrangement
- » Main South Road/Country Road – recommendation to install a right turn lane for movements from Main South

Road into Country Road

- Limited bus services operate in Sellicks Beach with existing routes providing connectivity to Aldinga Shopping Centre, Seaford Shopping Centre, Seaford Interchange, Noarlunga Shopping Centre and Noarlunga Interchange. Existing services utilise a loop route through the area but frequency outside of peak commuter periods is between 1 to 2 hour intervals
- Indicative bus route plan recommends an expansion of the loop network within the area to minimise catchment overflow and ensure good accessibility for all existing and future residents.

CYCLING AND WALKING

- There is minimal footpath infrastructure in the older parts of Sellicks Beach with newer areas generally provided with a footpath on at least one side of the road. An off-street shared path is provided adjacent the Sellicks Beach beach access
- Pedestrian connectivity across the area is limited with poor footpath integration and missing links
- There are few existing bicycle lanes with provision only on Lurline Boulevard (within one of the newer development areas) and a new lane both sides of the southern portion of Justs Road (between approximately 150 m north of Tangier Boulevard and Sellicks Beach Road)
- Cycle and walking heat mapping show the highest concentration of pedestrian movement on the shared use path, Esplanade footpath and Sellicks Beach Road footpath. There is also activity within the local roads. Higher levels of cycling movements were identified on Sellicks Beach Road, Justs Road, Country Road and Esplanade, although noted that off street recreational cycling is not picked up in heat map recording and is considered important in the area
- Recommended cycling and walking

improvements include:

- » broader area improvements with a dedicated off road shared path connecting to Aldinga to the north
- » sealed footpaths be provided on at least one side of existing residential streets (local roads), with pedestrian ramps at local road intersections (where practicable)
- » construction of off road shared paths along higher order (collector) roads and a connected series of on road bicycle lanes on other roads
- » construction of refuges/delineated bicycle lanes at higher order intersection crossings.

NEW CENTRE

- Significant shopping facilities are available at Aldinga Central, Seaford Central and Noarlunga. There is an accessible (by vehicle) retail hierarchy within the wider area
- With an increased population demand for local shopping will be evident. Although there will be little trade draw from outside Sellicks Beach there is predicted demand for an equivalent Neighbourhood Centre within the Study Area.

ABORIGINAL HERITAGE

- Coastal areas and many others throughout the Adelaide region are culturally significant to the Kaurna Nation, with much evidence still present of occupation prior to European arrival.
- Sellicks Beach is a place of particular Aboriginal cultural significance, including it being a special part of the Tjilbruke Dreaming Track story.
- The Aboriginal Cultural Heritage Desktop Study commissioned in the preparation of this plan recognises the presence of Aboriginal heritage in the broader Structure Plan area.

- Possibly due to it not having been the subject of more detailed studies to date, there is no record of Aboriginal heritage in the structure plan areas identified for future potential urban development. For this reason a full Aboriginal cultural heritage survey is required prior to any rezoning.

BUILT HERITAGE

- 8 Local Heritage Places (within or just outside Study Area) with no State Heritage Places. Examples include a former church and cemetery on Sellicks Beach Road, Pebble House on Esplanade and old farmhouses on Sellicks Beach and Stirling roads
- No changes to existing heritage listings are recommended.

VEGETATION

- A desktop and field assessment of the undeveloped parts of the Study Area identified six broad vegetation groups including amenity plantings, horticulture, olives, revegetated patch, exotic patch and exotic grassland
- The majority of habitat in the area was classified as low value except for amenity plantings (mainly along road sides and containing a mix of species) and revegetated patch which were described as moderate value. The revegetated patch measures around 4.3 hectares and is located along portions of Sellicks Creek and two other watercourses crossing the land. It is recommended to retain and expand these revegetated areas
- Stands of River Red and Blue Gums close to Gulf View Road were identified as having high value based on the availability of nesting sites, roosting sites hollows and food resources
- A field assessment identified 74 trees protected under the Development Act 1993 48 comprising regulated trees (mainly Aleppo Pine) and 26 significant trees (Sugar Gum and River Red Gum)

- The assessment did not identify any nationally threatened flora or fauna species but did note a State threatened Flinders Ranges Wattle evident in the area. It is known that the Hooded Plover nests along the Sellicks Beach foreshore and the Yellow Sledge Skipper Butterfly is also found in the Study Area.
- Within the wider area protection of the Aldinga Washpool and the Aldinga Conservation Park is needed.

PRIMARY AND SECONDARY SCHOOL

- Sellicks Beach is located within the future catchment of new Aldinga B-12 school (with capacity of 1,675 students and due to open in 2022). State Government has not confirmed, however, it is considered that no new primary or secondary school is needed to accommodate future increase in school aged children.

MCLAREN VALE CHARACTER PRESERVATION DISTRICT

- The Study Area is bound by the District along its eastern flank and northern boundary. The boundary essentially acts as a growth boundary and can only be changed through the SA Parliament. It forms a 'non-negotiable' spatial extent for urban development in Sellicks Beach. All future zoning changes and urban development can only occur outside of the Character Preservation District.

SOUTHERN QUARRY

- The Sellicks Hill Quarry is located southeast of Sellicks Beach and is owned by Adelaide Brighton Limited. The quarry is operational and has been subject to EPA air monitoring in recent years. The current Character Preservation District (and Structure Plan) boundary sits 500 metres from the quarry reflecting separation distance requirements.

COMMUNITY ENGAGEMENT

Preparation of the draft Structure Plan has been informed by a review of feedback from the OLAP plus targeted community outreach. This has included:

- Elected Members session 08/09/20
- Community Leaders forum 20/09/20
- An interactive Your Say page for the project during September/October 2020.

COMMUNITY LEADERS VIEWS

Council sought initial Community Leader and stakeholder input to help define the issues and opportunities affecting Sellicks Beach and asking what Sellicks Beach should look like in the future and what should be encouraged and/or prevented.

Key messages so far include:

- Sellicks Beach is ill-equipped to cope with significant development
- Preference for larger allotments to cater for families and avoid apartment blocks
- Manage infrastructure delivery to align with rezoning and stage development to not exceed capacity
- Consider infill development first before greenfield development
- Until there is access to excellent public transport development must be limited to a seaside village
- Future development must also provide for greater local employment
- The issue of wastewater (including sewage) must be resolved before further development occurs
- Manage development to retain the coastal seaside character and do not plan for high population growth scenarios that may not occur

- Manage space between dwellings
- Protect the Aldinga Washpool (an ephemeral freshwater wetland and estuarine ecosystem that is a very important coastal habitat and birdlife area.
- Recognise the amenity impacts from the Sellicks Hill Quarry
- Design a road network that encourages pedestrian and cyclists
- Limit speeding on local roads
- Avoid a car dominated urban form
- Need for more off beach car parking to accommodate future restrictions to car parking on the beach
- Plan for full development and avoid substantive buffers adjacent the Character Preservation District boundary – good outcomes can be achieved by design
- Suggest a small activity centre be confined to the existing Local Centre Zone
- There is a need to retain a Village feel
- Important to manage stormwater runoff from future development
- Create a walkable lifestyle with a shared / cycle path to Aldinga.

STRUCTURE PLAN OPPORTUNITIES

The Study Area has a legacy of evolution of development from a pre-European settlement environment through to an amalgam of residential living, valued beaches and dunes, remnant primary production interlaced with areas of degraded habitat and also rejuvenating nature). Key opportunities are outlined below but it is also important to recognise that challenge also create opportunity. Creating the right development conditions will ensure these opportunities are fully realised to benefit both existing and future residents and the wider community. Based on investigations and engagement outcomes thus far, there is an opportunity to:

1. To address **wastewater management** as an essential element of the Structure Plan. This is the key to unlocking future development at Sellicks Beach and without agreement, development potential remains limited.
2. Deliver a regional **stormwater management** approach incorporating detention/retention basins linked to existing water courses and integrated Water Sensitive Urban Design techniques into housing development and street design. A further opportunity is to integrate stormwater run-off within open space links/corridors and landscaped open space.
3. Provide an **appropriate balance of housing** to meet expected an ongoing demand for larger detached dwellings and some small lot housing (noting 60% of households have less 2 or fewer occupiers and there is a 12% of people 65 and older).
4. Work with the State Government as part of the Main South Road **duplication to improve the safety of the Main South Road** and intersections into the Study Area such as Sellicks Beach Road/Old Sellicks Hill Road where there have been a number of crashes in the last five years. Also advocate for provision of **shared use paths** and associated landscaping.
5. Improve local **walking and cycling networks** for all residents.
6. Use best practice approaches to create **healthy and liveable neighbourhoods** that connects residents to shops, bus network, public open space and the beach.
7. Provide **regional level walking and cycling** connections including a link to Aldinga (with focus on Aldinga Central) from Sellicks Beach and integrating future urban development with a proposed Willunga Basin Trail.
8. Upgrade the quality and offer of existing **public open space** and deliver better facilities to serve a larger base population.
9. Consider the retention or relocation of the **Sellicks Beach Community Hall** to better serve the community in a more central location.
10. Further rehabilitate and revegetate **watercourses**, retain existing mature roadside vegetation and create green corridors linking native vegetation and habitats (including within higher land in the Primary Production Zone outside the Study Area). This can also be integrated with future stormwater detention basins, future pedestrian and cycling links and other public open space.
11. A **new centre** (likely Neighbourhood Centre level) development to become a new focus area for Sellicks Beach supported by new public open space.
12. Use the future **Aldinga School** to provide capacity for an increased population in Sellicks Beach 'freeing up' land.
13. Provide a **gateway** from Main South Road linked to an improved Sellicks Beach Road to the Esplanade.
14. Maintain **coastal character** through low scale development only that retains space between buildings.
15. Carefully consider **changing topography** and use this as an opportunity to create a unique site responsive urban form in the future (.i.e. not a replicate or generic master planned community).

KEY OPPORTUNITIES MAP

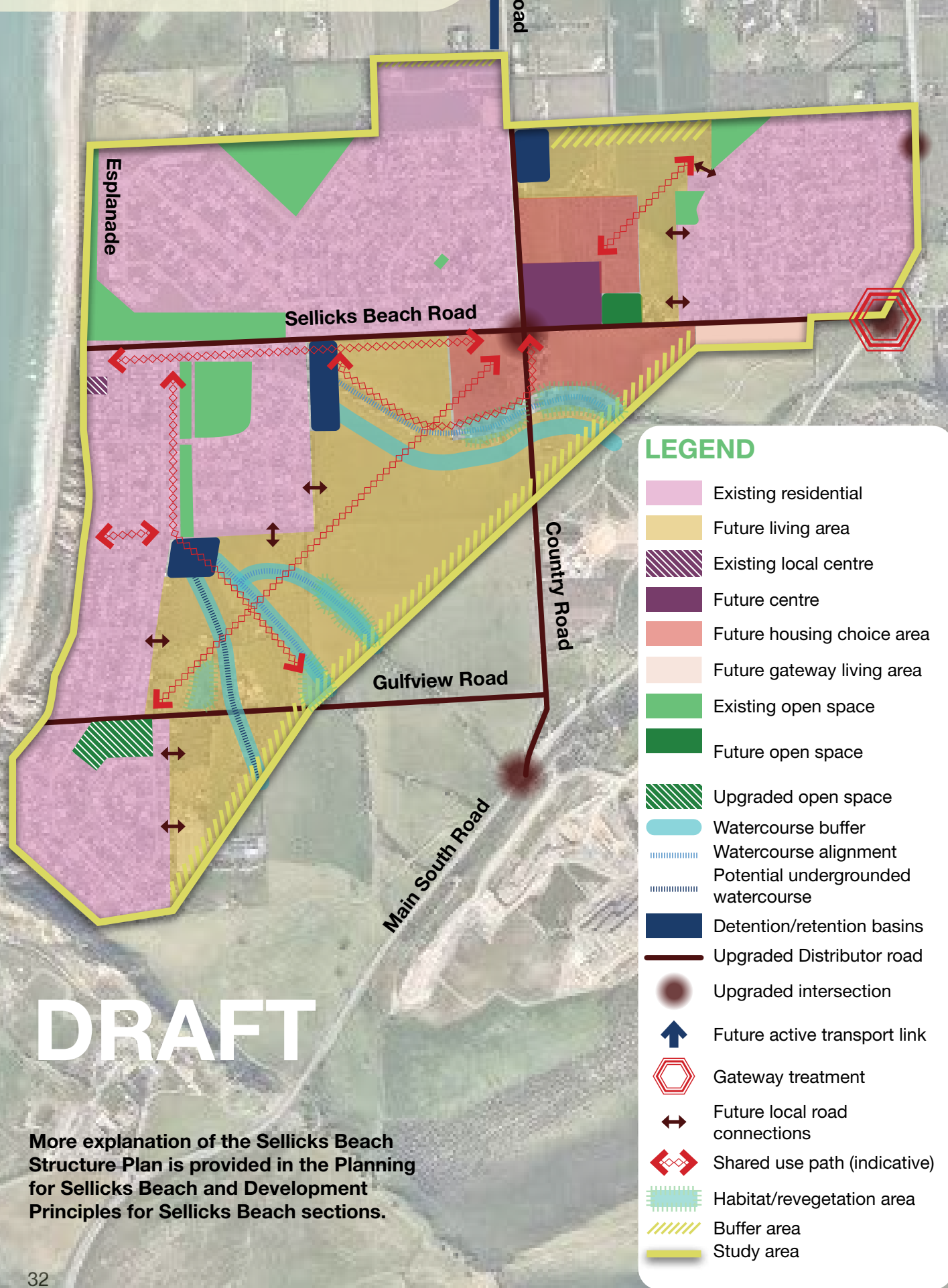


DRAFT

PLANNING FOR SELICKS BEACH



THE SELICKS BEACH STRUCTURE PLAN



LEGEND

- Existing residential
- Future living area
- Existing local centre
- Future centre
- Future housing choice area
- Future gateway living area
- Existing open space
- Future open space
- Upgraded open space
- Watercourse buffer
- Watercourse alignment
- Potential underground watercourse
- Detention/retention basins
- Upgraded Distributor road
- Upgraded intersection
- Future active transport link
- Gateway treatment
- Future local road connections
- Shared use path (indicative)
- Habitat/revegetation area
- Buffer area
- Study area

DRAFT

More explanation of the Sellicks Beach Structure Plan is provided in the Planning for Sellicks Beach and Development Principles for Sellicks Beach sections.

STRUCTURE PLAN ELEMENTS

This section provides an explanation of key elements of the Structure Plan outlining how Council would like Sellicks Beach to be developed as a coastal urban fringe suburb.

SELICKS BEACH EXISTING RESIDENTIAL AREAS - ESPLANADE AND BEACH



The coastal environs of the beach, dunes, cliff faces and Esplanade exhibit an informal seaside character derived from a mixed era of lower scale housing and limited areas allocated to vehicle parking or intensive urban development. Sections of Coast Park extend along Esplanade.

It is important that the coastal environs of Sellicks Beach retain the sense of space and low rise informal nature of development currently enjoyed by residents and visitors.

There is limited intent for significant change in this part of Sellicks Beach with the Structure Plan not anticipating any significant urban development or notable change to the pattern, bulk, scale and height of residential development. Infill development should be limited along Esplanade.

Garaging and visitor car parking should not dominate the streetscape.

Future development should maintain low rise character with a preference for single storey development only or well-designed two storey development that enhances streetscape character.

No change is proposed to the current boundary or desired uses in the existing Local Centre Zone as it affords a suitable location for accessible food and drink options for beach goers at a local scale with opportunity for further development.

A proposed beach access is being progressed by Council to be located south of the new beach shelter.

SELICKS BEACH EXISTING RESIDENTIAL AREAS



The existing residential areas of Sellicks Beach will remain restricted for division of land and infill development until appropriate wastewater infrastructure is committed and established.

Subject to resolution of this key element, there is potential for infill development within existing parts of Sellicks Beach.

Sellicks Beach has a coastal character formed with the mix of older and more recent housing.

Outside of the original survey area shown on the map most housing has been constructed in the last 20-30 year period and unlikely to be renewed in the short term.

Infill development is expected to focus on conversion of older housing stock from one dwelling to two dwellings primarily within the original survey area.

To ensure good development recommended restrictions include:

- minimum allotment size
- no hammerhead/battleaxe allotments
- no terrace house or apartment buildings
- controlled building height and setbacks
- design guidelines to maintain coastal character

The setting of a minimum allotment size should accommodate primarily detached dwellings that maintain appropriate front and side setbacks to complement existing development and avoid a monopoly of roofs and lack of building separation. Separation between houses is an integral character element that should be maintained.

Future development should maintain low rise character with a preference for single storey infill development only or well designed two storey development that enhances streetscape character.

FUTURE LIVING AND HOUSING CHOICE AREAS



These include the **Deferred Urban Zone/ Primary Production Zone** land (also known as the Planned Urban Lands in the 30 Year Plan for Greater Adelaide).

No staging plan is identified at this time, however, the following explanation is intended to provide an overview of the form of future residential development.

As outlined, land division will not occur until satisfactory resolution of infrastructure needs primarily wastewater.

NORTH OF SELICKS BEACH ROAD

This part of Sellicks Beach measures approximately 28 hectares and sits between more recent residential land divisions. This area lies adjacent to the preferred location for a new centre and Neighbourhood Family Park.

There is potential to explore smaller lot housing or opportunities for ageing in place within a walkable catchment of a new centre (referred as the Housing Choice Area).

Outside of a walkable centre radius the settlement pattern, form, scale and density of new residential development should be lower. This means a predominance of one to two storey dwellings on allotments that allow for appropriate front and side setbacks and space between dwellings.

Increased street tree planting and greening of the urban environment is anticipated to provide better walking conditions and improve amenity. Existing trees should be retained within allotments, verges and shared paths where possible.

The future street pattern should limit the number of new connections onto Justs Road and Sellicks Beach Road.

There are opportunities to create new links into existing residential development to the east through utilising existing 'dead end' road connections and areas of existing public open space.

It is important to ensure an appropriate transition at the interface with the McLaren Vale Character Preservation District to the north through provision of larger than average allotments together with setback and design controls to minimise adverse impact on primary production activities and maintain a rural sense of character at the northern interface boundary.

SOUTH OF SELICKS BEACH ROAD

This area forms around 112 hectares of generally undeveloped land.

The land contains existing local roads, some dwellings, watercourses, stands of revegetating native flora and a rising topography that all begin to define the future urban structure.

This area will become a residential neighbourhood based on a connected grid-based local street network, that has been modified to respond to the topography and key site and amenity features.

The future pattern of development will need to accommodate existing watercourses that are intended to form part of a regional stormwater network and importantly are rehabilitated and revegetated as green corridors. There will need to be a buffer area along each watercourse up to 20 metres wide from the edge of the watercourse in either direction to assist with stabilisation of the creek banks and enable further revegetation. There is potential for the southernmost watercourse to be 'piped over' (potentially underground) subject to more detailed assessment.

Land within this area is also allocated for stormwater detention and retention which through good design and adoption of Water Sensitive Urban Design techniques can adapt for both biodiversity improvement and active/nature play use subject to safety needs.

There is potential to explore smaller lot housing or opportunities for ageing in place within a walkable catchment of a new centre located on the northern side of Sellicks Beach Road (in the Housing Choice Area).

Outside of a walkable centre radius the settlement pattern, form and scale of new residential development should reflect existing neighbourhoods and a lower dwelling density. Development should respond to changing topography, retention of existing trees and

land form features such as the watercourses. Residential development should comprise detached dwellings up to two storeys on allotments that allow for appropriate front and side setbacks and a sense of space between dwellings and the streetscape context.

It is important to ensure an appropriate transition at the interface with the McLaren Vale Character Preservation District to the east. This is important to avoid adverse amenity affects from existing or future primary production activity but also ensure there is no 'hard edge' to future development when viewed from Main South Road. Initial options to achieve appropriate interface treatment include:

- Provision of larger allotments together with setback and design controls to minimise adverse impact on primary production activities and maintain a rural sense of character at the eastern interface boundary
- Restrictions on height, style, design and placement of fencing to avoid a monotonous blank wall
- Introduction of a landscaped buffer with sufficient width to allow for sustainable tree planting – this could also provide space for a shared used walking path.

The linear area on the southern side of Sellicks Beach Road (the Gateway Housing Area) close to the Main South Road intersection should comprise only larger allotments with wide frontages to accommodate a dwelling with a large front and side setback.

This is intended to provide an appropriate transition and setting for vistas when entering Sellicks Beach and viewing the Sellicks Hill escarpment which forms a backdrop to the area.

NEW CENTRE



Sellicks Beach does not currently support more than a small level of retail expenditure. With a potential increased population, the Structure Plan identifies a preferred location for a new mixed-use centre within the Sellicks Beach Road/Justs Road quadrant.

A new centre should address the following criteria:

- Contain a complementary level of supermarket shopping and specialty outlets to support local needs (acknowledging that higher order centres are located nearby at Aldinga and Seaford). Large format and bulky goods retailing are not considered necessary in this location.
- Maximise opportunities to accommodate community uses including a relocated Council community centre (subject to more detailed Council investigation) and other uses such as a child care centre and medical services
- Be located in an accessible position along Sellicks Beach Road integrated with the bus network along with improved walking and pedestrian connections.
- Create a high quality urban form with shops and activity facing existing roads and spaces designed to become a place where people will want to spend time facilitating social, cultural or other connections. Success learning from Aldinga Old Coach Road precinct redevelopment and other distinctive centres development should be progressed
- Complemented by the creation of a Neighbourhood Family Park at the edge of the centre (see public open space below).

The likely land area for a new centre is anticipated to be between 1.5 to 2.5 hectares (excluding public open space).

OPEN SPACE – GREENSPACE NETWORK



There is a network of public open space serving the existing residential population. It is anticipated that future demand can be met through:

- The creation of a Neighbourhood Family park adjacent to a future centre within the Sellicks Beach Road/Justs/Country Road area. This type of park caters for a neighbourhood sized catchment and would include area for active recreation, play space, gatherings and green/biodiversity space (see Open Space Strategic Management Plan 2018–23 for further detail)
- The upgrade and redevelopment of Hastings Reserve to a District Family Park level of offer. This existing public open space has potential to accommodate

additional facilities and user options to cater for an increased residential population. This type of park incorporates similar uses to a Neighbourhood Family Park but caters for a larger volume of users with a higher level of facilities. It can cater for visitors from outside the immediate suburb (see Open Space Strategic Management Plan 2018–23 for further detail)

- The integrated delivery of a green corridor network along existing watercourses providing biodiversity connections and allowing pedestrian and cyclist movement. This corridor network should be integrated with proposed detention basins and a new shared use path connecting a redeveloped Hastings Reserve and the new Neighbourhood Family Park.

Additional public open space will be required within the future residential areas to meet local catchment demand and satisfy legislative requirements. This is likely to comprise small local parks and/or amenity/biodiversity space. The size and exact location will be resolved at detailed master planning or subdivision stage.

Existing and future public open space should be fully connected by the establishment of legible and safe shared use path linkages.

THE TRANSPORT NETWORK

Improvement to the existing transport network will be an integral element of future change in the area. The existing road network will need upgrade to safely accommodate increased traffic volumes and the Structure Plan emphasises the importance of improving local and regional cycling and walking connections.

Key interventions include intersection improvements where existing roads connect to Main South Road, upgrade of Sellicks Beach Road and Justs Road to distributor level roads, introduction of improved footpaths and cycle lanes, new off road shared paths and legible adaptation and extension of the existing local road network as part of the future development of greenfield land.

Sellicks Beach Road should also be improved through careful tree retention/new planting, improved lighting and introduction of design elements celebrating local coastal character and enhancing the roads appearance. As the key route into Sellicks Beach and the beaches attention should be given to transforming this road into a welcoming gateway. The layout of future development to the south should consider solutions to retain glimpsed views of Sellicks Hill as a backdrop when viewed from Sellicks Beach Road (and also a new centre to be placed at the intersection of Justs Road and Sellicks Beach Road).

Future Main South Road duplication works and any associated intersection upgrades with Sellicks Beach Road provide the opportunity for installation of a new gateway anchored by public art and other features/sculptural elements to create a welcoming and distinct entry. There is also potential to advocate for shared use paths and landscaping.

INFRASTRUCTURE

There is an opportunity to ensure provision of appropriate infrastructure to meet the needs of the existing and future Sellicks Beach community.

The provision of infrastructure will control the future implementation and staging of development. Analysis has identified infrastructure needs on a scenario basis but at this stage there is no agreed infrastructure delivery plan. This is due to the complex site investigations, detailed design and costing, mix of stakeholders and agencies to be engaged and primary visioning stage the Structure Plan is set for. There is a holistic understanding that future change to Sellicks Beach will only occur with equitable agreements, obligations and delivery in place.

POWER, WATER, GAS AND NATIONAL BROADBAND NETWORK

No Structure Plan notations are required for the future delivery of upgraded power, water or National Broadband Network. Subject to augmentation needs these can be delivered as part of future staged works prior to land division.

Gas infrastructure is not available in the area although there is potential for a reticulated network to be established. A depot site is required for gas storage and this should be investigated in more detail to identify design requirements and separation distances. It may be possible to locate within a safe distance of the existing wastewater treatment plant.

WASTEWATER

The main objective for wastewater disposal is to meet Environment Protection Authority (EPA) and the Department for Health and Ageing (DHA) requirements.

Within Sellicks Beach, there is both onsite disposal and disposal to a local system, and then the need to consider an appropriate system for any future urban growth. Council operates a Community Wastewater Management System (CWMS) servicing a small-medium sized community at Sellicks Beach.

The system includes the collection, treatment and reuse of domestic wastewater from two private developments (Prodec and Bluewater). Both collection systems transfer wastewater to a wastewater treatment plant (WWTP) located on Maritime Avenue, Sellicks Beach. The WWTP is located adjacent to the Prodec development.

The system includes the supply to the Willunga Basin Water (WBW) network for farm irrigation (vines, fruit trees, nut crops and flowers). This provides for a long term, sustainable disposal path for treated effluent and removes the reliance of local irrigation systems.

At present the system does not provide for a wastewater disposal path for the older area of Sellicks Beach in its entirety. Council is aware of functional challenges for septic tanks in the Sellicks Beach area and the extent to which this is growing over time.

The existing wastewater infrastructure capacity is inadequate for the growth envisaged to cater for new development within the study area.

Council acknowledges the overarching need for the Sellicks Beach region to be serviced by a reticulated sewerage scheme to provide an

environmentally sustainable solution for both the older area of Sellicks Beach and future urban areas. Council will continue to actively advocate for the introduction of reticulated sewerage infrastructure for Sellicks Beach with both public and private sectors.

The Structure Plan recognises:

- The need to protect the Sellicks Beach Wastewater Treatment Plant and retain appropriate buffers to residential development.
- It is unlikely that additional land within the Structure Plan area to be implemented unless the Sellicks Beach Wastewater Treatment plant is expanded
- Any improvement works will cause considerable disruption to existing residents
- There are substantial technical and funding challenges to deliver an appropriate wastewater infrastructure solution to facilitate expansion of developable lands within Sellicks Beach.

STORMWATER MANAGEMENT

Future land development would generate a significant change to stormwater runoff conditions and needs to be managed carefully to avoid impacts to existing residents and coastal environs including the Aldinga Washpool and the Seascape View wetlands.

Initial investigations recommend a stormwater management system for the Structure Plan comprising:

- The funnelling of stormwater south of Sellicks Beach Road along existing watercourses connecting to two regional scale detention/retention basins (this includes water flow from future urban lands and higher upslope land towards Main South Road).
- The funnelling of stormwater north of Sellicks Beach Road to a new detention basin adjacent Justs Road.

The implementation of water sensitive urban design, residential rainwater tanks, raingardens and other measures are recommended to minimise the amount of stormwater flow into the network. There is potential for managed aquifer recharge subject to future detailed investigation.



DEVELOPMENT PRINCIPLES FOR SELICKS BEACH



DEVELOPMENT PRINCIPLES

A set of development principles has been prepared to further define and help guide future public and private investment and other decisions for future land use activities, infrastructure, physical environment and amenity within Sellicks Beach.

These principles will also assist future detailed planning and potential amendments to the SA Planning and Design Code (see page 9 for detail).

RESIDENTIAL DEVELOPMENT

DEVELOPMENT SEQUENCING

Development sequencing will largely be determined by the ability to appropriately access and service land. Within this context, the following must be achieved:

Before **infill development** or development in the **Gateway Living Area** can occur:

- Each new lot must be connected to a fully operational sewer network (excluding the use of on-site wastewater disposal)
- Each new lot must be connected to a potable water supply and mains power
- A Road and Footpath Upgrade Plan should be prepared by Council with a delivery timetable (and funding agreements if required)

Before development in the **Housing Choice** and **Future Living Areas** can occur:

General

- Construction of agreed stormwater management infrastructure north and south of Sellicks Beach Road
- Final design and Council approval (with a delivery timetable) for the upgrade of Sellicks Beach Road and Justs/Country

roads to a Distributor road level

- Final design and Council approval (with a delivery timetable) for provision of an off-road shared use path network in Sellicks Beach
- Where not directly adjoining existing development, a well-connected footpath network to provide access to existing and planned walking and cycling paths to facilitate non vehicle access to the beach, public transport and a new centre
- The early delivery of an upgraded Hastings Reserve (Family Neighbourhood Park) plus local amenity and children's play space for new residents where parks are not in a 5 minute walk threshold.

For a new allotment

- Each new lot must be connected to a fully operational sewer network (excluding the use of on-site wastewater disposal)
- Each new lot must be connected to a potable water supply and mains power
- Access to each new lot must be via a sealed road constructed to an appropriate Australian standard

RESIDENTIAL DEVELOPMENT

GENERAL RESIDENTIAL DEVELOPMENT (WITHIN THE FUTURE LIVING AREA) – LAYOUT PRINCIPLES

Residential settlement patterns and allotment design should:

- Develop a well connected street network that reflects the historic ‘modified grid’ pattern of the area and is attractive, well-designed and legible, with a high level of amenity and street tree planting. Cul-de-sacs are to be avoided
- Allow for future residential development that integrates well with established built form character including front and side setbacks and massing
- Use existing road links to established residential areas by connecting new roads to existing ‘dead-end’ streets that allow for seamless connection and avoid a perception of exclusivity
- Only focus smaller allotment sizes in a walkable distance of a future centre
- Assist in transforming the area into a connected and walkable set of neighbourhoods maximising access to active transport and public transport networks, public open spaces and a future centre
- Integrate existing mature native vegetation and landscape features in future development to retain natural character and enhance amenity, green cover and reduce summer heat loading
- Ensure an appropriate buffer to the Character Preservation District/Primary Production Zone boundaries to the north and east of the area
- Avoid a ‘back of house’ appearance to the interface with the McLaren Vale Character Preservation District views from Main South Road.

GENERAL RESIDENTIAL DEVELOPMENT (WITHIN GATEWAY LIVING AREA) – LAYOUT PRINCIPLES

Residential settlement patterns and allotment design should:

- Have large front and side setbacks and controlled site coverage to ensure that southern views to Sellicks Hill are maintained as far as possible

GENERAL RESIDENTIAL DEVELOPMENT WITHIN THE FUTURE LIVING AREA, HOUSING CHOICE LIVING AND GATEWAY LIVING AREA) – ALLOTMENT SIZES

- For land within the **Housing Choice Living Area** allotments are envisaged in the order of 350sqm to 550sqm
- For land within the **Gateway Living Area** allotments are envisaged in the order of 1000sqm to 1600sqm
- For land within the **Future Living Area**

allotments are envisaged in the order of 550sqm to 800sqm except within **buffer** areas denoted on the Structure Plan where allotments should be a minimum of 800sqm.

DEVELOPMENT - WITHIN EXISTING RESIDENTIAL AREA

New development within the existing residential areas is expected to involve the conversion/replacement of older housing stock from one dwelling to two dwellings and should:

- Avoid hammerhead or battle-axe allotments)
- Ensure local character is retained and enhanced restricting building height

to a maximum of two storeys, avoid development on boundaries and provide larger building setbacks to match existing built

- Follow design, siting and height controls to ensure a desired 'coastal' ethos and sense of openness between dwellings is appropriately maintained
- Avoid terraced housing and apartment buildings.

TRANSPORT NETWORK

- Future development should be designed to encourage equitable movement in and through the area by creating:
 - » a low speed traffic and safe environment
 - » a high quality walking and cycling environment
 - » new development and subdivisions with footpaths at the front of their property
 - » new roads aligned to enable buildings to face onto watercourse reserves and open space
- Support provision of a movement network that connects the entire Sellicks Beach area, land uses and nodes and captures attractive viewlines

- Improve pedestrian and cycle facilities and linkages along all streets and implement new shared path connections
- Minimise car dependency for movement in Sellicks Beach by provision of safe sustainable alternatives including walking and cycling networks that can be used at all times
- Unsealed and/or kerbless roads should be sensitively improved to ensure improved safety and walkability for all users with design effort placed on retaining the informal coastal setting
- Develop a safe street network that facilitates the delivery of an enhanced bus network in Sellicks Beach

VIEWS AND VISTAS

- Future development should capitalise on existing views and vistas both towards the coast and also Sellicks Hill and the rural outlook. The location between sea and hills allows for a future road network and placement of buildings to maximise viewing opportunities from the public and private realm
- Topography and natural features should be integrated with neighbourhood design (street, open space and lot layout) to reflect local character and identity, mitigate the need for complex engineered solutions (e.g. stormwater drainage), enhance ecosystem services and provide active transport and recreational functions
- View to significant landmarks and site features should be protected and maximised through consideration of development siting, height and visual bulk
- It is important to consider how the future form of development retains attractive views from local landmarks such as the Victory Hotel and also travellers along Main South Road
- Retention of outlook would be enhanced by avoiding extended and monotonous forms of fencing along the Study Area boundary and exploring ways to landscape, break up and add visual interest along this interface between the Study Area and adjoining primary production land.

ENVIRONMENT

- Flooding and stormwater management will maximise responsiveness to the natural landscape
- Identify and manage stormwater disposal to ensure no adverse impact on sensitive existing environmental receptors in particular the downstream Aldinga Washpool north of Sellicks Beach
- Incorporate Water Sensitive Urban Design (WSUD) techniques into the design of streets and spaces to capture and treat stormwater
- Conserve the existing landscape of trees to provide a sense of place. The setting should be protected in any future development of the area. The existing sand dunes and Sellicks Creek provide a natural landscape that should be protected and conserved
- Restore the landscapes along creek corridors and plan for pathway links providing connections to improve ecological outcomes and support biodiversity
- Landscape new public open spaces and existing and new streets to provide passive cooling and shading, decreasing the urban heat island effect. Plant appropriate trees for the local climate that result in a healthy and large street canopy.

UNLOCKING SELICKS BEACH

Sellicks Beach is already home to more than 2,500 people within a defined urban structure formed by the coast, Main South Road and the McLaren Vale Character Preservation District. It is separated from Aldinga to the north and Myponga to the south by topography and large tracts of primary production or conservation land.

There is no intent of merging the urban environments of Sellicks Beach with any other township so importantly it can retain and further develop its own character.

The majority of existing housing is low density with a mix of building styles albeit all with the overarching constraint of wastewater disposal. Some properties contain on-site disposal while others are connected to a community wastewater scheme. The ongoing logistics of on-site disposal and lack of a comprehensive wastewater disposal system affect development potential. All are unified by the controlling aspect this lack of mains wastewater connections means to either upgrading an existing house, dividing an existing allotment or allowing a more comprehensive division of undeveloped land within the Study Area.

The key to unlocking the sustainable development potential of Sellicks Beach is to resolve the investment, implementation and delivery of mains wastewater to both undeveloped and already developed parts of Sellicks Beach. This would allow for an increased new residential population to be serviced by a reliable and efficient system and resolve a longstanding constraint and issue of concern for existing residents.

Other key components for unlocking future development are:

- State Government delivery of a duplicated

Main South Road and associated intersection improvements

- Implementation of a stormwater management system
- Upgrade and improvement of Sellicks Beach Road as a distributor road and as an attractive gateway and access spine for Sellicks Beach
- Improved walking and cycling linkages and paths both on and off road enabling reduced car dependency
- Upgrade Hastings Reserve to a District Family Park
- Advocating for improved efficiency and frequency of public transport.

IMPLEMENTATION

Council will work with the community, land owners, state government and agencies to progress infrastructure and transport investment in order to provide that base needs are achieved to consider future detailed planning, planning policy amendments and rezoning to facilitate implementation of the Structure Plan elements.