

Appendix BB

Heritage Impact Statement - EBS Ecology



Mount Lofty Golf Estate - Former Scent Factory Heritage Impact Statement

Mount Lofty Golf Estate - Former Scent Factory Heritage Impact Statement

31 March 2023

Final

Prepared by EBS Heritage for Mount Lofty Golf Estate Pty Ltd

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Cover photograph: The Former Scent Factory in 2020. © 2021 URPS.

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GLOSSARY AND ABBREVIATION OF TERMS

Burra Charter	<i>Australian ICOMOS Burra Charter, 2013</i>
HIS	Heritage Impact Statement
HP Act	<i>Heritage Places Act 1994</i>
ICOMOS	International Council on Monuments and Sites
m	meter(s)
Mount Lofty Golf Estate	Mount Lofty Golf Estate Pty Ltd
PDI Act	<i>Planning, Development and Infrastructure Act 2016</i>
PDC	Planning and Design Code
SA	South Australia
the Council	South Australian Heritage Council
the Guidelines	Guidelines for the Preparation of a Development Report, Mount Lofty Golf Estate

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1 INTRODUCTION

1.1 Project description

Mount Lofty Golf Estate is proposing to redevelop the Stirling Golf Course. The current golf course site contains a local heritage place (former Scent Factory, ID 15127) and partial demolition, restoration, conservation, reuse, and new built form elements adjacent the local heritage place, are proposed. The existing perfumery will be adaptively reused as part of the redevelopment and will entail:

- Refurbishment of the existing local heritage place to accommodate a multipurpose space for use as café, retail or functions.
- Extension to the Perfumery to include a covered outdoor dining area.
- Orchard and perfumery garden plantings to reimagine the former use of the building as a “Scent Factory”.
- The perfumery building will temporarily house the golf club whilst construction is occurring.

1.2 Project location

The Stirling Golf Club is located at 35 Golflinks Road, Stirling SA in the Hundred of Onkaparinga, within the Local Government Area of the Adelaide Hills Council and the Landscape Management Region of the Hills and Fleurieu.

The proposed redevelopment is situated on Certificate of Title 5891, Folio 805 (Allotment 53 in Deposited Plan 59212) and is bounded to the east by the Mount George Conservation Park and to the west by Old Carey Gully Road. Refer to Appendix 1 for a map of the project area.

The local heritage place is located 300 metres (m) to the east of the intersection of Old Carey Gully and Golflinks Road intersection, and 320 m west of golf club rooms. Refer to Appendix 2 for a map of the local heritage place.

1.3 Purpose of this report

EBS Heritage have been engaged by Mount Lofty Golf Estate Pty Ltd (Mt Lofty Golf Estate) to provide a Heritage Impact Statement (HIS) for a local heritage place located at the Stirling Golf Club, Stirling South Australia (SA). As the local heritage place will be adapted for use as part of the Mt Lofty Golf Estate development, the *Guidelines for the Preparation of a Development Report, Mount Lofty Golf Estate* (the Guidelines) (State Planning Commission 2022) stipulate that a HIS is required for the works affecting the heritage place, and associated plans and documentation is to be submitted prior to any approval for this component of works.

2 SA STATE LEGISLATION

2.1 Heritage Places Act 1993

The *Heritage Places Act 1993* (HP Act) makes provision for the identification, recording and conservation of places and objects of historical heritage significance in SA and the SA Heritage Register documents places that are protected.

The HP Act is governed by the South Australian Department for Environment and Water and the South Australian Heritage Council (the Council).

It is an offence to carry out the following without a permit from the Council:

Section 26 - Excavate or disturb a State Heritage Place designated as a place of archaeological significance; or remove archaeological artefacts from such a place.

Section 27 - Excavate or disturb any land (not designated as a place of archaeological significance) for the purpose of searching for or recovering archaeological artefacts of heritage significance; or excavate or disturb any land (not designated as a place of archaeological significance) knowing or having reasonable cause to suspect that the excavation or disturbance will or is likely to result in an archaeological artefact of heritage significance being discovered, exposed, moved, damaged or destroyed.

Section 28 - Damage, destroy or dispose of an archaeological artefact removed from a State Heritage Place designated as a place of archaeological significance (whether removed before or after the entry of that place in the Register) and to damage, destroy or dispose of an object entered in the Register (either as a provisional or confirmed entry).

The Act further stipulates that:

Section 36 - A person who intentionally or recklessly damages a heritage place or engages in conduct knowing that it will or might destroy or reduce the significance to a State Heritage Place can be fined. There is no penalty if damage results from an action authorised by an approval or authorisation under the *Planning, Development and Infrastructure Act 2016*.

2.2 Planning, Development and Infrastructure Act 2016

The South Australian *Planning, Development and Infrastructure Act 2016* (PDI Act), used in conjunction with the *Planning, Development and Infrastructure (General) Regulations 2017* and the Planning and Design Code (PDC), provides for matters that are relevant to the use, development and management of land and buildings, by providing a planning system to regulate development within the State, rules with respect to the design, construction and use of buildings, and other initiatives to facilitate the development of infrastructure, facilities and environments that will benefit the community.

The PDC replaces South Australia's 72 Development Plans previously used by councils, to become the single source of planning policy for assessing development applications across the state and the PDC implements the requirements of Section 66 of the PDI Act. Contained within the Code are overlays which

are layers in the Code under the Act that identify areas where specific planning and design policies are applicable, or where an area may be subject to referrals.

2.2.1 Local heritage place 15127 overlay

There is one local heritage place overlay for the Stirling Golf course which specifies that the heritage and cultural values of local heritage places are to be maintained through conservation, ongoing use and adaptive reuse.

2.3 International Council on Monuments and Sites (ICOMOS) Burra Charter

The *Australian ICOMOS Burra Charter 2013* (Burra Charter) is used as the standard of practice for managing cultural heritage places within Australia. The term adaptive reuse can be found in the Burra Charter as follows:

- 1.9 Adaptation means changing a place to suit the existing use or a proposed use.
- 21.1 Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of the place.
- 21.2 Adaptation should involve minimal change to significant fabric, achieved only after considering alternatives.

The following provide best practice guidelines for new work which is undertaken as part of the adaptive reuse process:

- Practice Note: Burra Charter Article 22 – New Work 2013, and
- Practice Note: Heritage Sustainability 1: Built Heritage 2019.

2.4 Declared major project

If a project is of economic, social or environmental importance to South Australia it can be declared as a major project by the Minister for Planning and Local Government. Major Projects are assessed by a state-run process that differs from other development applications. The proposal is referred to the State Planning Commission and the detailed assessment documents are released to the public for comment. The Mount Lofty Golf Estate development was declared a major project on 17th December 2020 (Government Gazette 2020, p. 5848) and development application guidelines were issued in March 2022.

As per the Guidelines, a HIS and plans, elevations and materials schedule will be required for development approval.

3 CULTURAL HERITAGE SIGNIFICANCE

3.1 Local heritage place description

The former scent factory is a stone building with brick quoins and surrounds. The building has a gabled roof clad with galvanised corrugated iron, and both double hung sash and casement windows. The building is currently being used as the site maintenance building and office, and there is a maintenance shed currently abutting the building. In 1985 it was noted that the building was in a dilapidated condition (Danvers Architects 1985). In 1997 it was noted during the Stirling District Heritage Survey, that the building was extensively covered with the introduced plant Ivy (*Hedera* sp.), the entrance to the cellar has been covered and the windows were barred (Weidenhofer & Laurence 1997:408). By 2020 the building was in even poorer condition with a large crack in one wall which was also separating from the roof and ivy still covered large parts of the building. Refer to Appendix 3 for historical photos taken of the former scent factory over different time periods. Refer to Appendix 4 for an Existing Conditions Report on the building.

3.2 Statement of significance

The former Scent Factory is significant as it is all that remains of a scent making industry which is an unusual manufacturing and horticultural business for the Mount Lofty area. The HP Act, Section 23 information states that the place meets the following criteria:

- (a) it displays historical, economic or social themes that are of importance to the local area.

Click Heritage No for Details	Address	LGA	Details	Class	Council Reference
15127	Old Carey Gully Road STIRLING	Adelaide Hills	Cottage, Mount Lofty Golf Club; Former Scent Factory, 'Le Chateau', 'Le Chateau a la Pong'	Local	19444

3.3 Historical land use

In 1889 James Cowan established the Mount Lofty Flower Farm and Scent Factory on a small portion of the Hundred of Onkaparinga, in association with M. Renaud's perfumery business in Adelaide (Danvers Architects 1985). The farm was used for growing plants whose various essences were extracted to produce perfume used in eau de cologne and handkerchief scents, hair washes, pomades, vaseline, and perfume cases and sachets. The perfumes were known as 'Le Chateau' or 'Le Chataeu a la pong', part of a common practice at the time to trick consumers by imitating names of their European counterparts (Lowenthal 2022).

In 1893 The Adelaide Observer mentions two very fair samples of perfumes distilled by Mr John D. Feraud for the Agricultural Bureau, one of which was made from an extract of heliotrope and tuberose from flowers obtained from the Mount Lofty Flower Farm and the Botanic Garden (Adelaide Observer 1893, p.13). By late 1896 the perfumery was closed, and the property was put on the market. It was purchased in 1925 by the Mount Lofty Golf Estate Incorporated and used as a residence for the groundskeeper, and later it was tenanted (Danvers Architects 1985, Weidenhofer & Laurence 1997:408).

4 HERITAGE IMPACT ASSESSMENT

The local heritage place (Former Scent Factory) is currently used by the Stirling Golf Course as a site maintenance building and office. It is the intention of Mount Lofty Golf Estates to refurbish the building for use as a gift shop / café with an alfresco patio. Additionally, the local heritage place will be utilised as the golf course pro-shop during the construction of the new Stirling Golf Estate buildings. The design intent is to restore the heritage building to its original state, or as close as possible. The interior of the heritage building is to have minimal work done so as to showcase the stone structure and exposed timber trusses, and the inclusion of a scent garden will help to establish a continued connection to its previous use as a local perfumery.

The adaptive reuse of the local heritage place aims to preserve the values of the heritage building while adapting it for use in the present. Adaptive reuse of the local heritage place will additionally help to preserve and protect it. Reusing the building will have long term benefits for the community; the local heritage place is dilapidated and if the building cannot be incorporated into the golf course redevelopment, it will continue to deteriorate.

The proposed redesign for the grounds of the heritage place includes a new modern glass, sandstone and metal building situated adjacent to the local heritage place that will provide additional amenity and dining spaces, a paved outdoor dining space with pergola or canopy, carparking for 20 vehicles, and a perfumery garden (R Architecture 2023). The garden and orchard are planned to compliment the overall atmosphere and significance of the site.

The materiality of the new structures will consist of mainly glass and metal to provide a contrast and clear modern addition to the existing stone building. The intent is to have a modern pavilion in juxtaposition, providing a clear timeline of architectural styles. The new pavilion will touch lightly on the ground and will not impose on the surroundings. Plans and materials schedule are provided in Appendix 4 –5 .

EBS Heritage has concluded that the proposed work will not have an adverse impact on the current heritage values of the building but will rather enhance the heritage values; this includes the removal of the maintenance shed which can be considered an unsympathetic alteration to the existing site. Reuse of the local heritage place will also ensure that the current dilapidated building is restored and maintained.

4.1 Proposed changes and mitigation impacts

4.1.1 Major alterations and additions

External:

- A large modern shed that currently abuts the heritage building will be demolished.
- A small wooden lean-to at the rear of the building will be demolished.
- Three doors which are located at the front, rear and western side of the building will be replaced with new black steel and glass doors.
- All existing windows are to be replaced with new black steel windows.
- Existing cellar access stair to be refurbished.

- The current metal roof sheeting will be removed and replaced to match existing.
- New half round steel gutter to be installed and replace existing.
- Existing external walls to be sandblasted, refurbished and repointed.
- Paving to be laid around existing building.

Internal:

- New Hardwood timber roof trusses to replace existing,
- Internal timber lining to underside of trussed plus insulation.
- Internal door to be removed and opening retained,
- Existing brick walls to be sandblasted and refurbished,
- Plastered walls to be repaired where cracking occurs,
- Fire place bricks to be sandblasted to expose brick,
- Existing concrete slab to be removed and flooring to be replaced with polished concrete floor.
- The existing ceiling in the rear room (southern end of building) will be removed and replaced with raked ceiling and new trusses which will be exposed.

Structural repairs:

- The roof will be retained with the replacement of some purlins
- The walls do not appear to require structural repairs other than repairs to cracking.

4.1.2 Construction of new buildings or car parking, within the grounds of a heritage place

A new function pavilion with seating for 50 persons will be constructed approximately 700 centimetres (cm) to the west of the local heritage building. The pavilion will be constructed from sandstone, glass and metal. The pavilion will be approximately 140 m square, and the height of the pavilion will be 2280 cm.

Parking for 20 vehicles will be constructed to the west of the heritage building adjacent to the scent factory on the opposite side of the access road. A retaining wall will be required and the carpark will be bitumen (Appendix 5).

4.1.3 Painting

Painting of the exterior of the building will be dependent on the roof colour as the fascias, gutters and downpipes are to match. Potential roof colours are:

Red - Current roof is red corrugated iron. EBS has determined that this is most likely the original roofing material as early galvanised corrugated iron came in standard lengths (feet and inches), typically 2'6 x 6'0 and where often red (Heritage SA 1999). Painting the exterior woodwork red would match the red brick accents and existing roof colour.

Grey - The architectural design plan is to replace the roof with grey Colourbond steel. If this colour choice was to be approved, then the external woodwork will be painted grey to match.

4.1.4 Reroofing or recladding

Repair or replacement of the roof is crucial to help preserve and conserve the remainder of the historic building. The building is currently rooved with red corrugated iron and all research by EBS Heritage suggests that this was the original roofing material. The roof is lifting in many places where ivy has grown through but overall, the existing roof appears to be in poor to fair condition (Refer Appendix 4).

The architectural design plan is to replace the roof with grey Colourbond steel, the architects however are amenable to keeping the roof red, which is sympathetic to the original building, should that be a condition of development approval.

4.1.5 New services

No new services will be required for the adaptive reuse of the local heritage listed place as power and water are already servicing the building. The existing services however will require upgrading. It is proposed to:

- remove the external power pole and services to go underground to the main building instead.
- internal services will need to be upgraded. There is potential for both power and water to come up from under the floor through the cellar and avoiding additional damage to the walls.

4.1.6 Fire protection and services upgrades

There are no known existing fire protection services in the building, therefore fire protection and services will need to be installed. Most protection will be for ember attack and preventing any embers into the internal structure. These will include:

- ember mesh guards between roof and walls and openings as required.
- gutters to have ember guards installed.
- internal smoke alarms to be fitted

4.1.7 New landscape works

- An alfresco outdoor dining space 7.0 metres (m) x 14.0 m will be constructed adjacent to the heritage listed building whilst a timber arbour will be constructed between the new function pavilion and the heritage listed building. The outdoor dining space will be paved using stone pavers whilst the timber arbour will be constructed from natural timbers (Appendix 5).
- The establishment of a perfumery garden and orchard next to the former Scent Factory will improve the area's heritage significance through its connection back to its original purpose as a perfumery. As the original design of the flower gardens and other landscaping around the heritage building is unknown; the creation of a new perfumery garden will not be attempting to reinstate original gardens and plants but instead creating a visual link to the past.
- The garden and orchard will be located at the southern end of the heritage building, an existing retaining wall and Tee Box will need to be demolished to make room for the garden.

- The existing retaining wall and Tee Box for Hole 18 is to be demolished and Hole 17 green is to be removed to allow for the construction of a new carpark. A new Hole 18 Tee Box and Hole 17 Green will be constructed immediately north of the local heritage place.
- Hole 4 is to be removed and relocated.
- Vegetation to the east and west of the heritage building will be removed and new vegetation will be planted around the new area.

4.1.8 Change of use

The building has not been used as a perfumery since 1896 and is currently being used as a maintenance shed and office. The building has fallen into considerable disrepair and does not currently contribute to the significance of the site as a perfumery and Former Scent Factory. (Danvers Architects 1985). The change in use is part of a plan to redevelop and improve the heritage values of the building. The site will be repurposed firstly into the Mount Lofty Golf Clubrooms while other building work takes place on the existing clubroom site, and then later into a café and gift shop.

The adaptive reuse of the site will result in changes to the building, as required to meet current building codes and structural upgrades but the exterior and interior of the heritage building are to have minimal work done, so the stone structure and exposed timber trusses are showcased.

4.1.9 New signage

All signage will be designed to be sympathetic to the surroundings and not impinge on the heritage values of the local heritage place. Examples of the types of signage that will provide wayfinding from the various locations throughout the development to the new café / gift shop, which will be located in the local heritage place, are provided in Figure 1.

No signage will be mounted directly to the local heritage place.



Mt Lofty Golf Estate – Perfumery Signage Look & Feel

trice.

Figure 1. Examples of signage proposed for the Perfumery (Trice 2023).

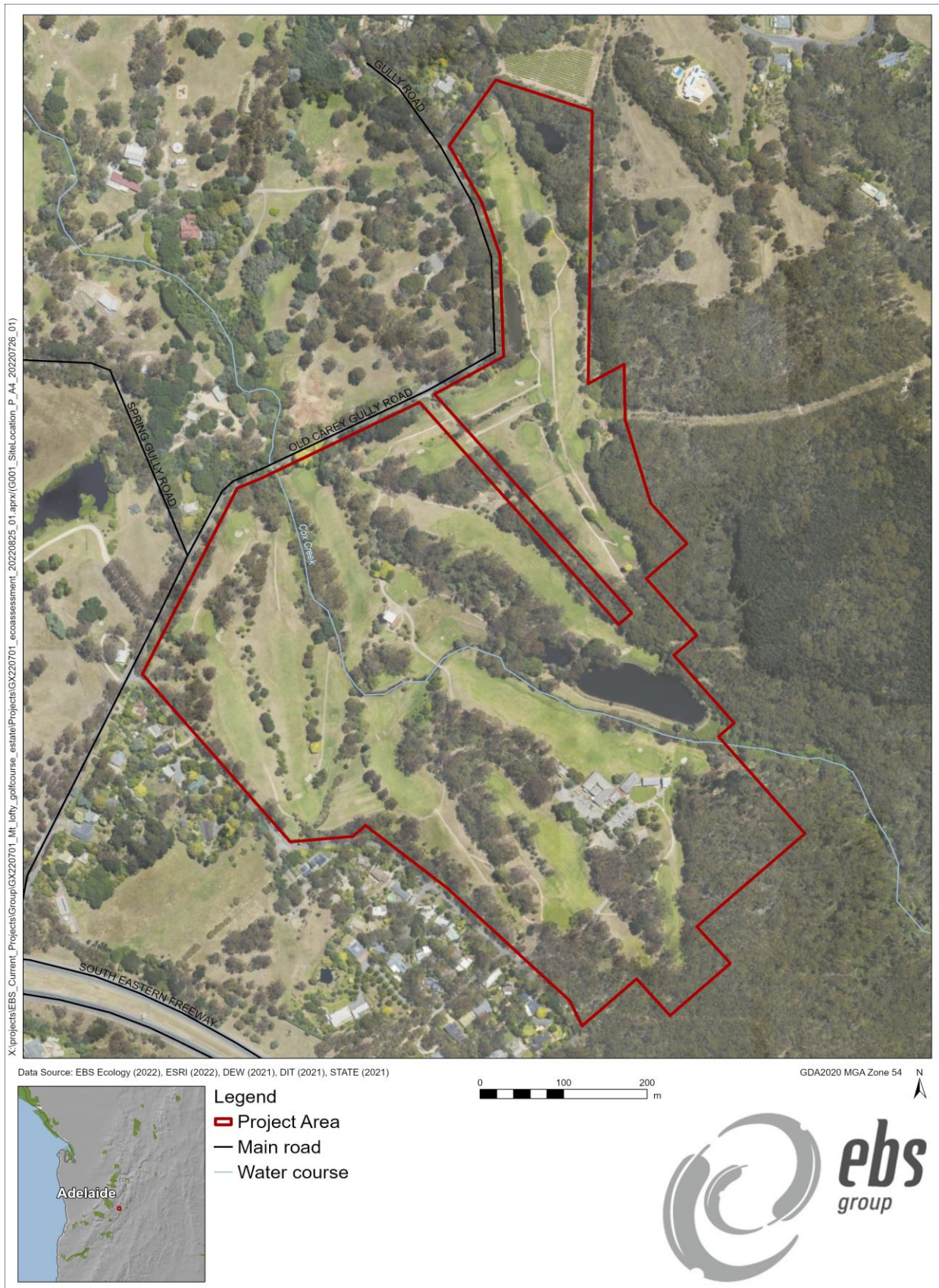
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6 APPENDICES

Appendix 1 – Location of the project area.



Appendix 2 – Location of the local heritage place.



Appendix 3 – Photographs of the local heritage place.



Figure 2. Scent Factory Historic Photo, date unknown (source: Mount Lofty Golf Estate 2022).

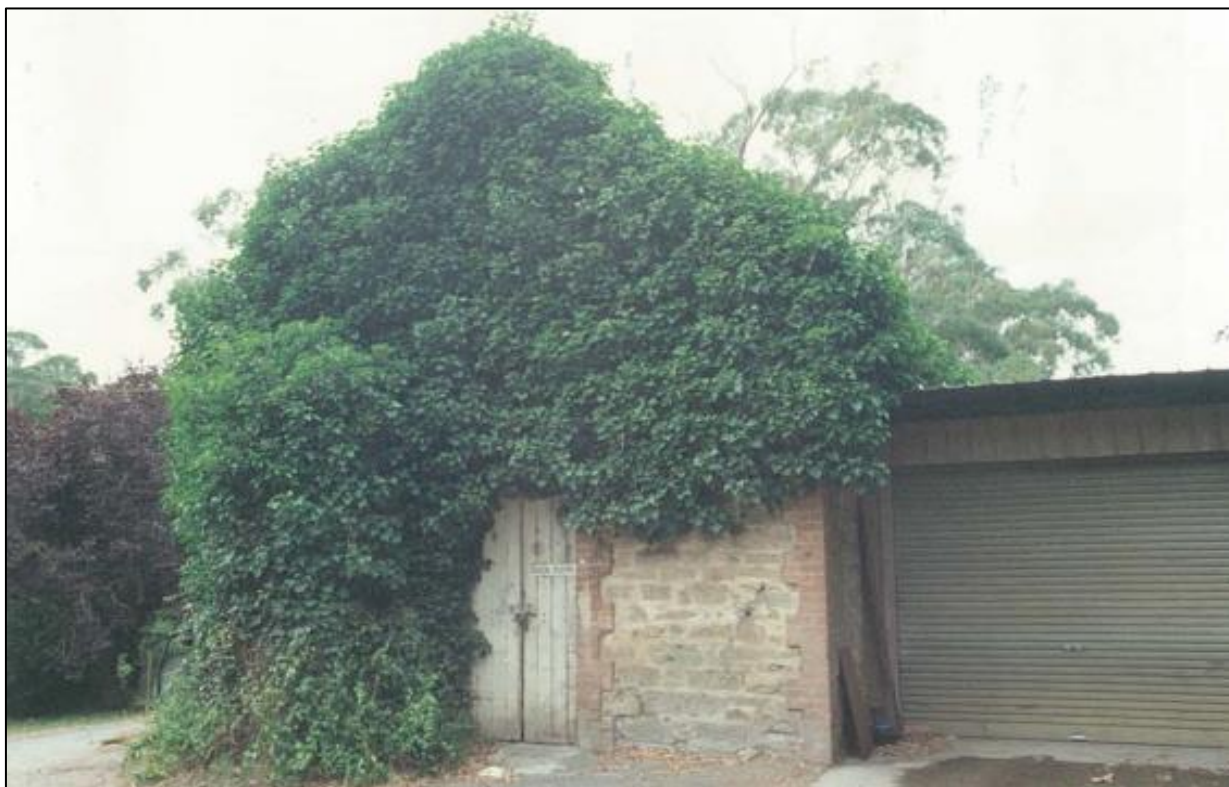


Figure 3. Scent Factory in 1997 (source: Weidenhofer & Laurence 1997:407).



Figure 4. Scent Factory in 2020 (source: URPS 2021).



Figure 5. Architect Impression of completed renovation (source: Oxygen 2021).

Appendix 4 – Existing Conditions Report

Appendix 5 – Perfumery Concept Plan



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Appendix CC

Certificate of Title

REAL PROPERTY ACT, 1886



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5891 Folio 805

Parent Title(s) CT 5463/301, CT 5481/560, CT 5530/104, CT 5584/817 AND OTHERS
Creating Dealing(s) VE 9441825, TG 9441828, TG 9441829
Title Issued 26/03/2003 **Edition** 5 **Edition Issued** 06/07/2021

Estate Type

FEE SIMPLE

Registered Proprietor

THE MOUNT LOFTY GOLF ESTATE PTY. LTD. (ACN: 625 359 837)
OF L 2 12-24 GILLES STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 53 DEPOSITED PLAN 59212
IN THE AREA NAMED STIRLING
HUNDRED OF ONKAPARINGA

Conditions

PORTION DECLARED OPEN SPACE VIDE PROCLAMATION IN GOVERNMENT GAZETTE DATED 10.7.1975 PAGE 147

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED G TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (T 2520855)

SUBJECT TO FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED K

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED B ON FP 44044 FOR WATER SUPPLY PURPOSES (TG 9441828)

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED F ON FP 44044 FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE (TG 9441829)

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED A AND B ON DP 36802 APPURTENANT ONLY TO THE LAND MARKED V (T 2449260 AND T 3235955 RESPECTIVELY)

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED D ON FP 44044 FOR WATER SUPPLY PURPOSES (TG 9441828 AND TG 9441829)

TOGETHER WITH EASEMENT(S) OVER THE LAND MARKED C AND E ON FP 44044 (T 4787180 AND TG 9441829 RESPECTIVELY)

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED J ON FP 44044

Schedule of Dealings

Dealing Number	Description
11908672	CAVEAT BY MOUNT LOFTY GOLF CLUB INC.
13305776	LEASE TO MOUNT LOFTY GOLF CLUB INC. COMMENCING ON 07/08/2019 AND EXPIRING ON 06/08/2024

13551455

MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)

Notations

Dealings Affecting Title NIL

Priority Notices NIL

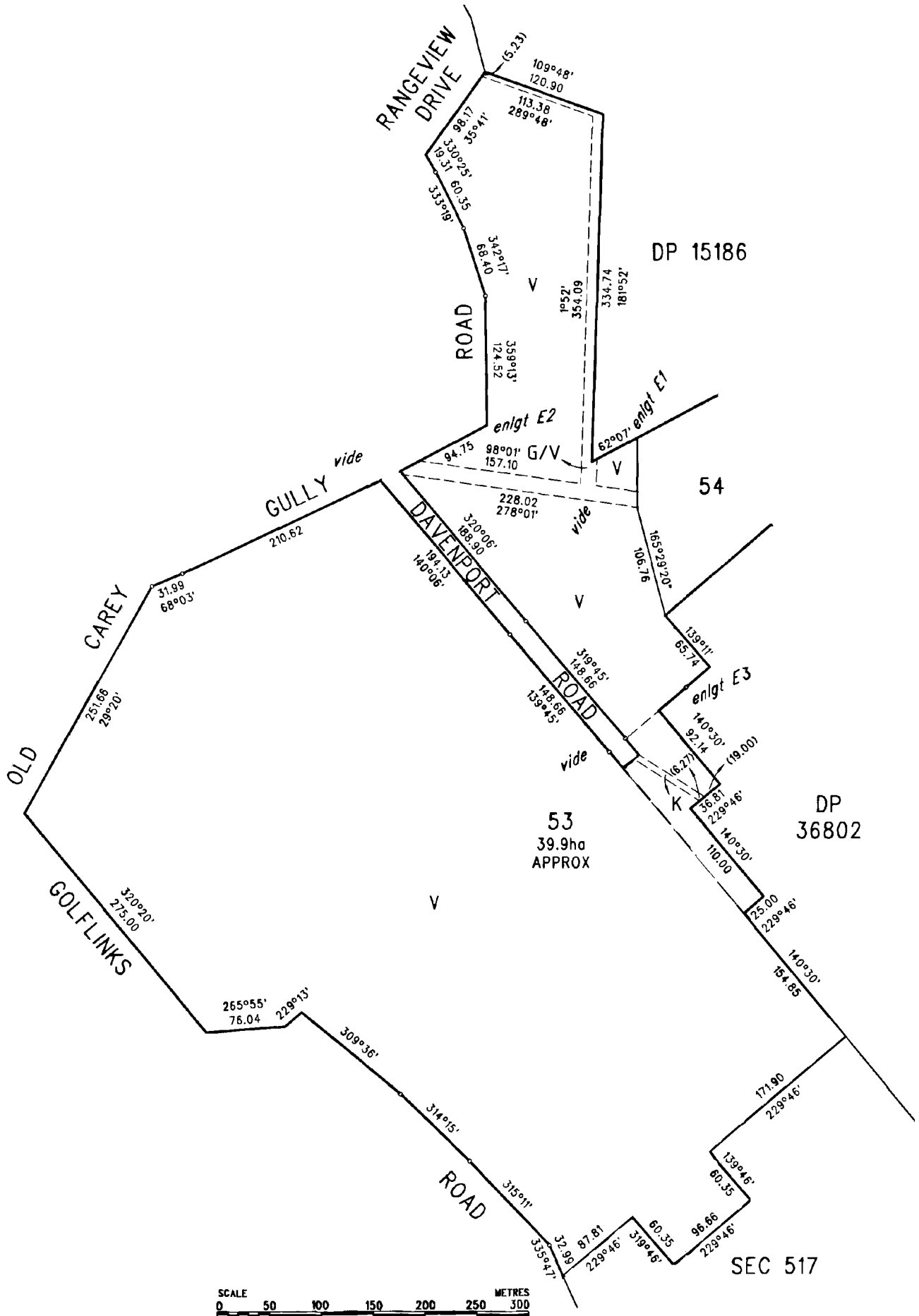
Notations on Plan NIL

Registrar-General's Notes

SUBJECT TO OPEN SPACE PROCLAIMED VIDE GAZETTE DATED 10/07/1975
AMENDMENT TO DIAGRAM VIDE 33/2003

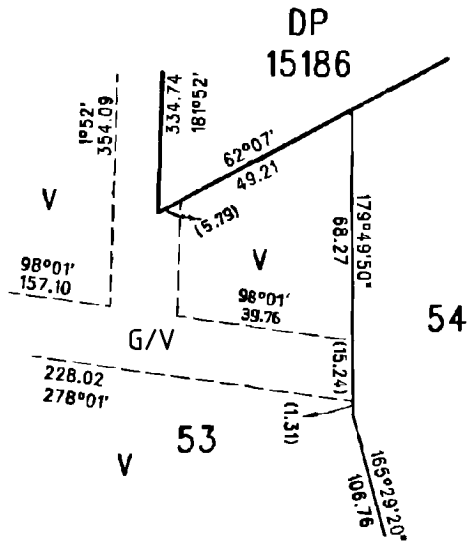
Administrative Interests

SIGNIFICANT ENVIRONMENTAL BENEFIT 2002_2009

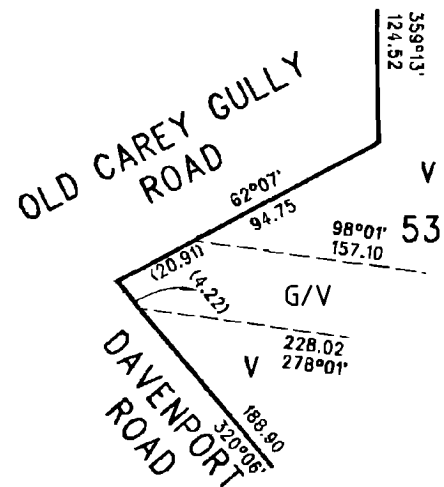




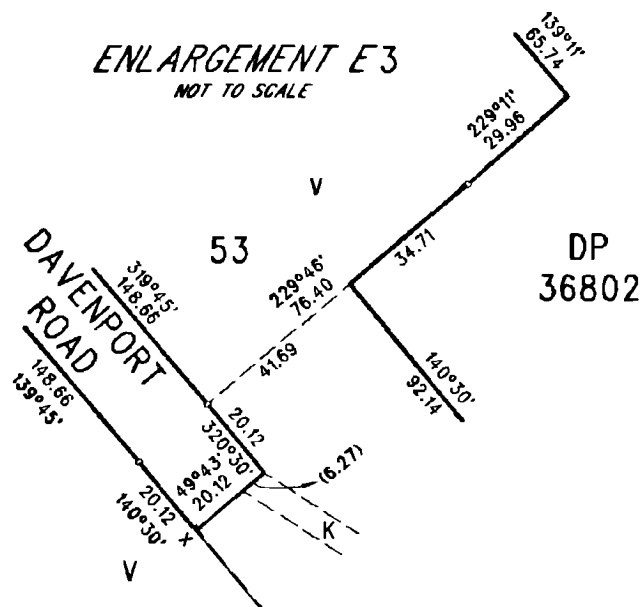
ENLARGEMENT E1
NOT TO SCALE



ENLARGEMENT E2
NOT TO SCALE



ENLARGEMENT E3
NOT TO SCALE



Certificate of Title

Title Reference: CT 5891/805

Status: CURRENT

Parent Title(s): CT 5463/301, CT 5481/560, CT 5530/104, CT 5584/817 AND OTHERS

Dealing(s) Creating Title: VE 9441825, TG 9441828, TG 9441829

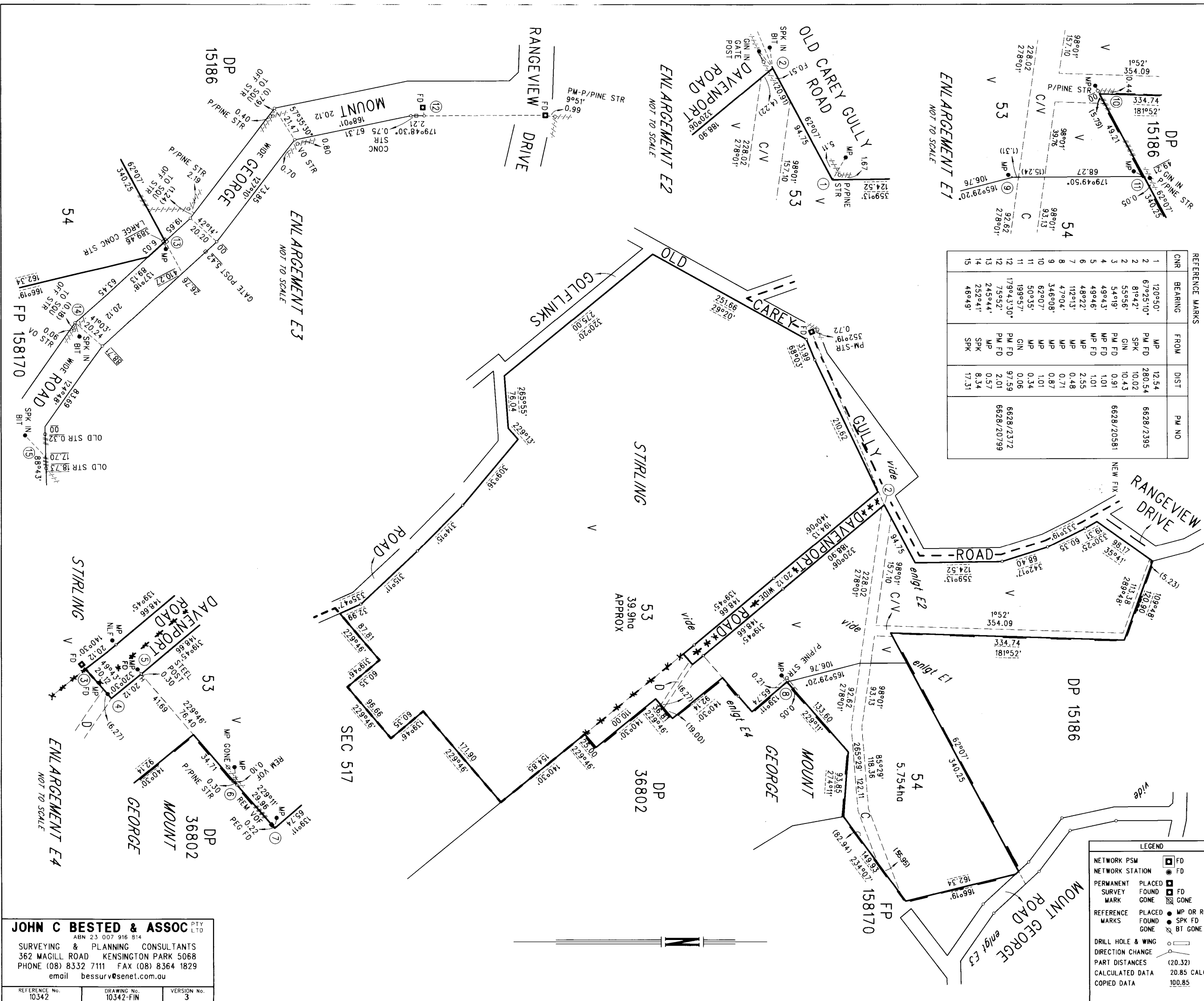
Title Issued: 26/03/2003

Edition: 5

Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
18/06/2021	06/07/2021	13551455	MORTGAGE	REGISTERED	NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)
18/06/2021	06/07/2021	13551454	TRANSFER	REGISTERED	THE MOUNT LOFTY GOLF ESTATE PTY. LTD. (ACN: 625 359 837)
22/05/2020	02/06/2020	13305776	LEASE	REGISTERED	MOUNT LOFTY GOLF CLUB INC.
07/08/2019	22/08/2019	13155180	TRANSFER	REGISTERED	G & J WILLIAMS PROPERTY (VIC) PTY. LTD. (ACN: 163 171 515)
20/03/2013	22/03/2013	11908672	CAVEAT	REGISTERED	MOUNT LOFTY GOLF CLUB INC.
29/01/2007	16/02/2007	10631492	LEASE	REGISTERED	MOUNT LOFTY GOLF CLUB INC.
29/01/2007	16/02/2007	10631491	TRANSFER	REGISTERED	KRALINGEN PTY. LTD. (ACN: 008 129 388)
29/01/2007	16/02/2007	10631490	DISCHARGE OF MORTGAGE	REGISTERED	9754560
15/03/2005	18/03/2005	10185740	TRANSFER OF MORTGAGE	REGISTERED	JOHN WILLIAM WILLIAMS, ROSEMARY ANNE WILLIAMS 9754560
22/12/2003	19/01/2004	9754560	MORTGAGE	REGISTERED	GEOFFREY HUGH STEWART
22/12/2003	19/01/2004	9754559	DISCHARGE OF MORTGAGE	REGISTERED	5087153 7479859 9441830
09/10/2002	27/03/2003	9441830	MORTGAGE	REGISTERED	AUSTRALIA & NEW ZEALAND BANKING GROUP LTD.
07/04/1993	26/11/1993	7479859	MORTGAGE	REGISTERED	AUSTRALIA & NEW ZEALAND BANKING GROUP LTD.
05/08/1983	05/09/1983	5087153	MORTGAGE	REGISTERED	

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
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PLAN NUMBER DP 59212			
THIS IS SHEET 1 OF 1 SHEETS			
DEPOSITED 23 / 7 / 2002		PRO REGISTRAR GENERAL	
ACCEPTED FOR FILING		DEV. No.	
MAP REF. 6628-48-k.q		TITLE SYSTEM REAL PROPERTY ACT	
TITLE REFERENCE		CT 5156 / 869	
O.B./LAST PLAN REF.		TOTAL AREA	
DOCKET No.			
FIELD BOOK No.			
CLOSURE CHECKED A.D.	PLAN EXAMINED G.M.W.	PLAN APPROVED for g.m.w. 3/4/02	P.M.S. APPROVED 3/4/02
IRRIGATION AREA HUNDRED ONKAPARINGA AREAS MOUNT GEORGE & STIRLING COUNCIL THE ADELAIDE HILLS COUNCIL			
PLAN OF DIVISION ALLOTMENT 51 IN DP 36802 OF PART SECTIONS 1118, 1132 & 1133 AND PART BLOCKS 337, 338 & 339			
SCALE 0 50 100 150 200 250 300 METRES			
STATEMENTS CONCERNING EASEMENTS ANNOTATIONS AND AMENDMENTS PORTION OF ALLOTMENTS 53 & 54 MARKED C ARE SUBJECT TO AN EASEMENT TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (T 2520855). PORTION OF ALLOTMENT 53 MARKED D IS SUBJECT TO A FREE AND UNRESTRICTED RIGHT OF WAY. PORTION OF ALLOTMENT 53 MARKED V IS TOGETHER WITH EASEMENTS OVER THE LAND MARKED A & B ON DP 36802 (T 2449260 & T 3235955 RESPECTIVELY). THE EASEMENTS OVER THE LAND MARKED A & B ON DP 36802 (T 2449260 & T 3235955 RESPECTIVELY) ARE TO BE EXTINGUISHED AS REGARDS THE LAND NOW IN ALLOTMENT 54. AREA NAME VIDE DKT 7/2002 PRO R.G. 28/4/2003			
NO OCCUPATION EXISTS ON SURVEYED BOUNDARIES OF SUBJECT LAND UNLESS SHOWN OTHERWISE.			
PCPLANS			
ALL DISTANCES ARE GROUND DISTANCES			
COMBINED SCALE FACTOR ZONE MGA			
BEARING DATUM: ⑩ - ⑬ 62°07' DISTANCE			
DERIVED FROM DP 36802 ADOPTED			
I, GARY WILLIAM NICHOLS licensed surveyor of South Australia do hereby certify - (1) That this plan has been made from surveys carried out by me or under my personal supervision and in accordance with the Survey Act, 1992 (2) That the field work was completed on the 30th day of OCTOBER 2001 excepting for the final placement of survey marks. (strike out if not applicable)			
Date 9/11/01 Licensed Surveyor			

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PHONE (08) 8332 7111 FAX (08) 8364 1829
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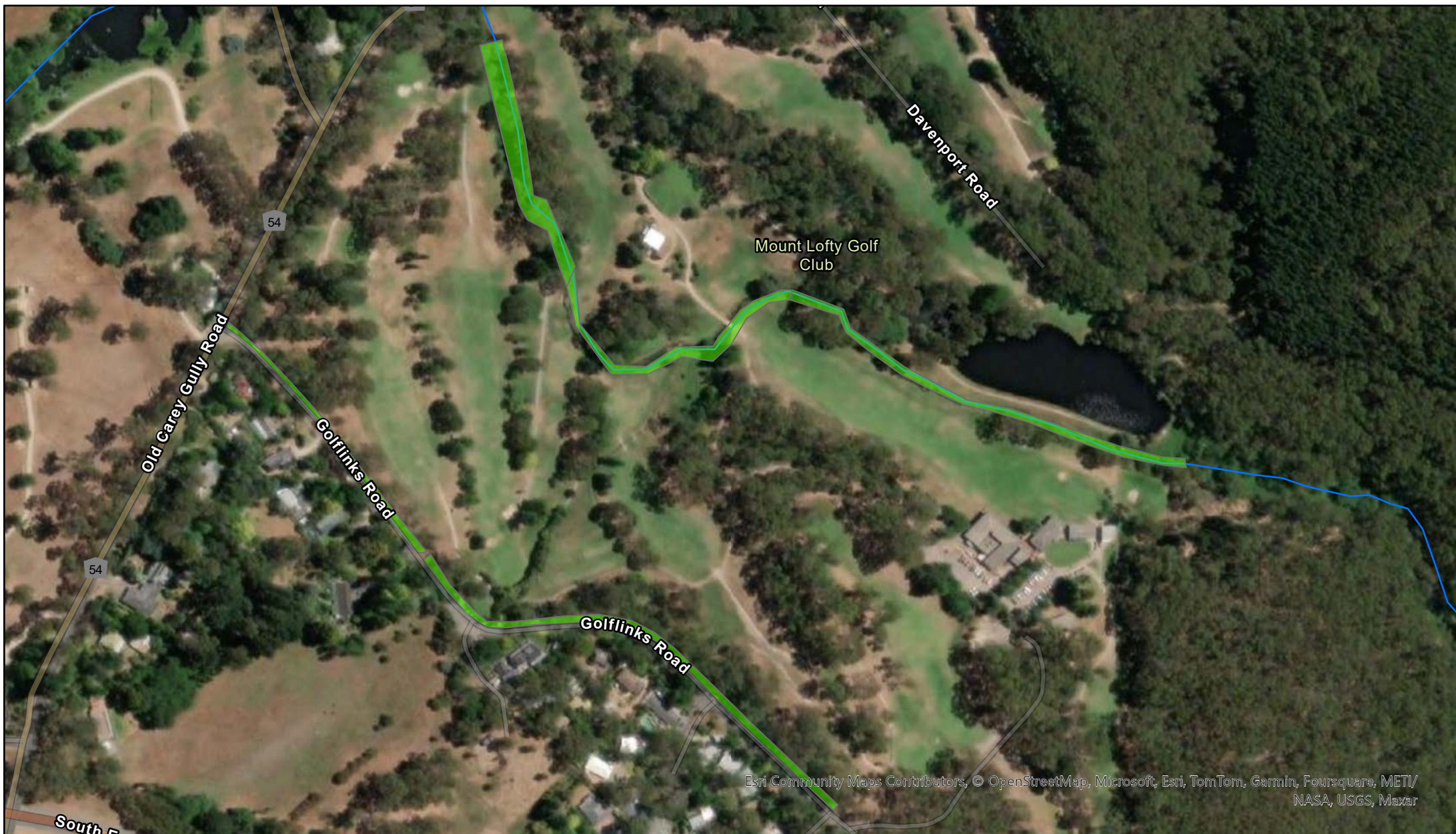
REFERENCE No.
10342

DRAWING No.
10342-FIN

VERSION No.
3

Appendix DD

Cox Creek Revegetation Zones - Oxygen





0 70 140 280
Meters



succession
ecology

Legend

-  Water_courses
-  Revegetation Zones



Produced by: Succession Ecology
Coordinate system: WGS UTM 1984
Web Mercator
Date: 06/03/2024

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Appendix EE

Road Safety Review - Cirqa



GOLFLINKS ROAD, STIRLING

ROAD SAFETY REVIEW



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Road Safety Review

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1. INTRODUCTION

CIRQA has been engaged to undertake road safety review of Golflinks Road, Stirling. The review has been requested to inform further consideration of the major project application for the Stirling (Mount Lofty) Golf Club redevelopment. Noting the dead-end nature of Golflinks Road (east of the golf course access), the review has focussed on the section of Golflinks Road between Old Carey Gully Road and the golf course access point (i.e. the section that will be utilised by the additional movements generated by the proposed development within the golf course site).

The review has included the following tasks:

- inspection of the subject area and associated existing road network;
- a review of available (existing) traffic volume data and crash statistics;
- identification of any road safety issues noted during the inspection consideration of any additional implications associated with the development;
- liaison with Adelaide Hills Council's Civil Service representatives, and
- preparation of this report detailing the review and associated findings.

2. BACKGROUND

2.1 SUBJECT ROAD NETWORK

Golflinks Road is a local road under the care and control of Adelaide Hills Council. Golflinks Road generally comprises an approximately 5.0 m to 6.0 m wide carriageway with a single traffic lane in each direction. The road can be described as 'curvi-linear' with a number of straight sections 'joined' by curves. Roadside vegetation (including large trees) is present in close proximity to the road carriageway. The road is generally unkerbed and not lit with streetlights. The default urban speed limit of 50 km/h applies on Golflinks Road.

The road services approximately 48 residential properties (including those accessed via four culs de sac connecting to Golflinks Road) as well as the Stirling Golf Club and the Mount George Conservation Park.

No Stopping restrictions apply on both sides of Golflinks Road (due to the presence of an unbroken centreline) for the section between Old Carey Gully Road and the Stirling Golf Club access point (further east there is no centreline and parking would be legal on one-side of the road in any given location).

At its north-western end, Golflinks Road forms a priority-controlled T-intersection with Old Carey Gully Road (with priority assigned to Old Carey Gully Road). All turning movements are permitted at this intersection. No separated turn lanes are provided at the intersection. At its south-eastern end, Golflinks Road terminates at a cul de sac.

Four additional T-intersections are located along Golflinks Road, namely Golflinks Close, Muirfield Avenue, Holylake Avenue and St Andrews Avenue. All of these intersections are standard T-intersections with priority assigned to Golflinks Road.

2.2 TRAFFIC VOLUMES

Traffic data recorded by Adelaide Hills Council indicates that the Average Annual Daily Traffic (AADT) volume is in the order of 444 vehicles per day (vpd). In comparison, 'local roads' are typically considered to have upper volume limits in the order of 1,500 to 2,000 vpd (such levels relate to amenity considerations as technical capacity would be higher).

Additional data recorded by Austraffic (on behalf of CIRQA) indicates the existing peak hour volumes are in the order of:

- 47 weekday am peak hour trips (8:00 am to 9:00 am);
- 48 weekday pm peak hour trips (3:00 pm to 4:00 pm); and

- 45 weekend peak hour trips (10:30 am to 11:30 am).

These volumes were recorded at the north-western end of Golflinks Road (at its intersection with Old Carey Gully Road). Noting there is no other 'through access' to the broader road network via Golflinks Road (other than the dead-end culs de sac), volumes would progressively reduce towards the south-east.

2.3 CRASH STATISTICS

The Department for Infrastructure and Transport (DIT) maintain a data base of reported crashes within South Australia (including roads not under the care and control of the Commissioner of Highways). DIT has advised that, within the last 10 years, there have been no reported crashes on Golflinks Road (including mid-block locations and at its intersections with other roads). The crash data does not suggest a notable or significant road safety issue is currently present along Golflinks Road despite its narrow nature and need to accommodate two-way traffic flow including pedestrian, cyclist and commercial vehicle movements.

3. DEVELOPMENT PROPOSAL

A major application has been prepared for a redevelopment of the Stirling Golf Club (to be renamed as the Mount Lofty Golf Estate). The redevelopment proposes to retain (and upgrade) the existing golf facilities as well as result in the construction of new tourist accommodation facilities and supporting (ancillary) hospitality and function components.

The redevelopment is proposed to be accessed via the existing access points on Golflinks Road and Old Carey Gully Road as well as an additional emergency access on Golflinks Road. A total of 257 parking spaces are proposed to be provided within the site as well as a dedicated loading (service and delivery) area.

A detailed Traffic Impact Assessment (TIA) has been prepared by CIRQA in support of the application. The TIA assessment indicates that 290 additional daily movements are anticipated to be distributed via Golflinks Road with up to 70 trips occurring during the peak hour associated with the overall site and its uses. It is highlighted, however, that these volumes have been assessed on a conservative basis (and also assume full occupancy of all uses at one time). Realistic volumes would typically be less than forecast. Nevertheless, these forecasts have been adopted to provide conservatism in the review of the associated impacts on Golflinks Road. Even assessed on a conservative basis, the forecast volumes are within the capacity of Golflinks Road (i.e. total volumes would remain well below the typical amenity limit of 1,500 vehicles per day associated with a local road).

It is also acknowledged that there will be additional commercial vehicle movements associated with the site. However, such vehicles already access the site for servicing, deliveries and bus movements for events (such as weddings). The number of additional movements by such vehicles will be relatively low and would primarily access the site outside of the peak periods of traffic activity on Golflinks Road.

It is pertinent to note that the preparation of the traffic impact assessment in support of the application has taken into account comments provided by Adelaide Hills Council. Liaison has also been undertaken with representatives of Council's Civil Services section in respect to the traffic impacts and proposed infrastructure treatments. It is understood that Council is supported of the treatments proposed (albeit further liaison will be undertaken through detailed design of the treatments to seek relevant approvals and agreements).

4. SAFETY REVIEW

4.1 GEOMETRIC ALIGNMENT

The horizontal alignment of Golflinks Road comprises relatively straight segments 'joined' by horizontal curves. The horizontal curves have radii of approximately 35 m or greater (such radii are not considered excessively tight). In respect to vertical alignment, the road generally grades up from Old Carey Gully Road to its eastern end. Gradients along the road are fairly typical of roads within the Adelaide Hills and not considered to be excessive nor present a notable road safety issue.

The general alignment is considered acceptable, however, it is noted that the road is relatively narrow (including widths in the order of 5.0 m). The available widths generally adequately accommodate two-way flow albeit further commentary in respect to vehicle paths and clearances are provided in Section 4.4 below.

The general horizontal and vertical alignments of Golflinks Road are considered acceptable. It is not considered that alteration (of either the horizontal or vertical alignment) is warranted to accommodate the additional development volumes (nor existing volumes). Further discussion on lane widths is included in Section 4.4.

4.2 SIGHT DISTANCE

Sight distances at side street intersections along Golflinks Road are generally reasonable. There are some locations where roadside vegetation reduces the available sight distance provisions (routine Council maintenance of roadside vegetation should ensure optimisation of sight distance provisions). In addition, there are locations where the road alignment and roadside vegetation limit approach sight distances along Golflinks Road. This is a common occurrence in roads within the Adelaide Hills and does not typically present a notable or significant conflict risk. However, there are locations where the narrower carriageway width (i.e. where it reduces to approximately 5.0 m) and limited approach sight distance increases conflict risk. These locations are considered further in Section 4.4.

Sight distances for movements associated with residential driveways are likely impacted by vegetation in a number of locations. Residents would be able to undertake vegetation trimming to improve sight distance provisions should they consider improvements to sight distance are required.

4.3 SIGNAGE AND LINE MARKING

The existing signage and linemarking provisions along Golflinks Road are generally considered appropriate. However, the following additional provisions

have been identified which could be implemented (for further consideration by Council):

- installation of T-intersection warning signs on approaches to the intersections along the road's length;
- installation of hazard markers where large trees are located in close proximity of the carriageway and on the south-western approach to the slight embankment (and trees) located opposite 26 Golflinks Road;
- installation of additional guide posts with reflective markers (particularly in the vicinity of bends in Golflinks Road);

Noting the development site will be accessible via two locations (Golflinks Road and Old Carey Gully Road), it is also desirable that appropriate wayfinding signage be installed. Directional guide signs could be installed on Old Carey Gully Road in advance of the Old Carey Gully Road access (i.e. to the north of the site) and the intersection of Old Carey Gully Road/Golflinks Road (i.e. to the south of the site). Such signage would minimise the likelihood of drivers utilising Golflinks Road if they should have accessed the site via the Old Care Gully Road access.

4.4 VEHICLE TURN PATHS

As noted above, Golflinks Road varies in width but is generally between 5.0 and 6.0 m wide. Such widths are generally adequate to accommodate the physical two-way passing of vehicles, however, there are a small number of locations where the width and/or horizontal alignment (bends) require additional clearances (particularly for commercial vehicles). Based on a review of survey details for Golflinks Road, the primary location where clearances are limited due to the road alignment is the bend in the vicinity of 26 Golflinks Road.

As part of the preparation of the traffic impact assessment for the proposed development, it was recommended that shoulder sealing be undertaken in select locations/where possible along the northern side of Golflinks Road. Figure 1 illustrates these locations.

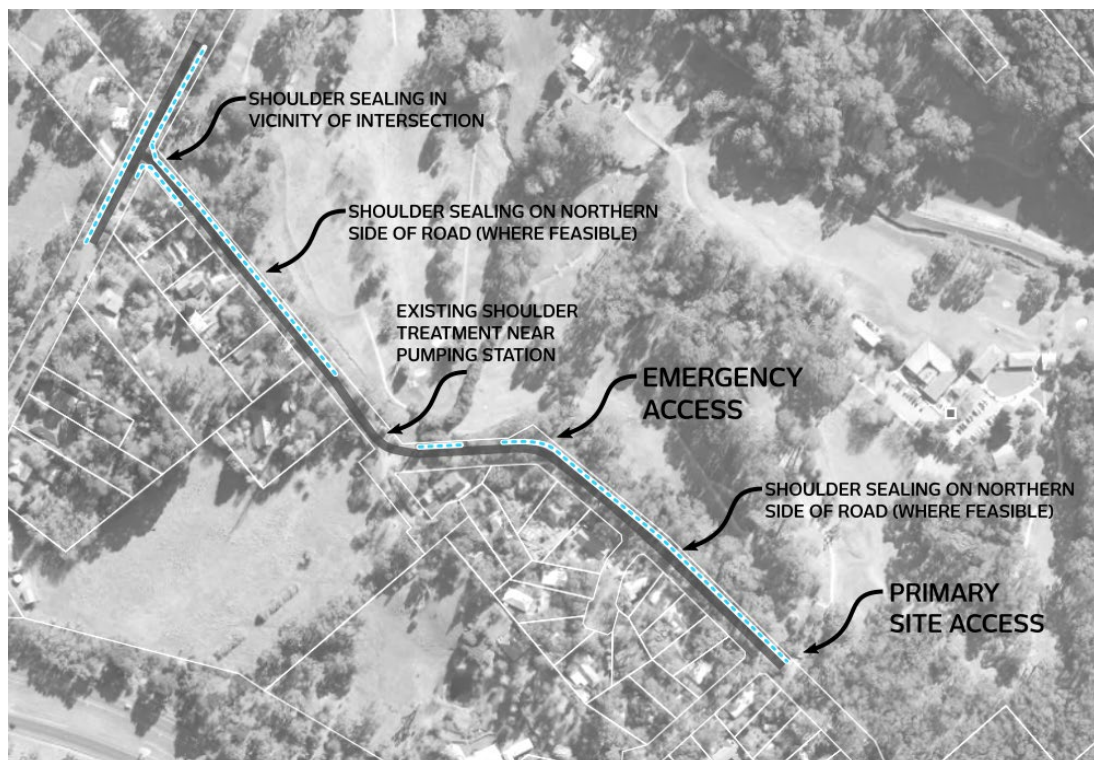


Figure 1 - Opportunities for shoulder sealing along Golflinks Road

The implementation of these recommended works would improve passing clearances on Golflinks Road and reduce conflict risk along it.

4.5 OTHER ROAD USERS

There are no formalised facilities for pedestrian or cyclist movements on Golflinks Road. Given the relatively low volumes (both existing and future should the development proceed), it is considered that cyclists can, generally, share the road safely with vehicles. However, it would be desirable that an alternative arrangement be provided for pedestrians to minimise the extent of carriageway needing to be utilised by such users.

It is understood that the developer has agreed with Adelaide Hills Council to provide a path within the golf course site to provide alternative pedestrian (and cyclist) access to/from the site. The path will be made publicly accessible and will therefore be available to the general public (such as adjacent residents) as well as guests, visitors and staff of the development site. The path will run approximately parallel to the alignment of Golflinks Road (albeit will meander around features such as trees and topographic features). Additional connections between the path and Golflinks Road should be made where possible to ensure residents can easily access the path. The path could also be utilised by cyclists seeking an alternative to riding along Golflinks Road's carriageway.

The provision of such a path will provide a safe option for pedestrian (and cyclist) access (effectively) along Golflinks Road and minimise the need for pedestrians to walk along the road carriageway. This would be a significant benefit to safety for all users (both existing and future) along Golflinks Road.

4.6 ROAD SIDE HAZARDS

There are numerous trees within the vicinity of Golflinks Road carriageway (as is common on roads within the Adelaide Hills). From a pure traffic engineering perspective, it would be desirable that a clear zone be established adjacent to the carriageway to minimise risk for errant vehicles. However, from a holistic perspective, removal of trees is unlikely to be a desirable outcome. As noted above, implementation of measures such as hazard markers and guide posts in key locations is considered sufficient to provide improved delineation of the carriageway.

4.7 CONSTRUCTION ACCESS

During liaison with Council's Civil Services section, it was noted that the primary concern in respect to impacts related to the accommodation of heavy construction vehicles and equipment on Golflinks Road. As detailed in the traffic impact report, it is proposed to minimise impacts on Golflinks Road by:

- utilising the Old Carey Gully Road access for construction vehicle and equipment access as well as construction staff/trades access to the maximum extent feasible. Internal access provisions (including a suitable creek crossing) will need to be implemented for commercial vehicle access to the building sites during construction;
- in the event that access for construction vehicles and/or equipment is required by Golflinks Road (not feasibly achieved via the Old Carey Gully Road access), liaise with Council in respect to the required movements and consider the need for temporary traffic control to accommodate the movements; and
- retain as much construction equipment/plant on-site during the duration of the construction phase to minimise movements by heavy vehicles to/from the site.

It is also noted that the construction access arrangements will be further considered as part of the Construction Environment Management Plan (CEMP). Additional liaison with Council in respect to the CEMP and construction works would be undertaken once a contractor has been engaged and construction methodology has been refined.

5. SUMMARY

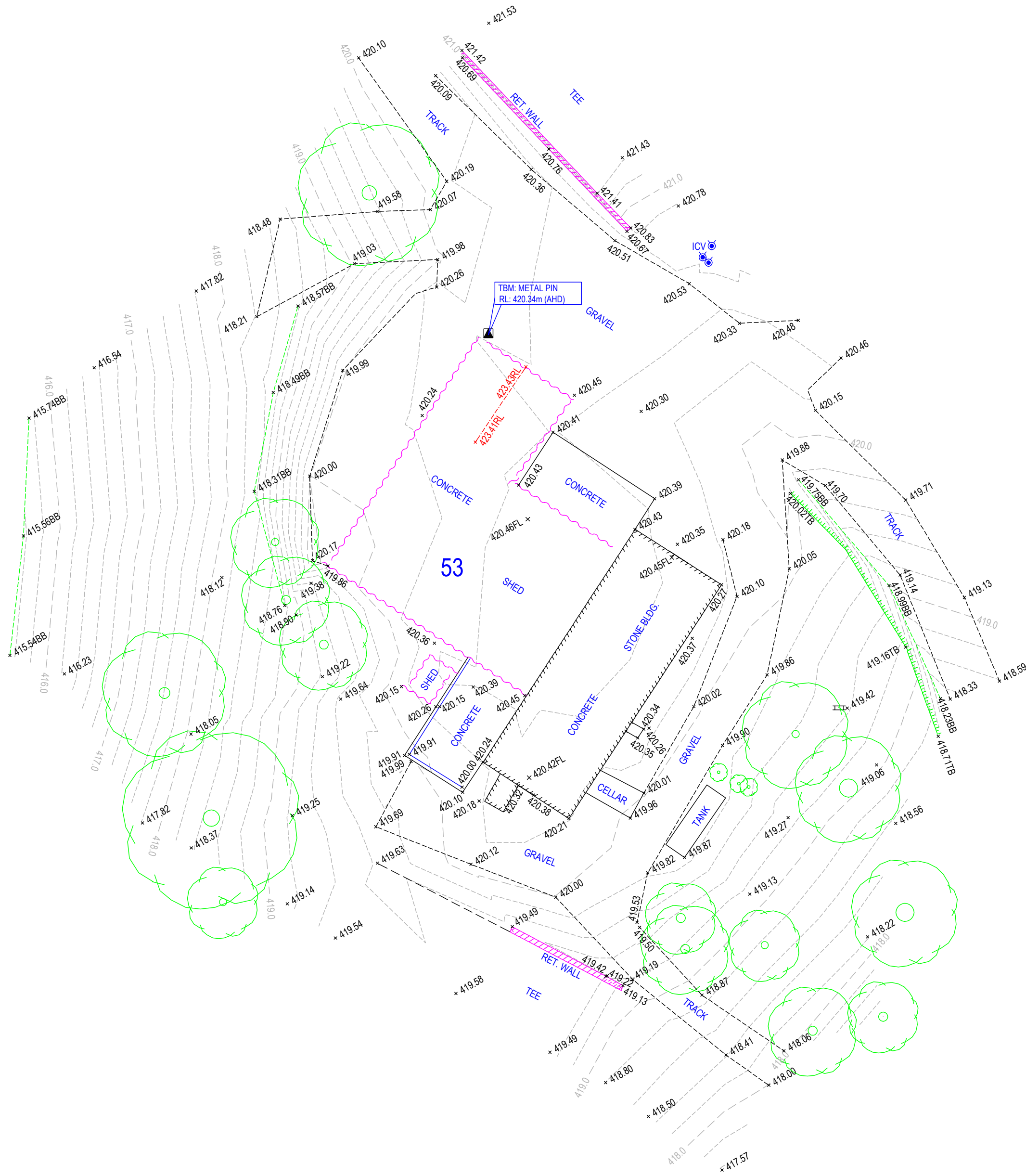
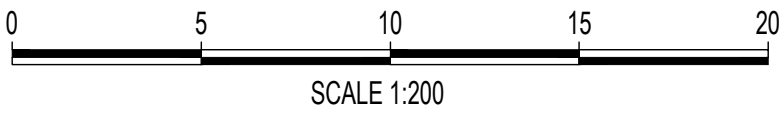
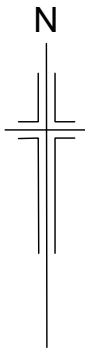
A review of road safety considerations for Golflinks Road has been prepared in conjunction with the traffic impact assessment for the proposed development of the Stirling Golf Club (Mount Lofty Golf Estate) site.

The traffic impact assessment prepared for the application has identified that the additional traffic volumes will be well within the capacity of Golflinks Road. The development proposal would not alter the nature or function of Golflinks Road (i.e. it will remain a 'local road'). Nevertheless, a number of findings in relation to road safety matters for road users have been identified through the safety review and traffic impact assessment processes. Based on the matters identified, the following recommendations have been made to assist with the accommodation of additional traffic generated by the development (as well as the existing use of Golflinks Road):

- implement shoulder sealing on the northern side of Golflinks Road to improve vehicle passing clearances (in the locations identified);
- implement a new path to provide an alternative facility for pedestrian (and cyclists) movements (i.e. to avoid or minimise use of the carriageway of Golflinks Road). It is understood that the applicant will implement such a facility within the development site and that it will be publicly accessible;
- implement appropriate wayfinding signage on Old Carey Gully Road (in advance of the site on both approaches) to direct visitors to the appropriate access point for the development site;
- implement additional hazard markers and guide posts (with reflectors) in the vicinity of trees located in close proximity to the carriageway and horizontal curves in Golflinks Road;
- minimise impact of construction vehicles on Golflinks Road with and
- undertake routine maintenance of Golflinks Road (such as trimming of roadside vegetation) as required (this would be the responsibility of Council).

Appendix FF

Perfumery Detail Survey



PRINTED: DEC. 20, 2022 FILE: 221220 PL13151 STIRLING DET.DWG

LEGEND									
	SURVEY MARK		BRICK PAVERS		GRATING		SIGN POST		FENCE (POST & WIRE)
	G.I. NAIL		WALL		TREE		WM WATER METER		FENCE (GI)
	BOLLARD		STOBIE		CABLE MARKER		ROAD SIGN		UNKNOWN
	ETSA CONN		CENTRE OF CORNICE		TELCO PIT		LP LIGHT POLE		STORMWATER PIPE
	SIP		SMH		GM GAS METER		FP FUSE PIT		SEWER
	FIRE HYDRANT		BANK TOP		ICV IRRIGATION		SW IP		WATER
	FIRE PLUG/STOP VALVE		EDGE BITUMEN		TAP		DP DOWNPIPE		ELECTRICAL
	GRATING		EDGE TRACK		SHRUB		(DO) DOMESTIC OUTLET		TELSTRA
					EDGE CONC				GAS
					VERANDAH				COMMUNICATIONS
					ROOF LINE				
					WALL				
					EDGE VEGETATION				
					BUILDING GI				
					EDGE GARDEN				
					SHRUB				
					ETSA METER				
					BORE				
					EDGE OF CONCRETE				
					WT WATER TABLE				
					TK TOP OF KERB				
					EB EDGE OF BITUMEN				
					RL ROOF LEVEL				
					FL FLOOR LEVEL				
					GL ROOF GUTTER LEVEL				
					EL EAVE LEVEL				
					TW TOP OF WALL				
					BW BOTTOM OF WALL				
					OH OVERHEAD WIRES				

Appendix GG

Visual Lighting Advice - LUCID

MEMORANDUM

To: Trice Project Management

Attention: Tiana Della Putta

From: Martin Stone Reference: LCE21360-007c

Project Name: Mt Lofty Golf Course Estate Redevelopment

Subject: Visual Lighting Advice Assessment Date: 31/05/2024

In response to Planning and Land Use Services (PLUS) request for lighting assessment for the development against the relevant carpark lighting standards, obtrusive lighting requirements, and potential impact to native wildlife we provide the following analysis.

The proposed development includes external vehicle access ways and outdoor circulation spaces that comply with the Australian Standard requirements.

Applicable Standards

The Australian Standards that are considered for the design/installation are as follows:

- AS/NZS1680.0 – Interior and workplace lighting (applicable to external areas part of building egress)
- AS/NZS1158.3.1:2020 – Lighting for roads and public spaced Pedestrian area (Category P) lighting – Performance and design requirement
- AS/NZS 4282:2023 – Control of the obtrusive effects of outdoor lighting
- Department of Climate Change, Energy, the Environment and Water - National Light Pollution Guidelines for Wildlife

Illumination Requirements for Safe Movement

The National Construction Code (NCC) of Australia outlines requirements that areas of a building both internally and immediately outside need to achieve a minimum lighting level of 20 lux to enable the safe movement of occupants. In addition, the Australian standard set AS/NZS1680 provides recommendations for suitable lighting levels for specific functional areas such as circulation areas, entry spaces and corridors. The external areas for this development that would be subject to these requirements have been indicated on Appendix A in red.

The Australian Standard AS/NZS 1158.3.1 sets design category selection criteria for external trafficable areas, parking spaces and pedestrian areas to enable safe movement.

There are 3 different levels of lighting requirements for outdoor car parking facilities which are designated as PC1, PC2, and PC3 where PC1 is the highest and PC3 is the lowest. The selection criteria consider two factors to determine which lighting design requirements category best applies. The two factors are:

- Night-time vehicles and pedestrian movement volume.
- The fear of crime.

Based on our understanding of the project and surrounding environs, we believe that the most suitable category for the outdoor parking facility is PC3 which is the lowest lighting requirements.

The lighting requirements for an AS/NZS 1158.3.1 category PC3 design are:

- Average horizontal illuminance level of 3.5 lux achieved at floor level.

- Minimum horizontal illuminance level of 0.7 lux achieved at floor level.
- Horizontal uniformity of 8 (defined as Max illuminance/Average illuminance).

External areas that would be subject to these requirements have been indicated on Appendix A in blue. In addition minor lighting has been proposed for staff movement from the main facility to the car parking area off Old Carey Gully Road which has been indicated in Orange. The intention is that this lighting will be less than the minimum recommended by the standard with enhanced procedures implemented operationally onsite to ensure safety is maintained to personnel.

Obtrusive Lighting Requirements

The design is required to comply with AS/NZS 4282:2023 for obtrusive lighting requirements which specifies several potential effects of an outdoor lighting installation which includes any exterior or interior lighting that emits directly into the outdoor environment. The relevant effect for this installation will be the 'Effect on Resident' as explained in Clause 2.4.1:

Clause 2.4.1 specifies the following technical factors as reasons for potential obtrusive lighting issue:

- *The illumination from a spill light being obtrusive, particularly where the light enters habitable rooms. This is measured by calculating illuminance on vertical surfaces where the spill light is expected to come from (ie a window in a bedroom).*
- *The direct view of bright luminaires from a normal viewing direction causing annoyance or discomfort. This is measured by the maximum luminous intensity of the luminaires utilised for the design.*
- *Changing in luminance due to effects of moving trees or signage with changing content (ie advertising signages).*

Categories are outlined for the installation areas into 'Environmental Zones' as explained in Table 3.1 in AS4282:2023 standard, each with specific requirements that need to be complied with. Based on our assessment, this location area would qualify as Zone A1 which is an area of "Dark" such as relatively uninhabited rural areas.

Table 3.2 in AS/NZS 4282:2023 specifies Maximum Values of Light Technical Parameters for the different environmental zones.

Zone A1 requires a maximum direct illuminance of 2 lux during the non-curfew hours and maximum of 0.1 lux during the curfew hours at the building line of potentially affected dwelling/s for compliance with AS/NZS 4282:2023, however will be considered at the property boundary in lieu of this requirement.

Zone A1 is also required to achieve a maximum Upward Light Ratio of 0.00 (ie no light output upward above a horizontal plane).

Additional Native Wildlife Considerations:

With reference to the National Light Pollution Guideline for Wildlife, due to the location for the proposed development there is a need to provide an overall lighting design that is sympathetic to the needs of native wildlife and will minimise the impact of light pollution on adjoining areas. It is important that the external lighting design for the development:

- Does not disrupt wildlife within important habitat.
- Allows wildlife to undertake critical behaviours such as foraging, reproduction, and dispersal.

Lighting design will aim to maintain darkness across the majority of the site and minimise any large areas being illuminated for extended periods at night times. In particular, lighting pollution in the direction of the Mount George Conservation Park area will be avoided.

Additional measures that are proposed to be implemented to reduce the impact of lighting on native wildlife:

- External lighting will consist of warmer lighting temperatures (below 3000K) with low amounts of short-wavelength (blue) light content.

- Adaptive lighting controls will be employed in pedestrian areas with presence detection and the ability to dim or completely turn off lighting when areas are not being utilised or during post-curfew operational hours.
- Any lighting long or in close proximity to the building will be placed with consideration for external reflective building elements to avoid inadvertent transmission through reflection.
- Lower intensity / output lighting will be employed in lieu of high output area lighting and where possible located in close proximity to ground level such as long vehicle movement areas.

The following are intended to provide a visual representation of the types of lighting solutions that will be employed to address the concerns relating to native wildlife raised above:



Example of a low output ground light



Example of a warm colour with low content short-wavelength bollard light

The proposed external lighting and control systems serving the Mt Lofty Golf Course Estate development shall be based on the above technical content of this memorandum to ensure compliance with the legislative requirements for safe movement while minimising obtrusive lighting to neighbours and the potential effect on native wildlife.

Through implementation of the recommendations in this memorandum the proposed lighting strategy will be sympathetic to the needs of native wildlife so that darkness remains across the majority of the site. A key feature of the proposal will include avoidance of light pollution in the direction of the Mount George Conservation Park which is supported by the density of surrounding flora and natural gradient of the site terrain.

Regards,

Martin Stone



Associate

Attachments: Appendix A – External Lighting Requirements

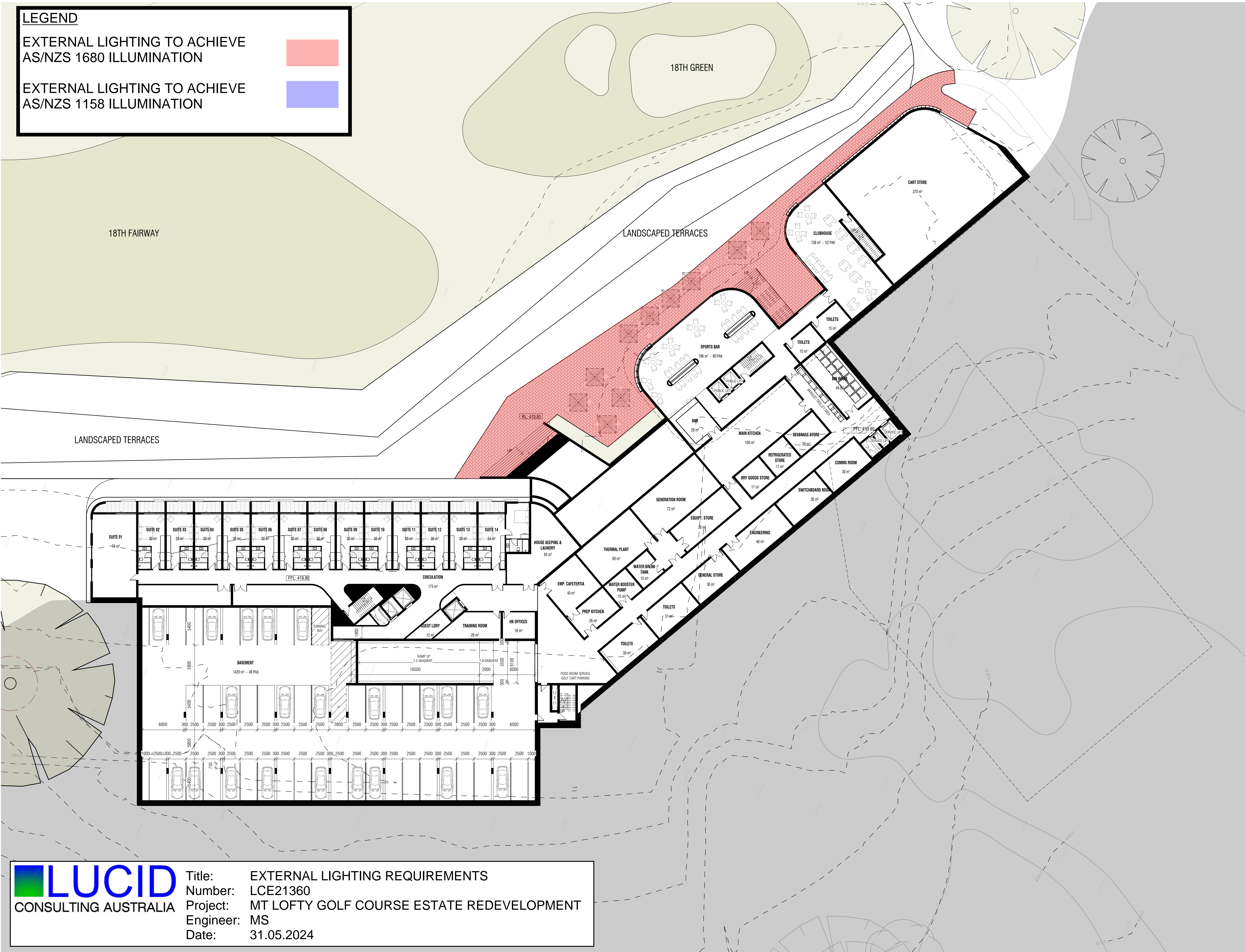


LEGEND

EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1680 ILLUMINATION



EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1158 ILLUMINATION



Title: EXTERNAL LIGHTING REQUIREMENTS
Number: LCE21360
Project: MT LOFTY GOLF COURSE ESTATE REDEVELOPMENT
Engineer: MS
Date: 31.05.2024

HOTEL DEVELOPMENT SUMMARY

35 GOLFLINKS RD, STIRLING, SA

DEVELOPMENT SITE AREA

HOTEL

SUITES	56 SUITES
SERVICED APARTMENT - 2 BED	15 APARTMENTS
SERVICED APARTMENT - 3 BED	15 APARTMENTS
PENTHOUSE APARTMENTS	2 APARTMENTS
TOTAL	88 UNITS

PARKING

CAR SPACES - MAIN BUILDING	200 SPACES
CAR SPACES - PERFUMERY OVERFLOW	20 SPACES

AREA SUMMARY

AREA TYPE	AREA
-----------	------

FACILITIES

BACK OF HOUSE / SERV - LG	1039 m ²
BACK OF HOUSE / SERV - LVL 1	233 m ²
GROUND FLOOR - F&B	325 m ²
GROUND FLOOR - GOLF	429 m ²
LEVEL 1	1393 m ²
LEVEL 2	570 m ²
LEVEL 3	447 m ²
LOWER GROUND	937 m ²
SERVICES CORE-L3	54 m ²
	5426 m ²

FACILITIES CARPARK

FIRST FLOOR CARPARK	1461 m ²
GROUND FLOOR CARPARK	1886 m ²
LOADING BAY	67 m ²
	3413 m ²

HOTEL

GROUND FLOOR	1095 m ²
LEVEL 1	2334 m ²
LEVEL 2	1659 m ²
LEVEL 3	1921 m ²
LOWER GROUND	1149 m ²
	8157 m ²

HOTEL CARPARK

HOTEL CARPARK	1352 m ²
LOWER GROUND CARPARK	1515 m ²
	2867 m ²
Grand total: 19	19864 m ²

No.	Description	Date
A	CONSULTANT REVIEW	20.10.21
B	DA SUBMISSION	01.12.21
C	DA - FURTHER INFORMATION DRAFT	08.09.22
D	DA - FURTHER INFORMATION SUBMISSION	29.11.22
E	DA - FURTHER INFORMATION SUBMISSION	30.03.23
F	ODASA - RESPONSE CHANGES	31.08.23

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PROJECT

MOUNT LOFTY GOLF ESTATE

ADDRESS

35 GOLF LINKS ROAD, STIRLING SA 5152

Scale@A1

Scale@A3

Date:

13.12.23

SHEET NAME

LOWER GROUND FLOOR PLAN

SHEET NO.

REVISION:

TP02

G

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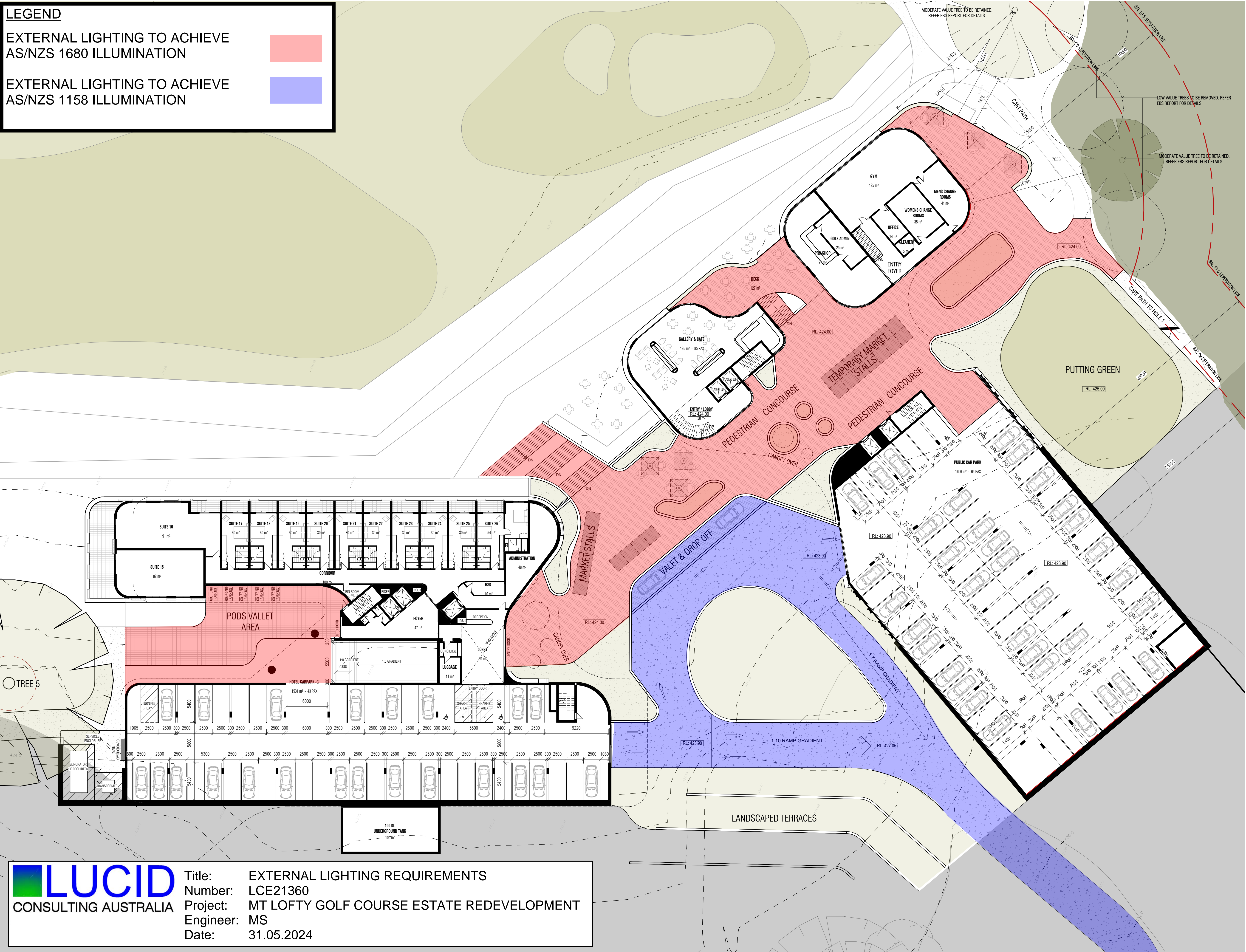


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LEGEND

EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1680 ILLUMINATION

EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1158 ILLUMINATION



LUCID

CONSULTING AUSTRALIA

Title:

Number:

Project:

Engineer:

Date:

EXTERNAL LIGHTING REQUIREMENTS

LCE21360

MT LOFTY GOLF COURSE ESTATE REDEVELOPMENT

MS

31.05.2024

HOTEL DEVELOPMENT SUMMARY

35 GOLFLINKS RD, STIRLING, SA

DEVELOPMENT SITE AREA

HOTEL

SUITES

56 SUITES

SERVICED APARTMENT - 2 BED

15 APARTMENTS

SERVICED APARTMENT - 3 BED

15 APARTMENTS

PENTHOUSE APARTMENTS

2 APARTMENTS

TOTAL

88 UNITS

PARKING

CAR SPACES - MAIN BUILDING

200 SPACES

CAR SPACES - PERFUMERY OVERFLOW

20 SPACES

AREA SUMMARY

AREA TYPE

AREA

FACILITIES

1039 m²

BACK OF HOUSE / SERV - LG

238 m²

BACK OF HOUSE / SERV - LVL 1

325 m²

GROUND FLOOR - F&B

429 m²

GROUND FLOOR - GOLF

1393 m²

LEVEL 1

570 m²

LEVEL 2

447 m²

LEVEL 3

937 m²

LOWER GROUND

54 m²

SERVICES CORE-L3

5426 m²

FACILITIES CARPARK

1461 m²

FIRST FLOOR CARPARK

1886 m²

GROUND FLOOR CARPARK

67 m²

LOADING BAY

3413 m²

HOTEL

1095 m²

GROUND FLOOR

2334 m²

LEVEL 1

1659 m²

LEVEL 2

1921 m²

LEVEL 3

1149 m²

LOWER GROUND

8157 m²

HOTEL CARPARK

1352 m²

HOTEL CARPARK

1515 m²

LOWER GROUND CARPARK

2867 m²

Grand total: 19

19864 m²

No.

Description

Date

A

CONSULTANT REVIEW

20.10.21

B

DA SUBMISSION

01.12.21

C

DA - FURTHER INFORMATION DRAFT

08.09.22

D

DA - FURTHER INFORMATION SUBMISSION

29.11.22

E

DA - FURTHER INFORMATION SUBMISSION

30.03.23

F

ODASA - RESPONSE CHANGES

31.08.23

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PROJECT

MOUNT LOFTY GOLF ESTATE

ADDRESS

35 GOLF LINKS ROAD, STIRLING SA 5152

Scale@A1

Scale@A3

Date:

13.12.23

SHEET NAME

GROUND FLOOR PLAN

SHEET NO.

TP03

REVISION:

G

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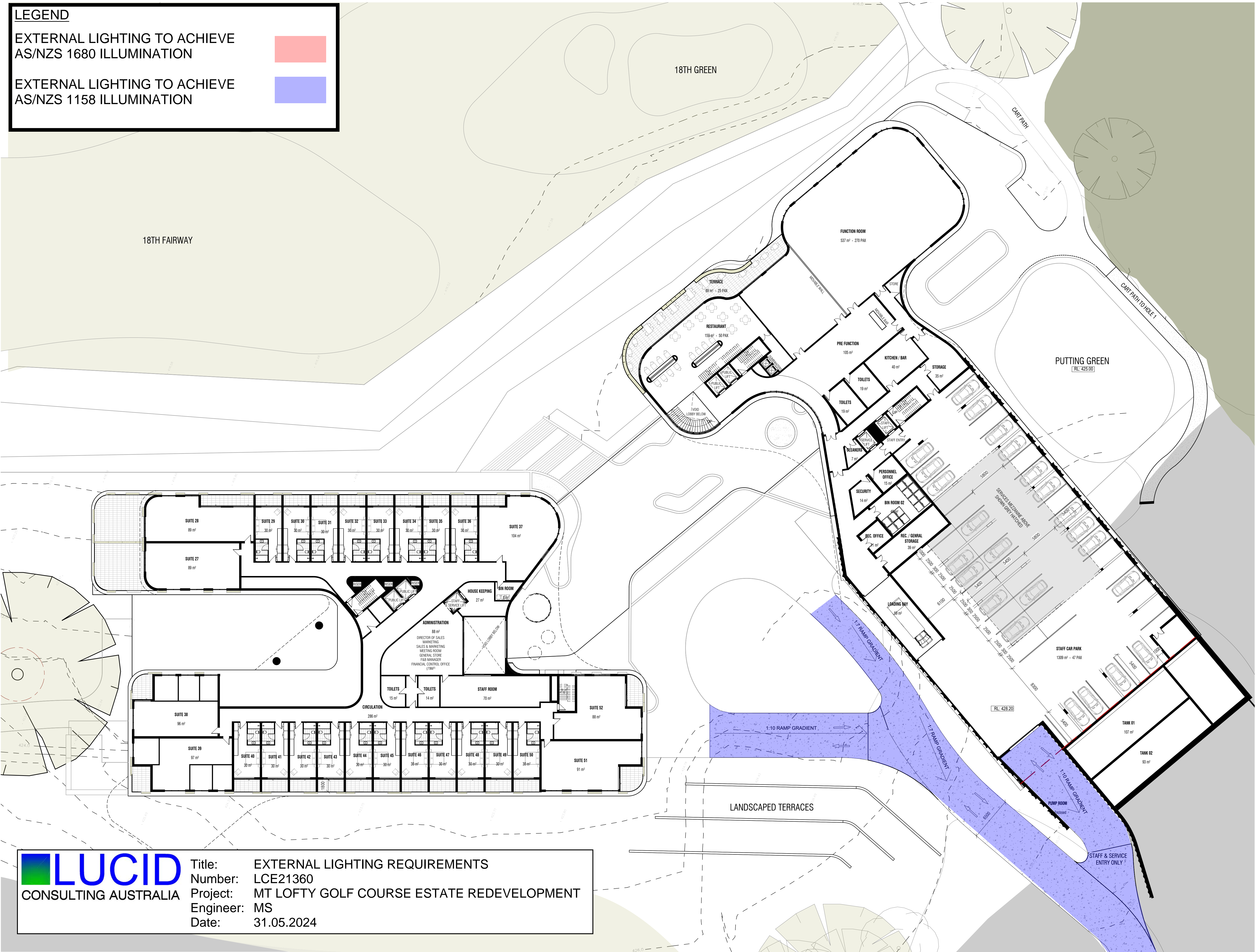
ph: 8802 8229 e: info@rarchitect.com.au

LEGEND

EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1680 ILLUMINATION



EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1158 ILLUMINATION



Title: EXTERNAL LIGHTING REQUIREMENTS
Number: LCE21360
Project: MT LOFTY GOLF COURSE ESTATE REDEVELOPMENT
Engineer: MS
Date: 31.05.2024

HOTEL DEVELOPMENT SUMMARY

35 GOLFLINKS RD, STIRLING, SA

DEVELOPMENT SITE AREA

HOTEL

SUITES	56 SUITES
SERVICED APARTMENT - 2 BED	15 APARTMENTS
SERVICED APARTMENT - 3 BED	15 APARTMENTS
PENTHOUSE APARTMENTS	2 APARTMENTS
TOTAL	88 UNITS

PARKING

CAR SPACES - MAIN BUILDING	200 SPACES
CAR SPACES - PERFUMERY OVERFLOW	20 SPACES

AREA SUMMARY

AREA TYPE	AREA
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FACILITIES

BACK OF HOUSE / SERV - LG	1039 m ²
BACK OF HOUSE / SERV - LVL 1	233 m ²
GROUND FLOOR - F&B	325 m ²
GROUND FLOOR- GOLF	429 m ²
LEVEL 1	1393 m ²
LEVEL 2	570 m ²
LEVEL 3	447 m ²
LOWER GROUND	937 m ²
SERVICES CORE-L3	54 m ²
	5426 m ²

FACILITIES CARPARK

FIRST FLOOR CARPARK	1461 m ²
GROUD FLOOR CARPARK	1886 m ²
LOADING BAY	67 m ²
	3413 m ²

HOTEL

GROUND FLOOR	1095 m ²
LEVEL 1	2334 m ²
LEVEL 2	1659 m ²
LEVEL 3	1921 m ²
LOWER GROUND	1149 m ²
	8157 m ²

HOTEL CARPARK

HOTEL CARPARK	1352 m ²
LOWER GROUND CARPARK	1515 m ²
	2867 m ²
Grand total: 19	19864 m ²

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F	ODASA - RESPONSE CHANGES	31.08.23

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PROJECT

MOUNT LOFTY GOLF ESTATE

ADDRESS

35 GOLF LINKS ROAD, STIRLING SA 5152

Scale@A1

Scale@A3

Date: 13.12.23

SHEET NAME

LEVEL 1 PLAN

SHEET NO.

REVISION:

TP04

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LEGEND

EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1680 ILLUMINATION



EXTERNAL LIGHTING TO ACHIEVE
AS/NZS 1158 ILLUMINATION



Title: EXTERNAL LIGHTING REQUIREMENTS
Number: LCE21360
Project: MT LOFTY GOLF COURSE ESTATE REDEVELOPMENT
Engineer: MS
Date: 31.05.2024

HOTEL DEVELOPMENT SUMMARY

35 GOLFLINKS RD, STIRLING, SA

DEVELOPMENT SITE AREA

HOTEL

SUITES	56 SUITES
SERVICED APARTMENT - 2 BED	15 APARTMENTS
SERVICED APARTMENT - 3 BED	15 APARTMENTS
PENTHOUSE APARTMENTS	2 APARTMENTS
TOTAL	88 UNITS

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CAR SPACES - MAIN BUILDING	200 SPACES
CAR SPACES - PERFUMERY OVERFLOW	20 SPACES

AREA SUMMARY

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FACILITIES

BACK OF HOUSE / SERV - LG	1039 m ²
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HOTEL

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Grand total: 19

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PROJECT

MOUNT LOFTY GOLF ESTATE

ADDRESS

35 GOLF LINKS ROAD, STIRLING SA 5152

Scale@A1

Scale@A3

Date:

13.12.23

SHEET NAME

LEVEL 2 PLAN

SHEET NO.

REVISION:

TP05

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Appendix II

Accommodation and Visitor Market Analysis – Hudson Howells



Mount Lofty Golf Estate Accommodation and Visitor Market Analysis

March 2024

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Image on front cover: Trice (source)

1 INTRODUCTION

The Stirling Golf Club was founded by five members of the Royal Adelaide Golf Club in 1925 and was originally named Mount Lofty Golf Estate. The project vision is to revitalise the club and upgrade the property to a world class resort whilst bringing back the original name, preserving its cultural and historic importance for the future. The Mount Lofty Golf Estate development is proposed to cost a total of \$86 million over a three year period. It will include the development of a hotel with suites, serviced apartments, a function room, restaurant sports bar, gallery and café, and wellness centre with a gym and spa treatment rooms. In addition to the hotel, the proposed development includes private retreats/pods, refurbishment and extension of the perfumery, improvements to the 18-hole golf course, refurbished function facilities and clubhouse, new pro-shop including a gym and change rooms, and 257 car parking spaces.

Trice has been engaged by Mount Lofty Golf Estate Pty Ltd (the Applicant) to support the lodgement of a Development Application for the proposed development.

This report includes an accommodation needs analysis to determine the size of the current accommodation market in relation to the proposed development located on the Stirling Golf Course, Golf Links Road, Stirling. The information contained in this report is sourced from publicly available data with relevant sources noted.



Source: Trice

2 LOCATION AND CONTEXT

2.1 The Adelaide Hills Tourism Region

The Adelaide Hills Tourism Region as defined by the Australian Bureau of Statistics comprises eight Statistical Area 2 (SA2) regions - Adelaide Hills, Aldgate-Stirling, Hahndorf-Echunga, Lobethal-Woodside, Mount Barker, Mount Barker Surrounds, Nairne, and Uraidla-Summertown (refer Map 2.1).

The Adelaide Hills Tourism Region stretches from Kersbrook and Gumeracha to the north, Harrogate and Callington to the east, Macclesfield and Meadows to the south, and Greenhill and Woodforde in the west. The region is well-known for its historic township of Hahndorf, over fifty wineries and distilleries, farms and orchards, and food experiences, in addition to providing a base to explore the popular regions surrounding the city including the Barossa and McLaren Vale.

2.2 Site Location and Access

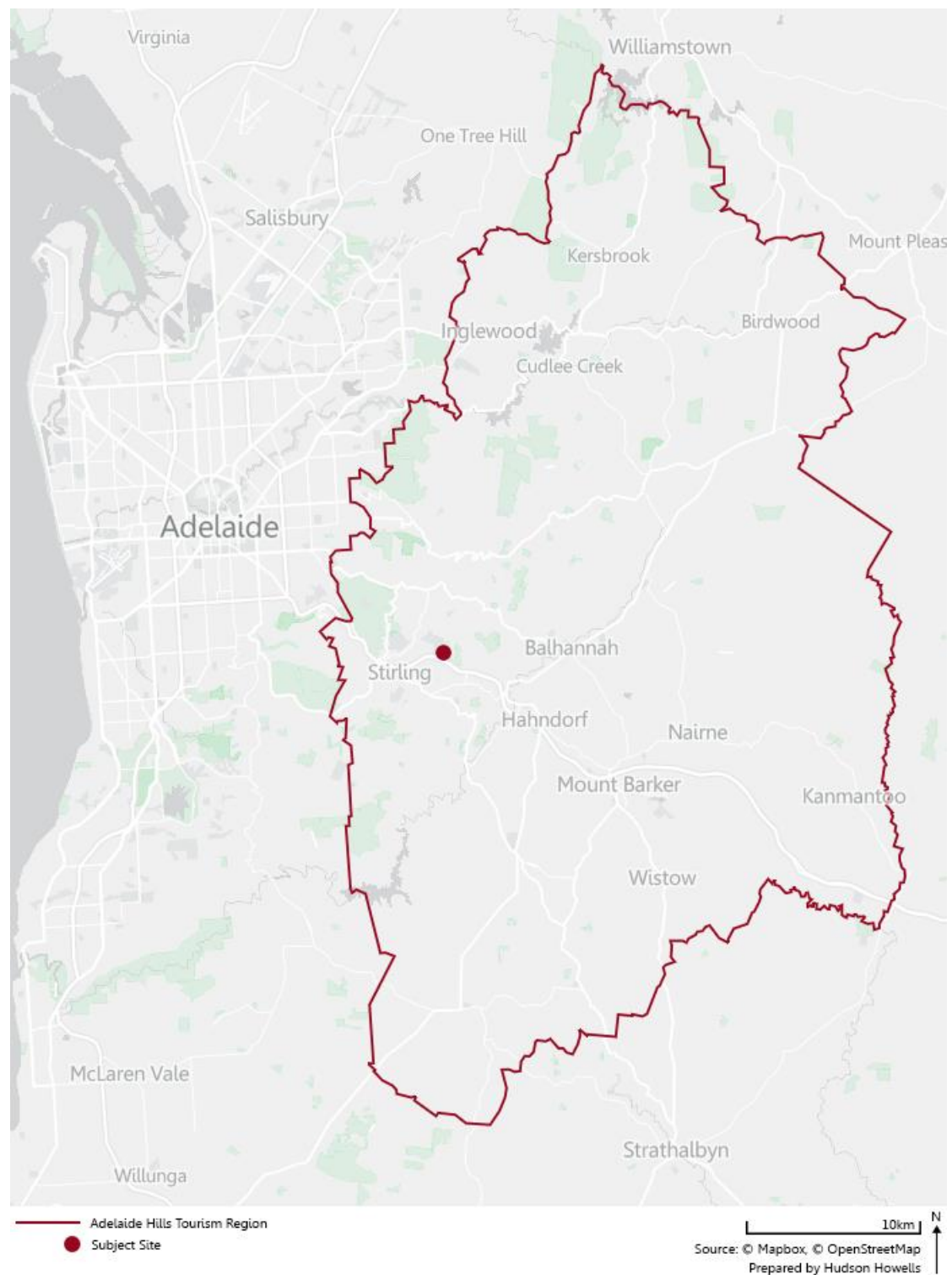
The township of Stirling is approximately 14km south-east of Victoria Square in the Adelaide Central Business District (CBD). The subject land is located approximately 2.5 kilometres north-east of the Stirling post office and approximately 250 metres north of the South Eastern Freeway.

The subject site is an irregular shaped parcel with frontages to Old Carey Gully Road, Rangeview Drive and Golf Links Road. The site comprises a single allotment with a combined area of approximately 39.9 hectares. Land uses adjacent to the site include Mount George Conservation Park to the east, rural residential to the south and rural production land to the west (refer Map 2.2).

The site currently includes an 18-hole golf course with associated members facilities, gymnasium, bars, and function rooms supported by a commercial kitchen. The Golf Course and Club Rooms are leased by the Stirling Golf Club. The facility also includes five motel-style accommodation rooms. The Stirling Golf Club hosts functions and weddings (for up to 300 guests) as well as regular events.

The land contains the Local Heritage Perfumery building, which was a former Scent Factory.

Map 2.1 – Adelaide Hills Tourism Region



Map 2.2 – Local Context



2.3 The Proposed Development

The proposed development is for tourist accommodation and golf course and associated club facilities (ancillary bar, gymnasium and function rooms), together with landscaping, subdivision, tree and native vegetation removal (refer Images 2.1 and 2.2).

The proposed development is summarised as follows:

- > Construction of a 3-5 level tourist accommodation building comprising 56 units, 15 two bedroom serviced apartments, 15 three bedroom serviced apartments and 2 penthouse serviced apartments. Together with, back of house, plant storage and maintenance areas, function room, restaurant and external terrace, sports bar, gallery and cafe and wellness centre.
- > Adaptive reuse of the Local Heritage Perfumery building as a retail, cafe and multipurpose function space.
- > Golf course facilities building - 2-5 level building comprising function facilities, cart storage and clubhouse, pro-shop, administration areas, gym and change rooms.
- > Retention of the 18-hole golf course with improvements.

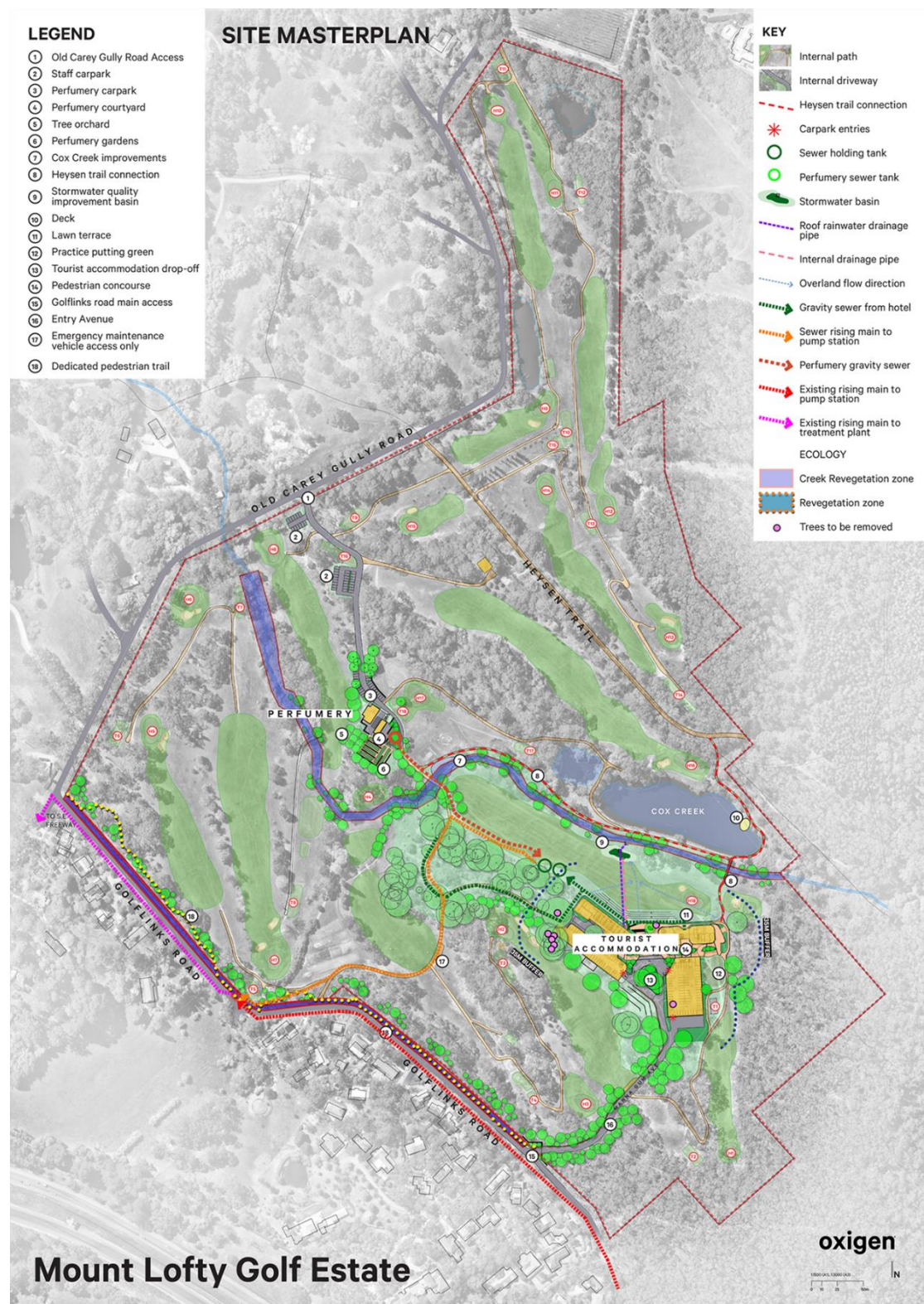
- > Car Parking, access and waste management including a total of 257 car parking spaces and dedicated areas for staff and the perfumery.
- > Subdivision of the land (1 into 3) allotments to formalise the areas for tourist accommodation, golf course facilities building and balance of the site for leasing purposes.
- > Stormwater detention basin, creek and lake restoration activities including planting natives in the beds, erosion control works and creek crossings.
- > Construction of entry wall and new entry signage at the existing Golflinks Road entry.
- > New dedicated pedestrian trail adjacent Golflinks Road.

Image 2.1 – Existing view towards proposed clubrooms



View of the 18th hole towards the facilities building and new clubrooms. Source: Trice

Image 2.2 – Site Masterplan



3 VISITOR MARKET

Tourism to South Australia has returned to pre-pandemic levels in the year ending June 2023, after disruptions in 2020 and early 2021, including bushfires, international and state border closures, and mobility restrictions in the state. Domestic overnight trips and domestic nights in South Australia have increased when compared to June 2022 (+24% and +20% respectively). In the year to June 2023, visits to regional Tourism Regions as a proportion of South Australian visits decreased compared to the previous two years, reflecting a return to the 'Adelaide-centric' experience in the past .

Key attractions within the region include food and wine, and cultural and art festivals. The Adelaide Hills Tourism Region is a perfect base for those visitors wanting to explore nearby regions, such as Adelaide, the Barossa, and Fleurieu Peninsula, which are in close proximity and ideal half-day and full-day tour destinations.

Points of interest within the Adelaide Hills Tourism Region include:

- > 50+ cellar doors
- > Belair National Park
- > Big Rocking Horse, Gumeracha
- > Gorge Wildlife Park
- > Hahndorf
- > Morialta Conservation Park
- > Mount Lofty Botanic Gardens
- > National Motor Museum
- > SteamRanger Heritage Railway
- > Warrawong Wildlife Sanctuary
- > Woodhouse Activity Centre

3.1 Tourism Plans and Strategies

3.1.1 South Australian Visitor Economy Sector Plan 2030

The South Australian Tourism Commission launched the 'South Australian Visitor Economy Sector Plan 2030' in 2019, setting a bold ambition to grow the South Australian visitor economy to \$12.8 billion by 2030 and to generate an additional 16,000 jobs.

The 'South Australian Visitor Economy Sector Plan 2030' identifies six priority action areas for the State to achieve 2030 targets and grow the South Australian tourism industry:

- > Marketing.
- > Industry capability.
- > Experience and supply development.
- > Leisure and business events.
- > Collaboration.
- > Promoting the value of tourism.

As indicated in the Plan, visitor expenditure in South Australia was \$6.8b in the year to December 2018, representing substantial growth towards the then ambitious target of \$8.0b by December 2020 set in the previous South Australian Tourism Plan. The 'South Australian Visitor Economy Sector Plan 2030' seeks to continue this strong momentum and unprecedented growth for the next decade, pushing the industry towards contributing \$12.8b by 2030. This will result in significant, long term impacts upon the South Australian economy, driving wealth creation, investment, and a well-deserved sense of pride in South Australia.

We note that growth in visitor expenditure is well on the way to reaching this ambitious goal, with visitor expenditure reaching \$10.2b in the year ending September 2023.

Key external factors identified that can affect the South Australian tourism industry in the near future include:

- > Growth in Eastern markets, including China.
- > Shorter stays.
- > The expectation for 'On Demand' services.
- > Australia's aging population.
- > A more diverse visitor mix.
- > More connected through the digital economy.

3.1.2 South Australian Regional Visitor Strategy 2025

The 'South Australian Regional Visitor Strategy 2025', published February 2021, was developed during a time of unprecedented uncertainty. Despite the severe disruption of drought, bushfires and COVID-19, regional tourism in South Australia is proving its resilience. The 2025 South Australian Regional Visitor Strategy builds upon the legacy and successes of the 2020 strategy and aligns with the State's 2030 Visitor Economy Sector Plan pillars and priorities.

The strategy draws together the needs and aspirations of all South Australia's regions. It recognises that each region has specific opportunities and challenges. Each region's summary details a concise list of actions and areas of collaboration required to meet regional targets.

Adelaide Hills' priority is to build a resilient and sustainable industry that capitalises on its proximity to Adelaide. The region aims to convert more visitors to stay overnight, encourage day trippers to linger longer, spend more and grow repeat visitation. Of key importance is understanding and meeting changing visitor needs via regional experiences, events and strong marketing in a post-bushfire and pandemic environment.

Examples of Adelaide Hills priorities following the 2030 Visitor Economy Sector Plan pillars and priorities include:

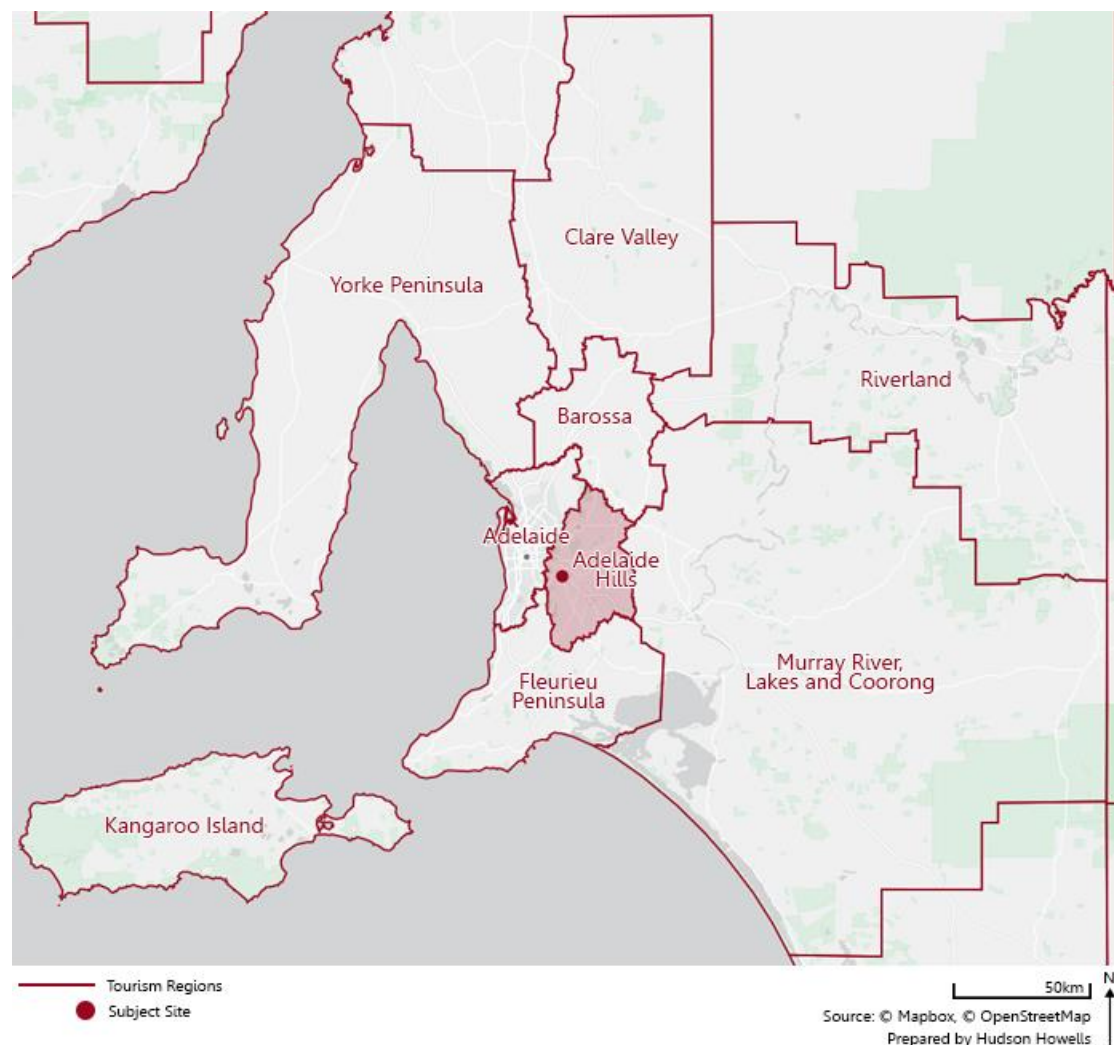
- Marketing: Encourage greater mid-week visits from all groups (corporate, sporting and incentives) and regenerate interstate and international markets.
- Experience and supply development: encourage unique accommodation linked to trails, nature, wildlife, food, beverage, and wellness.
- Collaboration: encourage partnerships between local tourism operators via industry networking events and cross-promotion.
- Industry capability: research and expand the health and wellbeing sector by becoming an incubator for State-wide industry development and positioning the region as a wellness hub.
- Leisure and business events: drive greater mid-week opportunities from business meetings and events.

3.2 Visitation to Adelaide Hills Tourism Region

Map 3.1 outlines the boundaries of both the Adelaide Hills Tourism Region and the inner regional Tourism Regions surrounding the Adelaide Hills region.

The most recent detailed tourism data available for the Adelaide Hills Tourism Region is sourced from Tourism Research Australia's National and International Visitor Surveys in the year to June 2023 (unless stated otherwise).

Map 3.1– Inner Regional Tourism Regions



Adelaide ranks highest in number of domestic overnight visits, followed by Fleurieu Peninsula and Flinders Ranges and Outback. Tables 3.1 and 3.2 and Charts 3.1 to 3.6 illustrate the key characteristics of domestic and international visitors to the regional tourism regions (excluding the Adelaide Tourism Region) to June 2023:

- > In the year to June 2023, the Adelaide Hills region attracted 3.2% of domestic overnight visits to regional South Australia and 3.3% of visitor nights, equating to 162,000 visits and 518,000 visitor nights.

- > The most popular reason for visitation by overnight visitors to the Adelaide Hills region was holiday (49%) with a further 46% visiting friends and relatives, compared to 55% and 24% for regional South Australian tourism regions, respectively.
- > Historically, there have been an average annual 162,000 overnight visits and 452,000 visitor nights in the Adelaide Hills Tourism Region in the ten years to June 2023, reflecting an average annual increase over this time of 1.9% and 3.2% per year respectively.
- > The most popular form of accommodation used by domestic overnight visitors to the Adelaide Hills Tourism Region in the year to June 2023 was staying in the home of friend or relative (39% of visitors compared to 30% of all regional tourism regions). A further 20% of visitors stayed in caravan or camping grounds while visiting (compared to 13% of all regional tourism regions).
- > Of regional tourism regions, Fleurieu Peninsula was the most popular region for day trip visitors (29%), more than double the Adelaide Hills, the next most popular region for day trip visitors (13% or 1,305,000 day visitors).
- > Historically, the Adelaide Hills Tourism Region has had an average 1,193,000 annual day trip visitors in the ten years to June 2023, reflecting an average annual increase in day trip visitors of 3.2% per year over this time.
- > In the year to June 2023, the Adelaide Hills Tourism Region attracted 3.1% of the 357,000 international visitors who came to South Australia, with the 11,000 international visitors spending 219,000 nights in the region (2.3% of visitor nights in South Australia).
- > The average stay for international visitors in the Adelaide Hills Tourism Region in the year to June 2023 was 19.9 days, the longest length of days of all regional tourism regions. In comparison, the next longest length of days was in the Flinders Ranges and Outback (17.5 days) and 14.5 days in the Riverland.

Table 3.1– Domestic and International Visitor Summary by Regional Tourism Region, 2023

	Adelaide Hills	Barossa	Clare Valley	Eyre Peninsula	Fleurieu Peninsula	Flinders Ranges and Outback	Kangaroo Island	Limestone Coast	Murray River, Lakes and Coorong	Riverland	Yorke Peninsula	Total Regional
Domestic Overnight Visits¹												
- Visits ('000)	162	333	172	561	836	828	176	681	399	338	564	5,050
% of regional travel	3.2%	6.6%	3.4%	11.1%	16.6%	16.4%	3.5%	13.5%	7.9%	6.7%	11.2%	
- Visitor Nights ('000)	518	699	363	2,055	2,425	3,635	705	1,741	921	1,016	1,712	15,790
% of regional travel	3.3%	4.4%	2.3%	13.0%	15.4%	23.0%	4.5%	11.0%	5.8%	6.4%	10.8%	
- Average Stay (nights)	3.2	2.1	2.1	3.7	2.9	4.4	4.0	2.6	2.3	3.0	3.0	3.1
Domestic Overnight Visits by Reason of Visit¹												
- Holiday	77	159	109	193	536	326	123	346	197	262	410	2,738
	49%	50%	55%	37%	68%	39%	72%	55%	52%	63%	68%	55%
- VFR	72	117	71	154	199	120	14	159	67	76	134	1,183
	46%	37%	36%	30%	25%	14%	8%	25%	18%	18%	22%	24%
- Business	5	39	10	131	40	356	33	96	96	66	53	925
	3%	12%	5%	25%	5%	43%	19%	15%	25%	16%	9%	18%
- Other	4	4	9	40	13	34	1	27	20	12	5	169
	3%	1%	5%	8%	2%	4%	1%	4%	5%	3%	1%	3%
Day Trip Visitors¹	1,305	1,044	388	350	2,831	593	77	941	1,105	446	774	9,854
	13.2%	10.6%	3.9%	3.6%	28.7%	6.0%	0.8%	9.5%	11.2%	4.5%	7.9%	
International Visits²												
- Visits ('000)	11	9	5	12	22	19	24	33	6	4	6	151
% of regional travel	7.3%	6.0%	3.3%	7.9%	14.6%	12.6%	15.9%	21.9%	4.0%	2.6%	4.0%	
- Visitor Nights ('000)	219	77	31	133	230	333	88	247	66	58	56	1,538
% of regional travel	14.2%	5.0%	2.0%	8.6%	15.0%	21.7%	5.7%	16.1%	4.3%	3.8%	3.6%	
- Average Stay (nights)	19.9	8.6	6.2	11.1	10.5	17.5	3.7	7.5	11.0	14.5	9.3	10.2

Year ending June 2023.

1. Source: Tourism Research Australia, National Visitor Survey (year ending June 2023)

2. Source: Tourism Research Australia, International Visitor Survey (year ending June 2023)

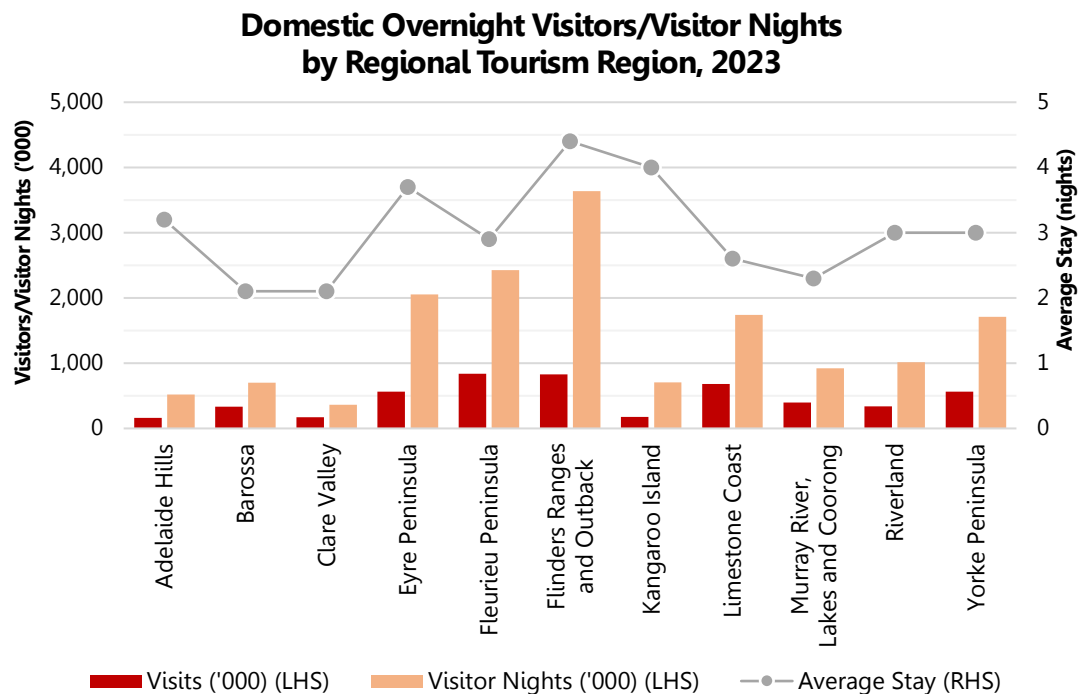
Table 3.2– Domestic Overnight Visits and Day Trip Visits to Adelaide Hills Tourism Region, 2014 - 2023

	Domestic Travellers						Day Trips	
	Overnight trips ('000)		Visitor nights ('000)		Average stay in nights			
2014	137		391		2.9		981	
2015	131	-3.9%	344	-12.1%	2.6	-10.3%	968	-1.3%
2016	179	+35.8%	375	+8.9%	2.1	-19.2%	1,305	+34.8%
2017	187	+4.5%	591	+57.7%	3.2	+52.4%	1,126	-13.7%
2018	168	-9.8%	608	+2.8%	3.6	+12.5%	1,210	+7.5%
2019	196	+16.8%	537	-11.6%	2.7	-25.0%	1,337	+10.5%
2020	145	-26.2%	290	-46.1%	2.0	-25.9%	1,456	+8.9%
2021	185	+27.6%	557	+92.3%	3.0	+50.0%	1,238	-15.0%
2022	134	-27.5%	309	-44.5%	2.3	-23.3%	1,007	-18.6%
2023	162	+20.8%	518	+67.6%	3.2	+39.1%	1,305	+29.6%

Year ending June 2023.

Source: Tourism Research Australia, National Visitor Survey (year ending June 2023)

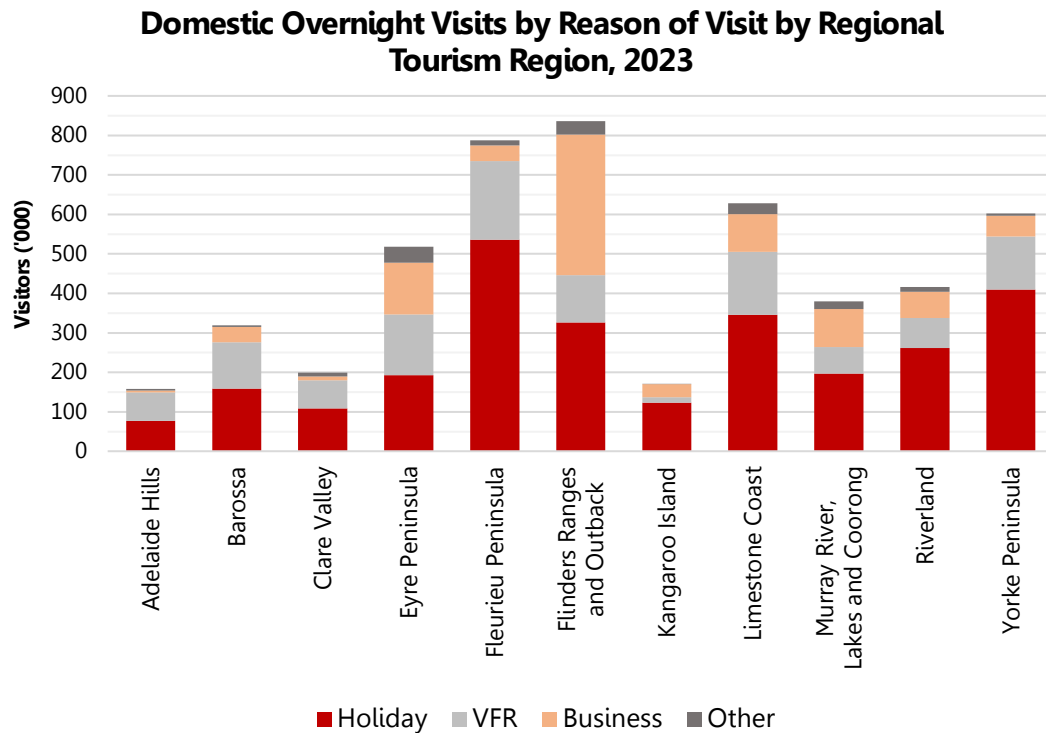
Chart 3.1 – Domestic Overnight Visitors/Visitor Nights by Regional Tourism Region, 2023



Year ending June 2023.

Source: Tourism Research Australia, National Visitor Survey (year ending June 2023)

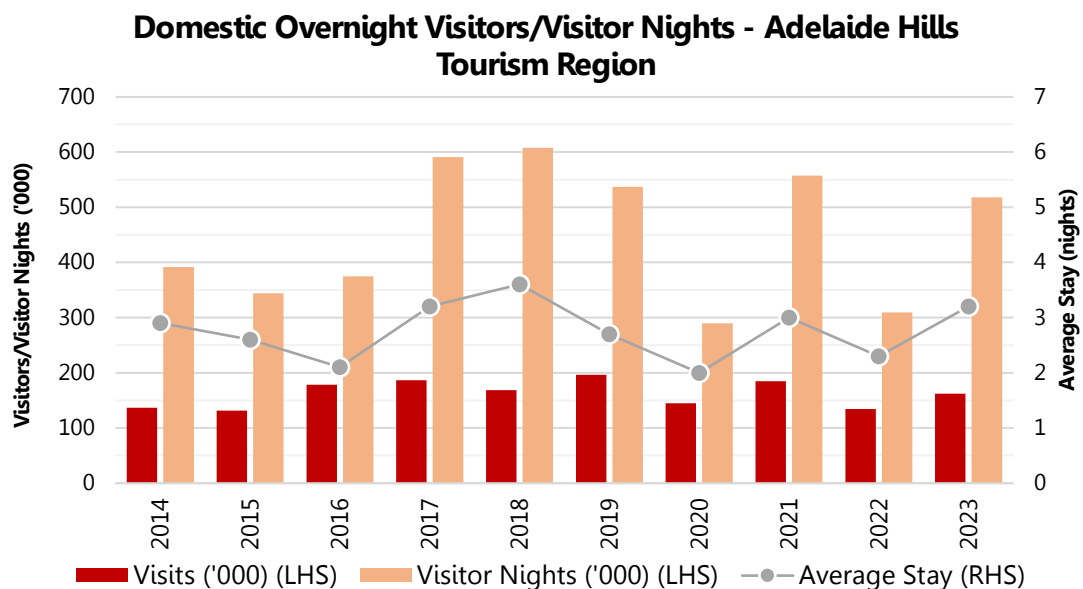
Chart 3.2 – Domestic Overnight Visits by Reason of Visit by Regional Tourism Region, 2023



Year ending June 2023.

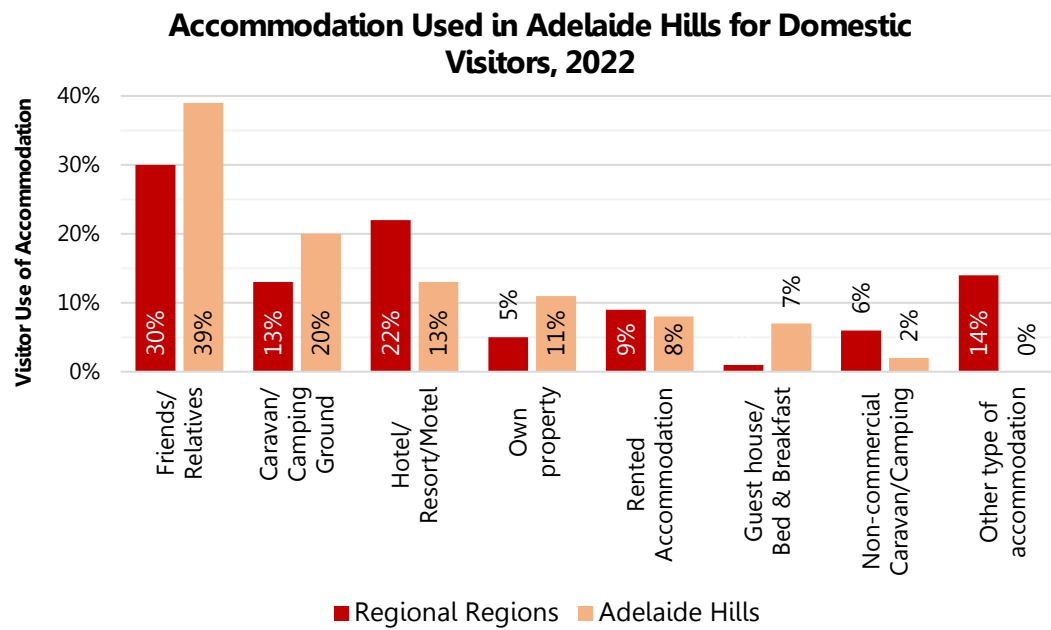
Source: Tourism Research Australia, National Visitor Survey (year ending June 2023)

Chart 3.3 –Domestic Overnight Visitors/Visitor Nights in Adelaide Hills Tourism Region, 2014 - 2023



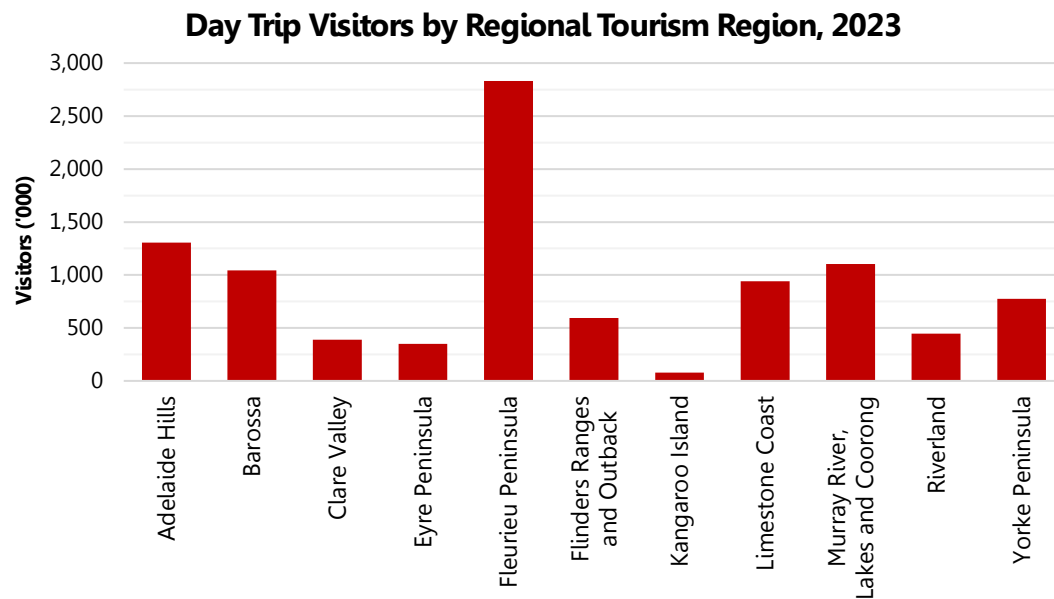
As at June.

Source: Tourism Research Australia, National Visitor Survey (year ending June 2023)

Chart 3.4 – Domestic Overnight Visitor Use of Accommodation in Adelaide Hills, 2023

Year ending December 2022.

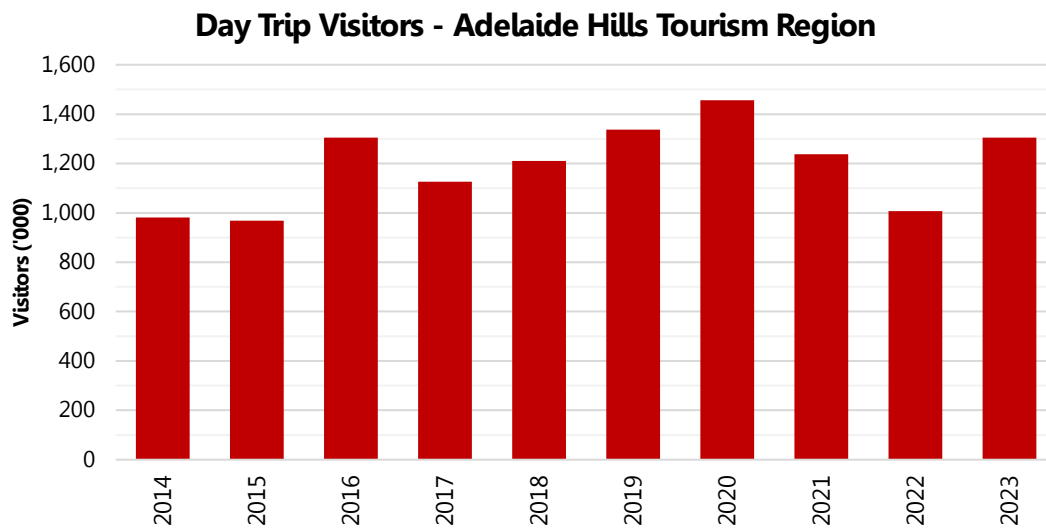
Source: South Australian Tourism Commission, Adelaide Hills Regional Profile (year ending December 2022)

Chart 3.5 – Day Trip Visits by Regional Tourism Region, 2023

Year ending June 2023.

Source: Tourism Research Australia, National Visitor Survey (year ending June 2023)

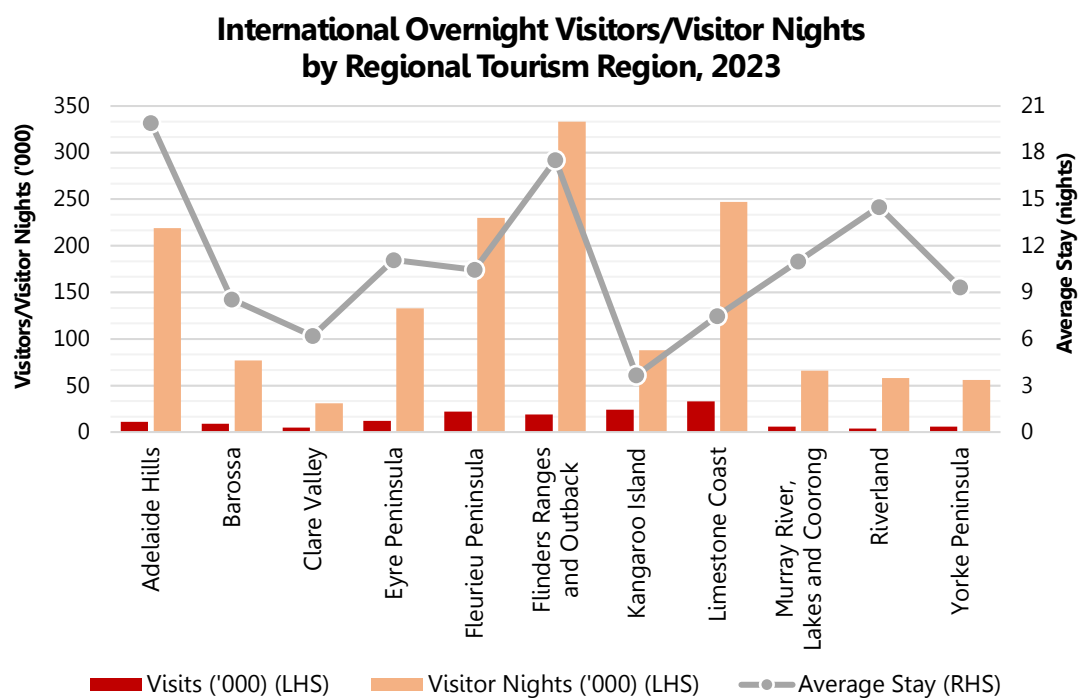
Chart 3.6 –Day Trip Visits to Adelaide Hills Tourism Region, 2014 - 2023



As at June.

Source: Tourism Research Australia, National Visitor Survey (year ending June 2023)

Chart 3.7 – International Overnight Visitors/Visitor Nights by Regional Tourism Region, 2023



Year ending June 2023.

Source: Tourism Research Australia, International Visitor Survey (year ending June 2023)

3.3 Forecast Domestic Visitation

Tourism Research Australia released 'Tourism forecasts for Australia - 2023 to 2028' in November 2023. These forecasts document how the domestic tourism industry expects to recover from the pandemic-induced downturn. Five-year forecasts are provided for individual states and territories as well as nationally.

The following analysis does not include forecasts for international tourism, as these forecasts are provided at a whole country level. Forecasts present a positive outlook for growth in international arrivals over the next 5 years. The outlook for international arrivals growth has been revised higher relative to that presented previously. However, it is still expected to take until 2025 for international arrivals to surpass the prepandemic level.

Table 3.3 outlines forecast visitor nights for South Australia for the ten years to 2028 (year ending December), including the last ten years of actual data for both South Australia and Adelaide Hills Tourism Region (TR) and five years of forecast data for South Australia.

In the five years to 2028, visitor nights in South Australia are forecast to increase by an average 2.6% per annum for total visitors.

Table 3.3– Forecast Visitor Nights, 2014 to 2028

		Adelaide Hills TR	South Australia	Adelaide Hills as % SA	SA per annum growth (%)
Actual ¹	2014	391	19,660	2.0%	
	2015	344	20,495	1.7%	4.2%
	2016	375	21,686	1.7%	5.8%
	2017	591	21,546	2.7%	-0.6%
	2018	608	24,159	2.5%	12.1%
	2019	537	26,732	2.0%	10.6%
	2020	290	22,535	1.3%	-15.7%
	2021	557	24,173	2.3%	7.3%
	2022	309	21,835	1.4%	-9.7%
	2023	518	26,307	2.0%	20.5%
Forecast ²	2023		26,076		
	2024		26,642		2.2%
	2025		27,452		3.0%
	2026		28,233		2.8%
	2027		28,965		2.6%
	2028		29,695		2.5%

1. Year end June. Source: Tourism Research Australia, National Visitor Survey (year ending June 2023).

2. Year end December. Source: Tourism Research Australia, 'Domestic Tourism Forecasts 2023 to 2028', published November 2023.

4 ACCOMMODATION MARKET

This section of the report provides the findings from desktop research undertaken on the accommodation market within the Adelaide Hills Tourism Region.

The Australian Accommodation Monitor (AAM) measures and tracks the performance of the Australian accommodation industry. STR, a global data analytics provider, conducts the AAM each financial year. As of October 2019, the AAM is solely published by STR. Prior to 2019, the ABS released 'Tourist Accommodation, Australia' quarterly until Jun 2016. Further research has been conducted on the accommodation market through access to accommodation booking websites and hotel chain websites.

The most recent accommodation data available for the Adelaide Hills Tourism Region was released September 2023, but was not provided for the 2020 and 2021 financial years.

This study focuses on the Adelaide Hills overnight accommodation market (excluding 'Bed & Breakfast' accommodation) of competitive relevance to a quality accommodation offer at the Mount Lofty Golf Estate.

4.1 Adelaide Hills Accommodation

The motel accommodation market in the Adelaide Hills Tourism Region is characterised by premium offers in Mount Lofty/Crafers, motels clustered in Hahndorf, and hotel accommodation in smaller townships (refer Map 4.1).

Table 4.1 and Chart 4.1 illustrated the variation in quality and price of accommodation within the Adelaide Hills. Price for overnight accommodation is based on a one night stay on 11th September 2024 to remove any increases in tariffs due to seasonality increases (e.g., school holidays, Christmas).

To 2022, occupancy rates remained steady in the tourism accommodation market within the Adelaide Hills Tourism Region, increasing to 73.1% in the year to June 2023 (+9.9% between June 2018 and June 2023). A change in the average daily rate (ADR) of \$73.95 between 2022 and 2023 is reflected in the revenue per available room (RevPAR), increasing by \$65.20 in the same period (refer Table 4.2).

Map 4.1– Accommodation Locations, Adelaide Hills Tourism Region

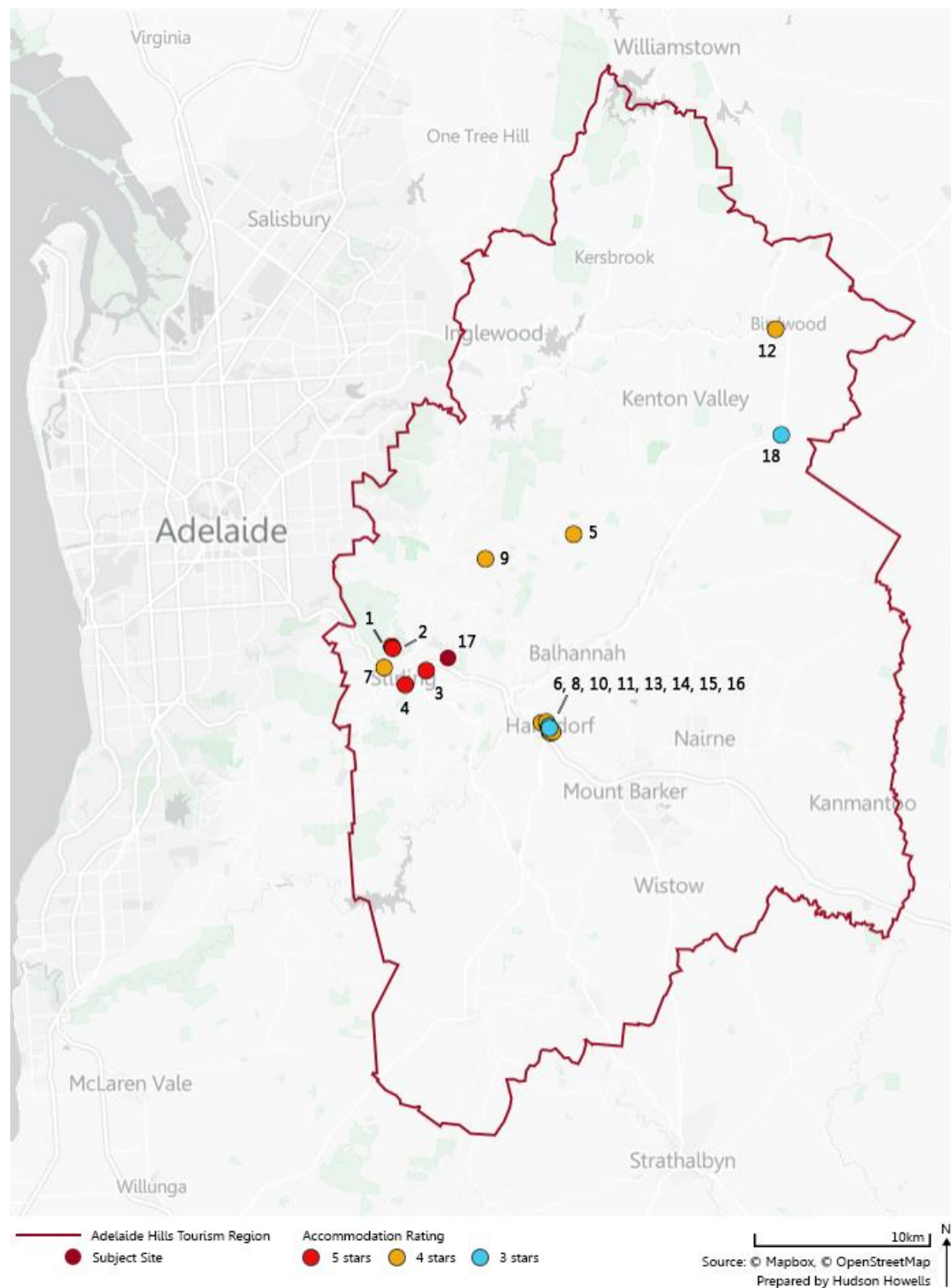


Table 4.1– Accommodation Comparison, Adelaide Hills Tourism Region

Index	Accommodation	Rating	Suburb	Rooms	Price Range
1	Sequoia Lodge	5	Crafers	14	\$1,541
2	Mount Lofty House	5	Crafers	30	\$499 - \$775
3	Sticky Rice Villas	5	Stirling	3	\$440 - \$479
4	Stirling Hotel	5	Stirling	5	\$300 - \$350
5	Pavilions at Lenswood	4	Lenswood	6	\$412 - \$712
6	The Studios by Haus	4	Hahndorf	14	\$204 - \$489
7	Crafers Hotel	4	Crafers	7	\$284 - \$343
8	Amble at Hahndorf	4	Hahndorf	3	\$230 - \$320
9	The Manor Basket Range^	4	Basket Range	12	\$238 - \$300
10	Oak Tree Cottages	4	Hahndorf	6	\$230 - \$240
11	The Manna by Haus	4	Hahndorf	51	\$159 - \$244
12	Birdwood Motel	4	Birdwood	5	\$160 - \$180
13	Hahndorf Old Mill*	4	Hahndorf	22	\$100 - \$200
14	The Lodge by Haus	4	Hahndorf	19	\$139 - \$154
15	Stables Inn Boutique Hotel	3	Hahndorf	5	\$159 - \$269
16	Hahndorf Motel	3	Hahndorf	7	\$179 - \$189
17	Stirling Golf Club	3	Stirling	5	\$180 - \$180
18	Mount Torrens Hotel	3	Mt Crawford	8	\$65 - \$90

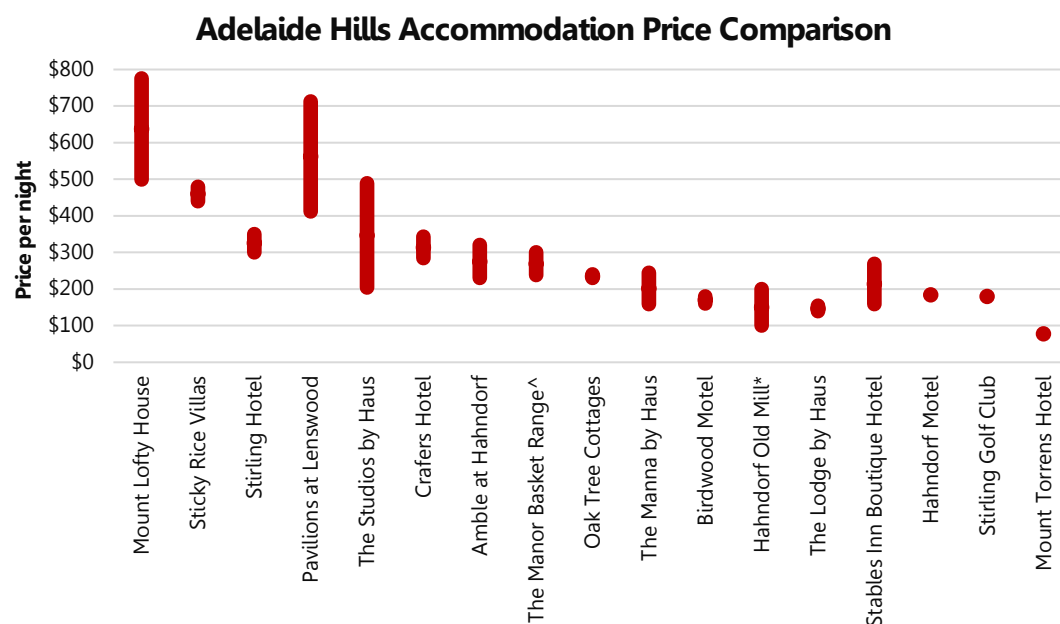
Note: Price range of accommodation based on one night accommodation for one guest on 11 September 2024.

Excludes bed & breakfast options and caravan parks/camping grounds.

^ availability calculated on 22/5/24 - 23/5/24 as online booking platform blocked out from June 2024.

* availability calculated on 14/8/24 - 15/8/24 as September, October, November shown as unavailable on online booking platform.

Source: Hudson Howells

Chart 4.1– Accommodation Price Comparison, Adelaide Hills Tourism Region

Note: Excludes price for Sequoia Lodge (\$1,541 per night)

Source: Hudson Howells

**Table 4.2 - Hotels, Motels and Serviced Apartments Market Indicators, Adelaide Hills
Tourism Region, 2018-2023**

Total Accommodation Type	Establishments (no.)	Rooms (no.)	Room nights occupied (000)	Room occupancy rate (%)	Av. Daily Rate (\$)	Revenue Per Av. Room (\$)
2018	7	207	48,292	66.5%	\$165.98	\$110.35
2019	7	207	49,125	65.0%	\$170.94	\$111.14
2020	8	233	-	-	-	-
2021	8	249	-	-	-	-
2022	8	249	60,494	66.6%	\$171.57	\$114.20
2023	8	249	66,408	73.1%	\$245.51	\$179.39
Total Growth 2018-2023 (%)			37.5%	9.9%	47.9%	62.6%
Av. Annual Growth 2018-2023 (%)			6.6%	1.9%	8.1%	10.2%
Total Change 2018-2023 (No.)			18,116		\$79.53	\$69.04

Year ending June.

Source: STR, Australian Accommodation Monitor Summary – Financial Year Performance

Appendix JJ

Pedestrian Path on Golflinks Road

From: [REDACTED]
To: [Chelsea Jurek](#)
Subject: Fwd: MLG PROPOSED FOOTPATH ALONG GOLFLINKS ROAD
Date: Monday, 27 May 2024 1:48:13 PM
Attachments: [image001.png](#)
[21.029 FOOTPATH A.pdf](#)
[44316-1-1-SV-TO1-r0.pdf](#)

----- Forwarded message -----

From: James Hayter <jhayter@oxygen.net.au>
Date: Tue, Jan 23, 2024 at 3:13 PM
Subject: MLG PROPOSED FOOTPATH ALONG GOLFLINKS ROAD
To: [REDACTED] Tiana Della Putta
<tiana.dellaputta@trice.com.au>
Cc: Oliver Johnson <OJohnson@oxygen.net.au>, Adam Littlefield
<ALittlefield@oxygen.net.au>

Hi [REDACTED]

HNY. Apologies for not responding earlier.

- Council supports the construction of the footpath adjacent to Golf Links Road. I've spoken again to our contact in Council – Steven Brooks – and summarised/confirmed the approval in the email below (today's date), noting that part of the works will be on Council's land – that is, within the road reserve.
- Council is not requiring an LMA or similar formal agreement which is good.
- I've attached the earlier sketch and the Fyfe survey of the pegged alignment, noting many of the pegs are now removed. A contractor will be able to construct the footpath from the survey drawing.
- Please note that the footpath will be approximately 900mm wide with no edging (to allow it to remain 'informal' and contain costs). I recommend using recycled rubble as the construction material.

Please let me know if you wish to proceed. If you want, we can organise a contractor and costings for the works.

Regards, James

James Hayter

Director

Registered Landscape Architect AILA | Member No. 265

Registered Architect AIA | Member No. 2337

Accredited Professional - Planning Level 2 Registration No. APP20230018

Professor, School of Architecture & Civil Engineering, University of Adelaide

Member, State Commission Assessment Panel

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We acknowledge the Traditional Custodians of the land we work on and respect their continuing culture and the contribution they make to the life of our cities and regions.

Please notify us immediately if this communication has been sent to you by mistake.

If it has, you are not entitled to use it in any way.

From: James Hayter
Sent: Tuesday, January 23, 2024 2:30 PM
To: 'Steven Brooks' <sbrooks@ahc.sa.gov.au>
Subject: MLG PROPOSED FOOTPATH ALONG GOLFLINKS ROAD

Hi Steven

Thanks for talking through just now. I've attached the Fyfe survey of the alignment which was pegged and inspected in November last year. I've also attached the concept alignment with notes from prior to this. The intended route is as per the Fyfe survey.

Please note:

- Some sections of the route will be within the road verge, notably at the western end and adjacent to the pump station where a short section of existing rubble footpath is utilised.
- The works do not require removal or damage to native trees.
- Some exotic species, notably blackberry and ash saplings, will be removed as part of the works.
- The path is intended as an (approximately) 900mm wide rubble (recycled road base) path. No edging. The path will be constructed by using a narrow blade to scrape the ground and then install the rubble.

From your email below I note Council's support for the works commencing. I'll let you know in advance when onsite works commence and can meet on site then if required.

Please let me know if you or Ashley require further clarification.

Thanks, James

James Hayter

Director

Registered Landscape Architect AILA | Member No. 265

Registered Architect AIA | Member No. 2337

Accredited Professional - Planning Level 2 Registration No. APP20230018

Professor, School of Architecture & Civil Engineering, University of Adelaide

Member, State Commission Assessment Panel

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Please notify us immediately if this communication has been sent to you by mistake.

If it has, you are not entitled to use it in any way.

From: Steven Brooks <sbrooks@ahc.sa.gov.au>

Sent: Monday, November 6, 2023 5:37 PM

To: James Hayter <jhayter@oxygen.net.au>

Subject: FW: MLG PROPOSED FOOTPATH ALONG GOLFLINKS ROAD

Hi James,

In update,

I have received a reply from Ashley Curtis - Manager Civil Services which supports the works commencing or that the works occur as per the development.

Kind Regards,

Steven.

Steven Brooks

Biodiversity Officer | Open Spaces

Adelaide Hills Council

t: 08 8408 0547

e: sbrooks@ahc.sa.gov.au

w: www.ahc.sa.gov.au

From: Steven Brooks

Sent: Thursday, 2 November 2023 12:01 PM

To: James Hayter <jhayter@oxigen.net.au>

Subject: RE: MLG PROPOSED FOOTPATH ALONG GOLFLINKS ROAD

Hi James,

Thanks for pegging out the Golflinks footpath and the photographs which I have downloaded.

I will relay the photographs and your comments below through to Chris Janssan - Manager Open Space and Ashley Curtis - Manager Civil Services. Requesting advice on the next steps.

Are you able to put some further words to your question in relation to a Land Management Agreement re the future of this path. I assume primarily relating to the ongoing

maintenance and agreed responsibility.

I inspected the location yesterday afternoon and my initial comments are attached (as highlighted) in relation to my inspection and your notes (as below).

I have a question please (reference to photograph taken yesterday) assume in this situation the path will merge into the blackberry and then through the stand of trees, to the rear of the Native Cherry?

Kind Regards,

Steven.

Steven Brooks

Biodiversity Officer | Open Spaces

Adelaide Hills Council

t: 08 8408 0547

e: sbrooks@ahc.sa.gov.au

w: www.ahc.sa.gov.au

From: James Hayter <jhayter@oxygen.net.au>

Sent: Tuesday, 31 October 2023 5:08 PM

To: Steven Brooks <sbrooks@ahc.sa.gov.au>

Cc: [REDACTED] Tiana Della Putta
<tiana.dellaputta@trice.com.au>; Sonia Mercorella <sonia.mercorella@trice.com.au>;
Oliver Johnson <OJohnson@oxygen.net.au>

Subject: MLG PROPOSED FOOTPATH ALONG GOLFLINKS ROAD

[EXTERNAL]

Hi Steven

To confirm, I pegged a route for the proposed footpath adjacent to Golf Links Road this afternoon. Please find attached photos via the Drop Box of the route starting at the top – that is, the main entry to the Golf Course.

<https://www.dropbox.com/scl/fo/ee7eu1sfgw20hezuhg04j/h?rlkey=tpkyi43gybz4b6m4o3p3ixvez&dl=0>

- The footpath is located in both Council's road verge and the golf course land - **Noted the path traverses the logical route.**
- It takes a "logical" route utilising existing rubble footpaths where possible - **Agreed.**
- Approximately half way along the footpath joins an existing part hotmix/part rubble footpath alongside the pump station - **Noted.**
- Towards the top end, two minor earth swale crossing are marked – these can be simple structures such as railway sleepers or more engineered structures like a precast culvert. Probably the former is preferable - **Noted (will discuss this specifically with management).**
- No trees are intended for removal - **Noted please refer to my comment above.**
- At the top end, to keep the footpath away from the road carriageway, I've marked it going through blackberry thickets – the land is relatively level and I think we can thread the footpath through the existing trees. - **Yes I assessed this location in greater detail and believe there is an clear opportunity to meander the path through the trees in existence.**
- I've kept the path away from the links and do not anticipate an issue from stray golf balls - **Noted, there is always the potential for this risk albeit low.**

Please review on site and offer any changes. Once Council is happy with the alignment I suggest two actions:

1. We discuss a letter of agreement, or similar, to the route. This will be between the developer and Council - **Please see my comment above, I will discuss this further with management.**
2. We formally survey the route for record – this to be by the surveyor currently engaged by the developer on the project - **Noted.**
3. We discuss the construction and timing further with technical staff in Council - **Agreed, I will discuss with management and advise.**

I understand you and relevant Council officers will inspect the route over the next couple of days and advise any edits. Once you are happy with the route we can further progress the points above.

Thanks very much, James

James Hayter

Director

jhayter@oxygen.net.au

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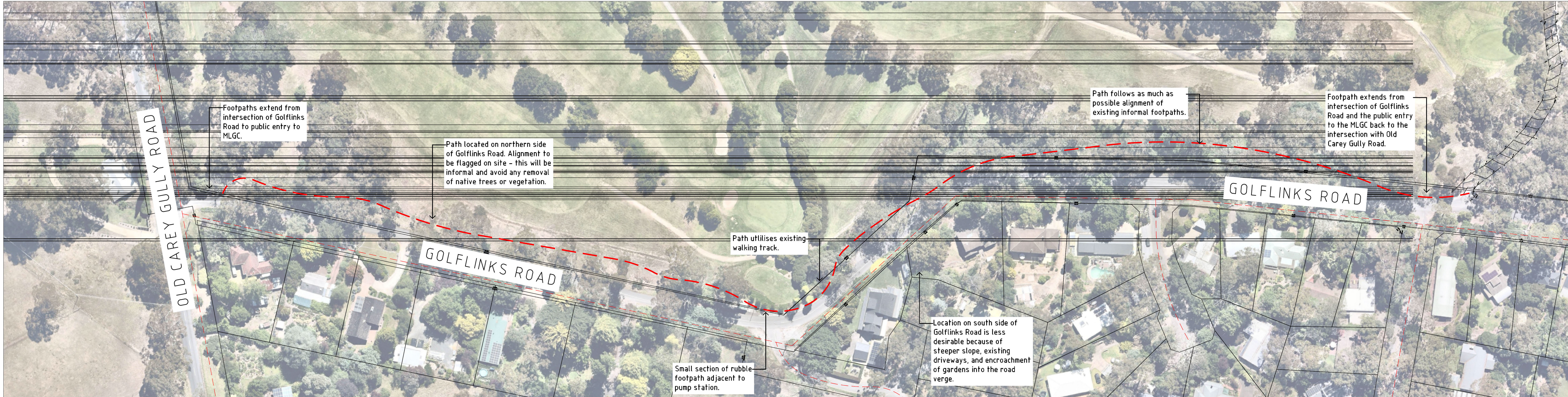


Council acknowledges that we undertake our business on the traditional lands and waters of the Peramangk and Kurna people. We pay our respects to Elders past, present and emerging as the Custodians of this ancient and beautiful land.

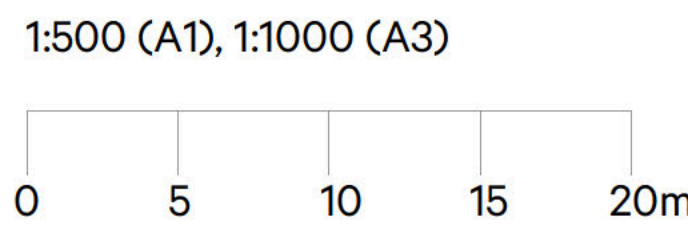
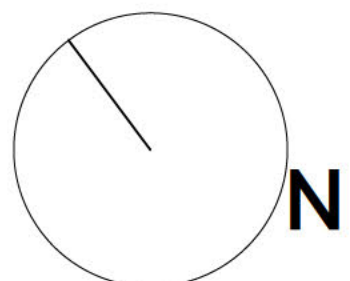
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LEGEND

These standard symbols will be found in the drawing

- SEWER INSPECTION OPENING
- SEWER INSPECTION POINT
- SEWER MANHOLE
- BOLLARD
- FENCE POST
- SURVEY BENCHMARK
- PICKET
- FIRE PLUG
- COMMUNICATION PIT
- FENCE
- LINEMARKING SOLID

SEE SHEET 1 FOR CONTINUATION



LEGEND

These standard symbols will be found in the drawing.

- SEWER INSPECTION OPENING
- SEWER INSPECTION POINT
- SEWER MANHOLE
- BOLLARD
- FENCE POST
- SURVEY BENCHMARK
- PICKET
- FIRE PLUG
- COMMUNICATION PIT
- FENCE
- LINEMARKING SOLID
- INDICATIVE PROPOSED FOOTPATH ALIGNMENT

Appendix KK

Golflinks Road Infrastructure Upgrades - FMG

Ref: 282604 / S53897

20/12/2024

Venture Capital Developments Pty Ltd

Re: Request for Additional Information at 35 Golflinks Road, Stirling

With reference to correspondence by Adelaide Hills Council (Council) dated 19 August 2024, FMG Engineering has undertaken further review of civil infrastructure requirements to support the proposed Mount Lofty Golf Resort Major Development Project.

This approach has focused on matters related directly to Civil Engineering, which we have identified as item 1,5 and 6 of the Request for Additional Information within the letter. In response to these items we note the following;

Item 1

A draft Civil plan has been undertaken, outlining the civil infrastructure required to realise the requirements of the Traffic Impact Assessment prepared by CIRQA. This draft plan has been prepared over a basic engineering survey of Golflinks Road, and has overlaid ecologist tree location data supplied by Succession Ecology. The works outlined within the draft civil plan are minor in nature, and are all considered feasible, from the perspective of cost, practicality, and safety. Some areas are noted where works in the public reserve may need to extend into the golf course (i.e. battering, or supplementary storage to the pump station), and this is accepted by the developer to be resolved as an easement where necessary. It is noted that Council's existing road does not appear to remain wholly within the road reserve.

Item 5

FMG has reviewed as-constructed drawings of the existing 1700m long rising main which is specified as a DN50 PN12 pipe. Adopting the proposed 2.6L/s pumping rate, FMG has undertaken hydraulic calculations which verify that the rising main would need to be replaced with a PE100 PN20 DN90 rising main to satisfy the total stress cycles over the lifetime of 100 years.

A sketch has been prepared showing the extent of works required to achieve this replacement.

FMG notes that this proposal demonstrates one feasible infrastructure solution to managing wastewater on site, however during detailed design this may be reviewed further for alternative arrangements to the satisfaction of the relevant wastewater authorities (Council and / or SA Water).

Client:

Venture Capital Developments Pty Ltd

Site:

Stirling Golf Club, 35 Golflinks Road, STIRLING, SA 5152

Item 6

SA Water has provided confirmation (email, 9/12/2024 - attached) that the existing SA Water sewerage network can accommodate an increase in receiving flow rate from the Adelaide Hills Golflinks CWMS to 2.6 L/s. FMG understands that SA Water has also responded to the Major Projects referral confirming this position.

Concern regarding on-site wastewater has also been noted by the EPA;

"It is of concern to the EPA that wastewater management has not yet been fully resolved and advises that the EPA may not be able to support the proposal if wastewater cannot be managed through off-site systems. This issue should be carefully addressed as part of any conditions should the proposal be approved"

FMG confirms that on site wastewater is not considered a viable solution on this project, and has not been considered in the integrated water management plan. The project will rely on offsite disposal of wastewater (via Council CWMS / SAW)

In summary, we have not identified any matters which cannot be feasibly resolved through additional infrastructure or modifications to existing infrastructure. The solutions provide within this letter are conceptual in nature and are subject to variation during detailed design.

Yours sincerely

Jordan Colbert

National Civil Manager

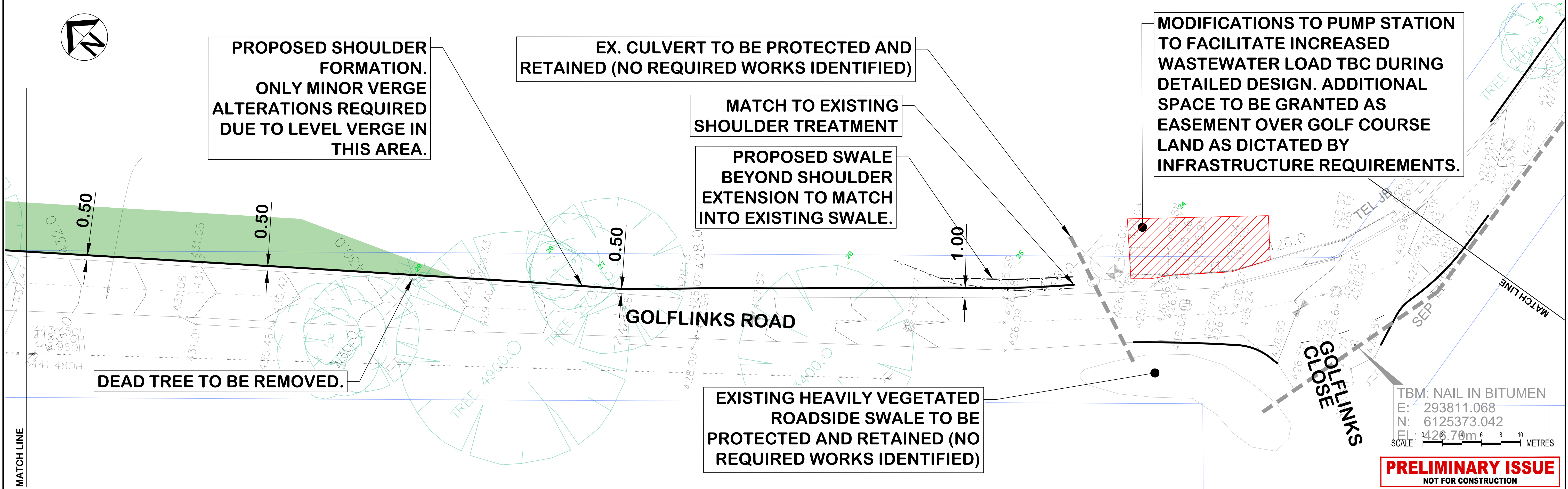
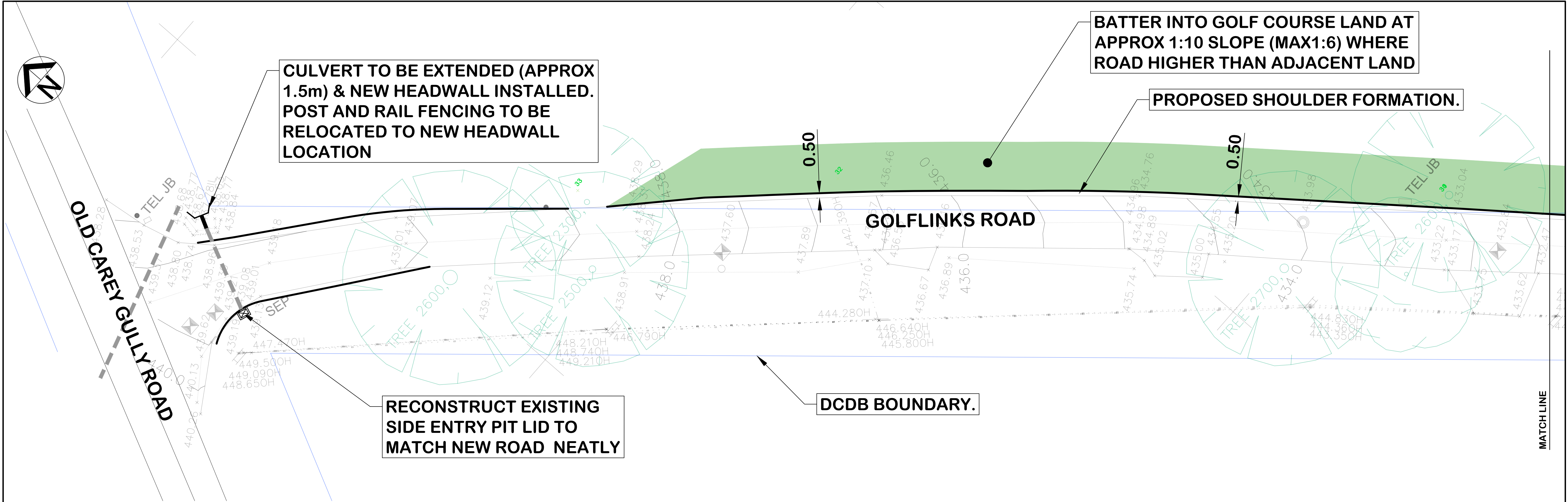
FMG Engineering

Attached:

Draft Civil Works Plan

Rising Main upgrade sketch

SAW confirmation of Sewer



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REV	DESCRIPTION	DATE	INT	APP	DESIGNED	CHECKED	DRAWN	CC	CC	CC	CC
C	INDICATIVE PUMP STATION EXTENSION REVISED	19.12.2024	CC	JTC							
B	REMOVAL OF DEAD TREE TO IMPROVE TRAFFICABILITY	4.11.2024	CC	JTC							
A	PRELIMINARY ISSUE	31.10.2024	CC	JTC							
PROJECT TITLE: STIRLING GOLF CLUB REDEVELOPMENT										NO. OF SHEETS: 3	
SITE ADDRESS: 35 GOLFLINKS ROAD, STIRLING SA 5152										DATE STARTED: 1.10.2024	
DRAWING TITLE: PROPOSED GOLF LINKS ROAD ALTERATIONS - SHEET 1 OF 3										REV: 1	
										S53897-282604	
										C101	



SCALE 0 25 50 75 100 125 METRES

PRELIMINARY ISSUE
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ALL WORK MUST BE EXECUTED IN ACCORDANCE WITH THE RULES, REGULATIONS, BY LAWS AND REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION OVER ANY PART OF THE WORK.					
ELECTRONIC COPIES OF THIS DRAWING ARE NOT TO BE USED FOR DIMENSIONAL SETOUT.					
A	PRELIMINARY ISSUE	31.10.2024	CC	JTC	
REV	DESCRIPTION	DATE	INT	APP	



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SYDNEY
BRISBANE
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185
ISO 9001 Quality Management System | ISO 45001 OH&S Management System

CLIENT
THE MOUNT LOFTY GOLF ESTATE PTY LTD
PROJECT TITLE
STIRLING GOLF CLUB REDEVELOPMENT
SITE ADDRESS
35 GOLFLINKS ROAD
STIRLING SA 5152
DRAWING TITLE
PROPOSED RISING MAIN REPLACEMENT

DESIGNED	CC	DRAWN	CC
CHECKED	JTC	NO. OF SHEETS	3
SCALE	1:500 @ A1	DATE STARTED	1.10.2024
SITE ID & JOB NO.	S53897-282604	REV.	
DRAWING NO.	C104		A

Jordan Colbert

From: Pearce, Aaron <Aaron.Pearce@sawater.com.au>
Sent: Monday, 9 December 2024 1:24 PM
To: Jordan Colbert
Cc: MajorId
Subject: H01143986 - Stirling Golf Course

OFFICIAL

Hi Jordan,

I apologise for the delayed response by SA Water on this one.

SA Water has completed assessment on the Council request to increase discharge to the SA Water network to enable the Stirling Golf Course development via a private Council owned pumping station.

SA Water has investigated the existing network capacity and ascertained that the SA Water network can accommodate an increase in flow rate to 2.6L/s. We understand this would be enabled by upgrading the Council private pump station to discharge at the rate of 2.6L/s and installation of emergency storage as well.

To accept the flows, Council, as the service provider to Stirling Golf Course development, will need to apply to SA Water for a trade waste discharge permit. I have emailed the Adelaide Hills Council accordingly to action this.

SA Water does not reserve capacity in the network and as such this capacity assessment is valid for a period of 12 months.

Regards,

Aaron Pearce
Account Manager

Aaron.Pearce@sawater.com.au • 0439 813 843
250 Victoria Square/Tamtanyangga ADELAIDE SA 5000



sawater.com.au



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Appendix LL

Golflinks Road Field Data – Succession Ecology

From: [Doreen Marchesan](#)
To: [Chelsea Jurek](#)
Cc: [Luisa Gonzalez](#); [Timothy Paine](#); "[ben@cirqa.com.au](#)"; [Matthew King](#)
Subject: Golf Links Road Walkthrough - Field Data
Date: Thursday, 12 September 2024 12:45:19 PM
Attachments: [image003.png](#)
[image004.png](#)
[GolflinksRd_Datapoints_Shapefile.zip](#)
[P0335EC_GolflinksRd_Datapoints_240912.xlsx](#)

Hi Chelsea,

Golflinks Road walk through

Further to the field trip undertaken yesterday (12/9/24), we have compiled our GPS data points and notes for URPS use and pass onto relevant consultants. Please find attached:

- Excel spreadsheet: P0335EC_GolflinksRd_Datapoints_240912
 - Contains all GPS points collected in the field, with notes regarding the feature at each point, any native vegetation disturbance required based on advised shoulder width and an indication of whether or not NVC approval is required. Additional notes are added where appropriate.
- Shapefile: GolflinksRd_Datapoints_Shapefile
 - Contains the georeferenced data with an attribute table that reflects the information within the spreadsheet.

A snapshot of the points in relation to the Golf Course is below. We are able to supply photographs of vegetation that may require major pruning or removal, if required.

- Black dot – remove
- Large red dot – Major prune (or possibly removal within the emergency access, depending on final CFS requirements)
- Small red dot – Minor prune
- Green – no disturbance
- Grey – miscellaneous

Pump station

As discussed on-site, it is advised to keep all upgrade works to south-east of existing pump station to avoid native vegetation disturbance.

Walking path

We note that another consulting firm (Oxigen) is assessing and planning the walking path route adjacent to Golflinks road, and that they are planning it with the view to not impact any native vegetation. It should be noted that whilst the understorey along Golflinks road is predominantly comprised of exotic species, there are native shrubs scattered throughout, with the highest density being close to the current Golf Course entrance along Golflinks road.

Emergency access route

As discussed on-site, there are a number of trees that will require disturbance from Golflinks Road to the edge of the golf course boundary (refer to data attached). For clarity, we consider that a feasible route can be made through the golf course boundary that will avoid all other trees within the golf course. The patch of blackberry that will be necessary to disturb is unlikely to result in a significant impact to available habitat to any Southern Brown Bandicoots that may be within the area.



If you have any questions regarding the above, please let me know.

Thanks.

Doreen Marchesan

Ecologist

Succession Ecology

Ph: 08 8166 2648

admin@successioneology.com.au

www.successioneology.com.au

Available three days a week, variable days.



succession
ecology



2024 Awards
Sustainability Innovation
Award Winner

Succession Ecology believes that by understanding and emulating nature we can find unique and innovative solutions for our clients and the environment.

Succession Ecology recognises the First Peoples of this nation and their ongoing connection to culture and country.

We acknowledge First Nations Peoples as the Traditional Owners, Custodians and Lore Keepers of the world's oldest living culture and pay respects to their Elders past, present and emerging.

Succession Ecology is committed to creating and fostering a safe inclusive space and support for people of LGBTQIA+ communities and their families.

From: [Doreen Marchesan](#)
To: [Chelsea Jurek](#); [Timothy Paine](#); [Luisa Gonzalez](#)
Cc: [Matthew King](#)
Subject: RE: Golf Links Road Walkthrough - Field Data
Date: Monday, 14 October 2024 2:34:58 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image006.png](#)

Hi Chelsea,

We know the tree in question and have looked at our data and photos and the requirements under the Native Vegetation Act.

Our assessment of this particular dead tree, with regards to the Native Vegetation Act, finds that it does not meet requirements under the Act to be considered 'native vegetation'.

https://cdn.environment.sa.gov.au/environment/docs/dead_trees_as_native_vegetation_fact_sheet_october_2018.pdf
As such, it could be removed, if required.

From a general ecological perspective leaving the tree would minimise disturbance to existing habitat. However, given the likelihood that it would require removal to satisfy traffic requirements, it is a good suggestion to relocate the tree (as logs) to other areas of habitat within the Golf Course property to enhance habitat for other resident fauna.

Hope this helps.

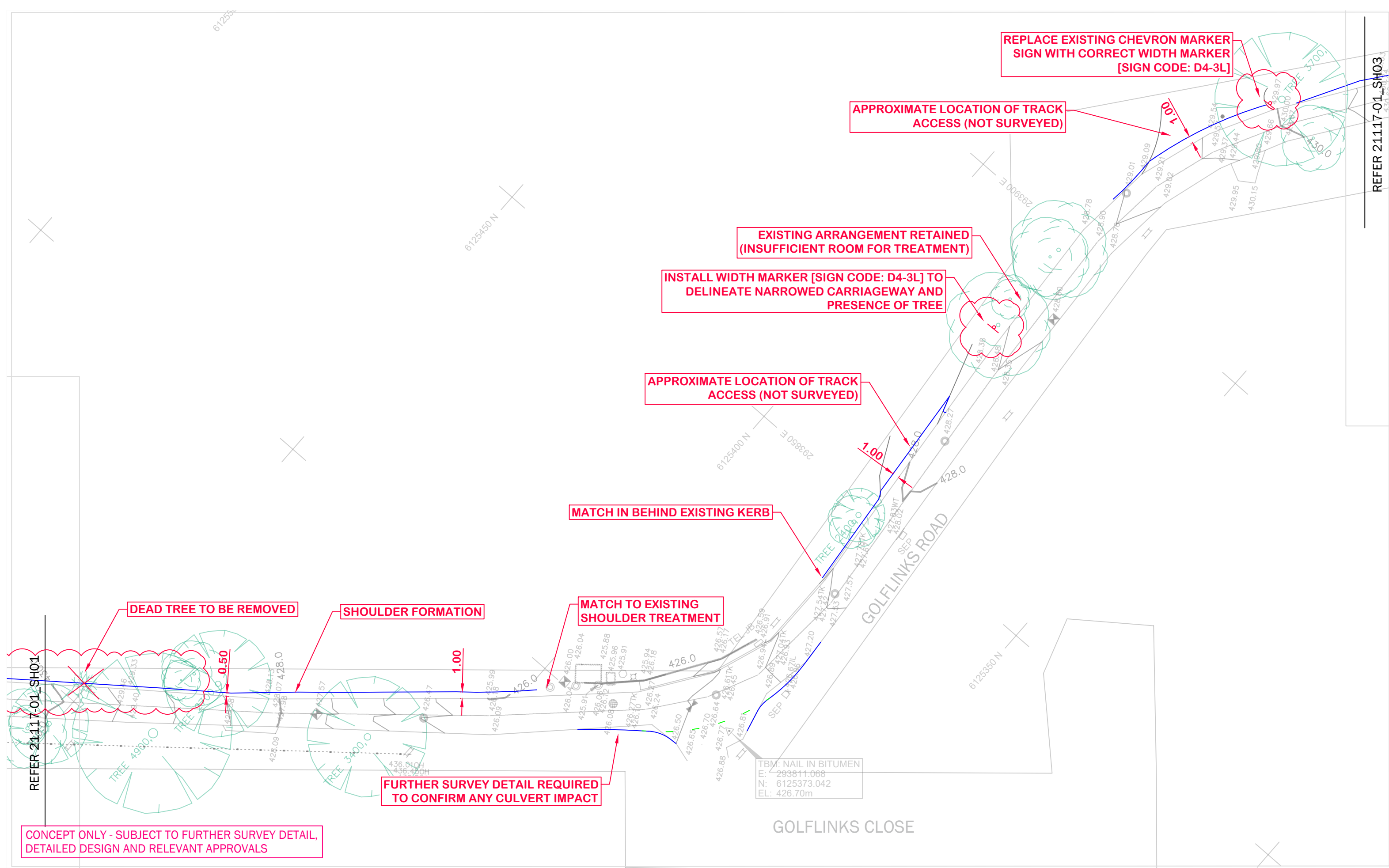
Thanks.

Doreen Marchesan
Ecologist
Succession Ecology

Ph: 08 8166 2648
admin@successioneology.com.au
www.successioneology.com.au

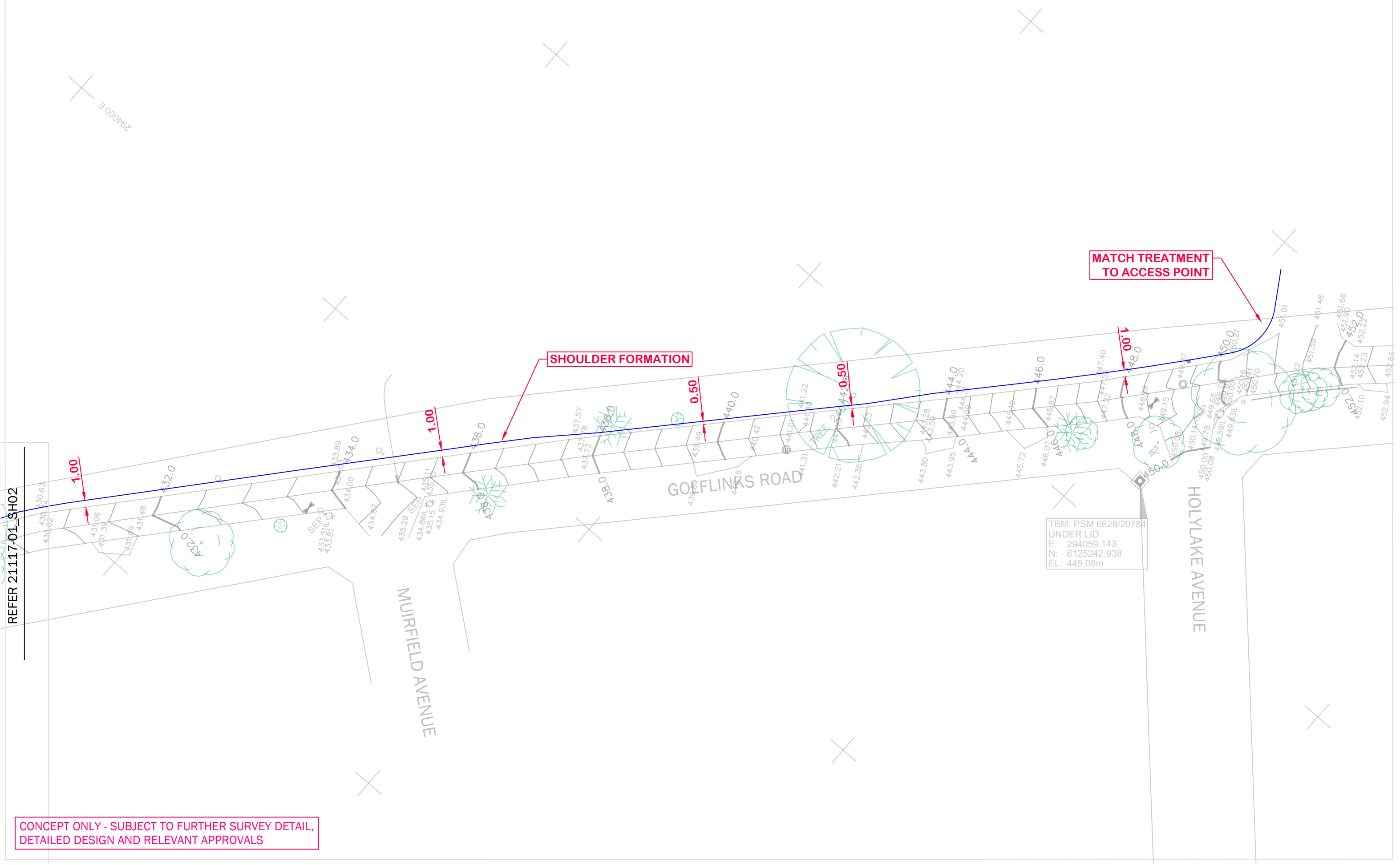
Appendix MM

Golflinks Road Upgrades - Cirqa



DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	11/10/24		BNW	BNW
B	28/11/24	SIGNAGE ADDED	BNW	BNW

C21117_10B.DWG 28/11/2024 11:38 AM



ABN: 17 606 952 309 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

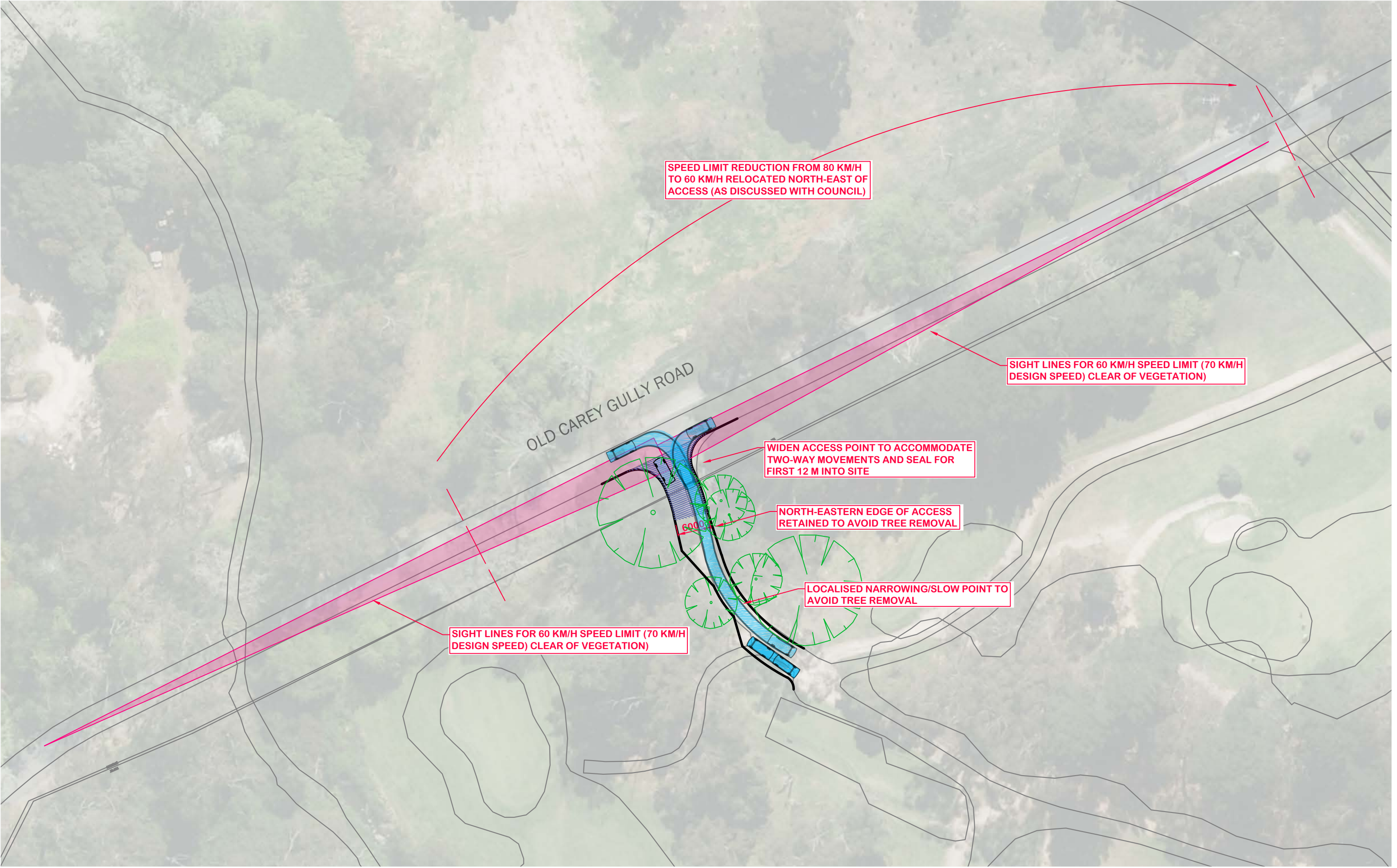
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DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	11/10/24		BNW	BNW
B	28/11/24		BNW	BNW

C21117_10B.DWG 28/11/2024 11:38 AM



MOUNT LOFTY GOLF ESTATE
GOLFLINKS ROAD UPGRADE TREATMENT
CONCEPT DESIGN
PROJECT # 21117 SHEET # 01_SH03



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DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	27/11/24		BNW	BNW

C2117_11A.DWG 28/11/2024 12:38 PM



MOUNT LOFTY GOLF ESTATE
OLD CAREY GULLY ROAD ACCESS POINT
OPERATIONAL MODE
PROJECT # 21117 SHEET # 11_SH02

CONCEPT ONLY - SUBJECT TO FURTHER SURVEY DETAIL,
DETAILED DESIGN AND RELEVANT APPROVALS



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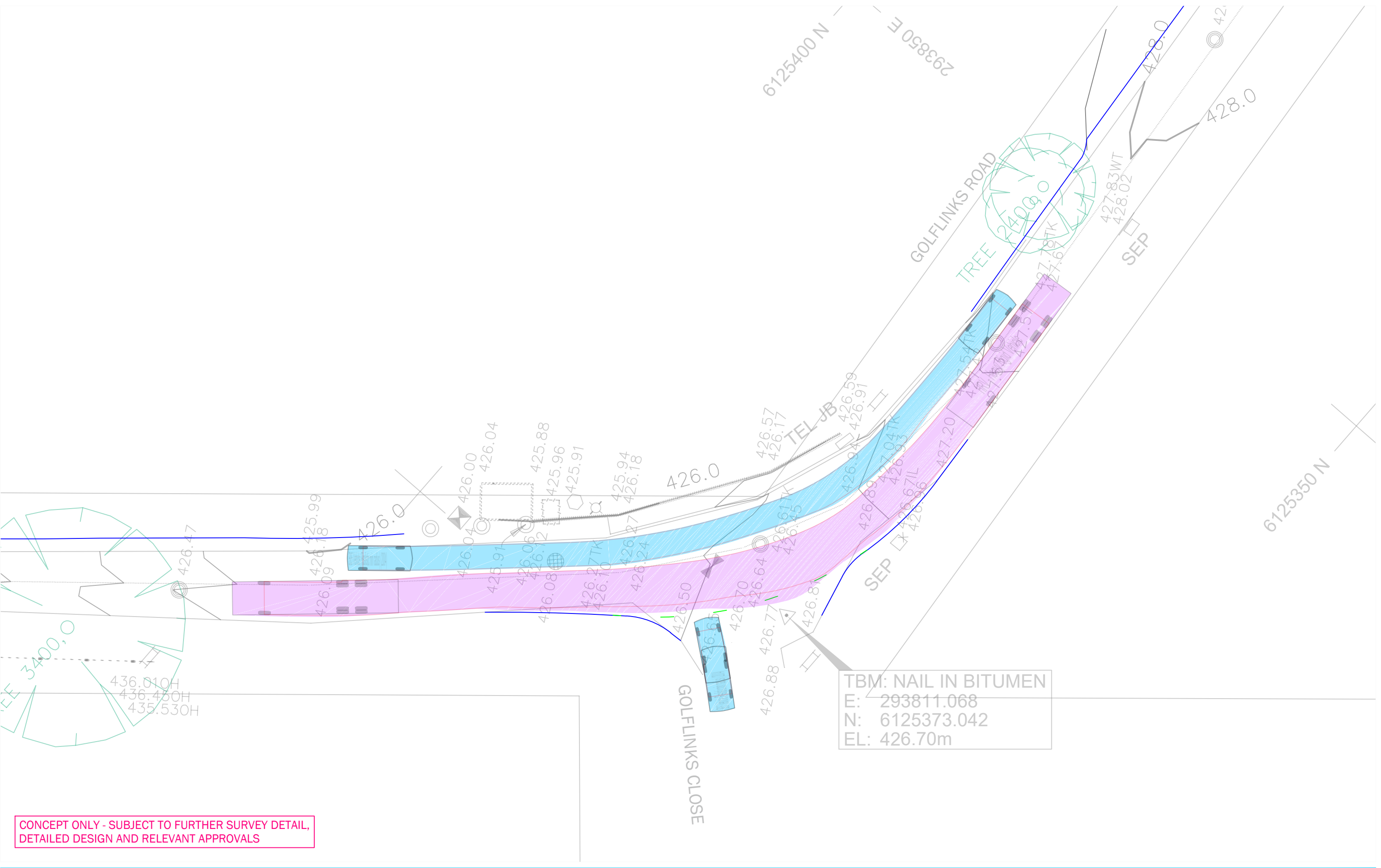
DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	11/10/24		BNW	BNW
B	28/11/20	SIGNAGE ADDED	BNW	BNW

C21117_10B.DWG 18/12/2024 12:03 PM



N
1:250
@ A3

MOUNT LOFTY GOLF ESTATE
GOLFLINKS ROAD
12.5 m BUS AND B85 DESIGN CAR TURN PATHS
PROJECT # 21117 SHEET # 10_SH04



ABN: 17 606 952 309 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

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VER	DATE	DESCRIPTION	DWN	CHK
A	11/10/24		BNW	BNW
B	28/11/24	SIGNAGE ADDED	BNW	BNW

C21117_10B.DWG

18/12/2024 12:04 PM



MOUNT LOFTY GOLF ESTATE
GOLFLINKS ROAD
12.5 m BUS AND B85 DESIGN CAR TURN PATHS
PROJECT # 21117 SHEET # 10_SH05



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DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	11/10/24		BNW	BNW
B	28/11/24	SIGNAGE ADDED	BNW	BNW

C21117_10B.DWG 18/12/2024 12:10 PM



MOUNT LOFTY GOLF ESTATE
GOLFLINKS ROAD
12.5 m BUS AND B85 DESIGN CAR TURN PATHS
PROJECT # 21117 SHEET # 10_SH06



DRAWING AMENDMENTS				
VER	DATE	DESCRIPTION	DWN	CHK
A	11/10/24		BNW	BNW
B	28/11/24	SIGNAGE ADDED	BNW	BNW

C21117_10B.DWG 18/12/2024 12:04 PM

Appendix NN

Operational Plan of Management – 1834 Hotels

Operational Plan of Management (OPOM)

Mount Lofty Golf Estate – Prepared by 1834 Hotels

Date – 19th November 2024

Introduction of 1834 Hotels

1834 Hotels, headquartered in Adelaide, is a prominent Australian hotel management company that oversees a diverse portfolio of over 40 hotels, resorts, and serviced apartments across the country. Known for its operational excellence, innovative approach, and strategic growth, 1834 Hotels specialises in providing tailored management solutions for both new developments and established properties. By focusing on key markets and implementing best-in-class practices, 1834 Hotels consistently delivers high-quality services that align with its reputation for elevating guest experiences and optimising asset performance. With a strong presence in the Australian hospitality industry, 1834 Hotels is committed to setting benchmarks in operational standards, guest satisfaction, and sustainable growth.

Operational Plan of Management (OPOM)

This Operational Plan of Management (OPOM) has been prepared by 1834 Hotels, to guide the future hotel operations at the Mount Lofty Golf Estate. It outlines the operational and management considerations that have influenced the design of the asset and the framework within which it will function.

The OPOM also serves as a response to feedback provided by the Office for Design and Architecture SA (ODASA) regarding the Mount Lofty Golf Estate Major Development. In preparing this OPOM, 1834 Hotels has conducted thorough reviews of the architectural plans, attended meetings with architects, designers, and ownership teams, and offered input to ensure that the design is both operationally efficient and strategically aligned with an elevated guest experience. This collaborative approach will contribute to achieving a highly functional, upscale, and distinctive hospitality destination.

Operational Considerations in Design

Hours of Operation for Hotel and F&B Facilities

The hotel is designed to operate continuously, providing guests with 24-hour access to a full suite of services. Reception and concierge staff will be on duty throughout the night to accommodate late arrivals, respond to guest inquiries, and handle any emergency needs. Food and Beverage (F&B) outlets will be open daily from 6:00 AM to 10:00 PM, although final hours are subject to council approval. During the hotel's night operations, strict noise control measures will be in place to maintain a tranquil environment, ensuring minimal disturbance to both guests and surrounding residents.

All loading, servicing, and back-of-house (BOH) activities will be carefully scheduled during off-peak hours to minimise guest and resident disruption. By managing these operations during quieter periods, the hotel aims to reduce noise and maintain a smooth guest experience without impacting the surrounding community.

Management Objectives and Responsibilities

1834 Hotels will undertake the comprehensive management of the Mount Lofty Golf Estate hotel, with a focus on upholding the property's upper-upscale standards. This includes responsibility for key operational areas:

Financial Management and Administration: Managing all financial processes, including budgeting, forecasting, and reporting, to ensure the hotel's fiscal health.

Guest Experience: Ensuring that each guest's stay meets the high expectations associated with a luxury golf resort, with particular attention to personalisation and service quality.

Operations Management: Overseeing day-to-day operational flow to maximise efficiency and maintain service consistency.

Revenue and Distribution: Implementing pricing and distribution strategies that optimise profitability and occupancy.

Food and Beverage Management: Managing all dining operations to deliver memorable culinary experiences across the hotel's F&B outlets.

People, WHS, and Compliance: Prioritising workplace health and safety (WHS) while maintaining compliance with all relevant regulations.

Property Operations and Maintenance: Ensuring the property is meticulously maintained to preserve its aesthetic and functional appeal.

Sales and Marketing: Crafting marketing campaigns and sales initiatives to build the property's reputation and market presence.

Information Technology: Managing IT systems to support both guest and operational requirements.

Legislative Compliance: Ensuring all aspects of the hotel's operations adhere to legal standards, from health and safety to environmental impact.

By setting high standards in each of these areas, 1834 Hotels aims to foster an exceptional guest experience, prioritize safety and security, and ensure the property's ongoing operational success.

Guest Arrival and Segregation Across the Precinct

Guest arrival at the hotel will be facilitated exclusively through an entry point on Golf Links Road. From there, arrivals will be managed through a porte-cochere that leads directly to a valet parking service. Signage will clearly distinguish guest pathways from BOH routes, directing guests to the valet or hotel parking entry and guiding staff and service vehicles toward a separate service entry. This design ensures that guest arrivals are seamless and that guest and staff traffic flows remain separated for an optimal experience.

The hotel's layout includes designated entry points for guests, staff, and deliveries. The facilities building features a staff-only entry for secure access to BOH areas. Deliveries are also directed to this building, ensuring that service activities occur away from guest areas. Guests arriving by foot can follow separated pedestrian paths leading directly to the lobby, and dedicated valet and drop-off zones near the entrance further simplify arrivals. Service areas are strategically positioned to avoid any overlap with guest areas, ensuring privacy and smooth operations on both sides of the asset.

Drop-Off and Valet Parking

The hotel's car valet parking service will operate daily from 6:00 AM to 10:00 PM, ensuring that guest vehicles are moved promptly to an underground parking facility upon arrival. During peak times, additional valet staff will be available to maintain efficient vehicle flow, reduce wait times, and avoid congestion. The valet and drop-off area is positioned close to the hotel's main entrance, minimising walking distances for guests and creating a welcoming arrival experience. To enhance operational efficiency, valet parking will be segregated from general parking, with dedicated valet spaces to accommodate peak demand.

Regarding guest arrivals via coach, the coach/bus will also use the drop off area for guest arrival and pick up, as there is ample clearance in height and road surfaces. Once guests are dropped off, it is designated that the coach/bus will then park near the perfumery to keep the bus outside of the view of hotel and restaurant guests.

Guest Transportation Within the Buildings

The hotel design provides seamless guest access from both the valet/drop-off area and the guest parking, leading directly to the lobby or guest elevators. All guest elevators and entry doors are equipped with keycard access, enhancing security and privacy. A dedicated pedestrian concourse allows guests to move comfortably between key areas, including the hotel, gallery, café, clubhouse, and function rooms. Each of these areas is accessible via dedicated guest elevators. Public elevators are distributed across floors to improve accessibility, while staff and service elevators are strategically separated to maintain a clear distinction between guest and staff areas.

In addition, dedicated pedestrian trails & guest "golf cart" valet services connect the hotel with broader estate areas, such as the perfumery, golf tee blocks etc, ensuring guests can easily navigate the property.

If guests were coming to the Mt Lofy Golf Estate, specifically for a function, café offering or other activation at the Perfumery, guests would access from Old Carey Gully Road with parking next to the perfumery building.

Staff Types and Their Segregation Across Various Functions

The hotel will employ a wide range of staff to support its operations, including administration, housekeeping, F&B, concierge, and maintenance personnel. Within the hotel building, administration and housekeeping teams will have dedicated offices, along with access to staff-only service lifts that keep BOH activities discreet. Staff rooms, break areas, and facilities are strategically positioned away from public spaces to ensure that staff functions do not overlap with guest activities.

The facilities building houses essential BOH functions, including goods receiving and security offices near the loading bay, ensuring that delivery and service functions are streamlined and contained. Engineering and maintenance teams, as well as kitchen staff, will operate from basement storage areas, maintaining a minimal presence in guest-facing areas. Separate BOH corridors and service elevators allow housekeeping, food service, and maintenance staff to complete their duties without interaction with guests, preserving the hotel's upscale atmosphere.

Kitchen Operations and Servicing

The main kitchen will serve as the primary production hub for the hotel's dining outlets, supporting each outlet's daily requirements. Outlets will place orders with the kitchen at the end of each service, and orders will be prepared overnight to ensure availability the following day. Items will be transported using Queen Mary trolleys, facilitating efficient delivery to each outlet.

- The daily operations of the sports bar outlet will be serviced from the main kitchen on the basement / lower ground level
- The daily operations of the Gallery / Café outlet will be serving freshly made sandwiches, croissants & bakery items, stored in display cabinets, prepared and delivered the night before from the main kitchen.
- The operations of the café / function outlet at the Perfumery will also have freshly made sandwiches, croissants and bakery items prepared and delivered via service carts ahead of functions.
- The operations of the function and pre function rooms will be serviced from the kitchen on Level 1.
- The daily operations of the Restaurant on Level 1 will be serviced from the kitchen located on Level 2, with the use of dumb waiter elevator system to transport meals

The kitchen is designed to support 24-hour room service as well as the daily preparation needs for dining outlets and events. Food items will be transported via designated staff routes to minimize guest visibility, with temperature-controlled storage and specially equipped carts (e.g., golf carts) used for events held outside the main hotel building.

Other BOH Operations and Servicing

Housekeeping, laundry, and maintenance services will be facilitated through dedicated service access points, allowing BOH activities to remain separate from guest areas. BOH corridors and lifts will be utilised for transporting goods, equipment, and waste, minimising guest exposure to service operations. Centralised storage is positioned in the basement, with designated routes connecting the hotel, kitchen, basement storage, loading docks, and F&B areas. This layout ensures that staff can access the tools and supplies they need without impacting guest areas.

Deliveries, Goods Handling, Servicing and Staff Parking

All deliveries will be directed to a loading dock within the facilities building, which features its own dedicated service entry as the first turnoff approaching the property. This setup prevents deliveries from interfering with guest access points and maintains a streamlined entry experience for guests. A dedicated store person will oversee the receipt and verification of goods, checking item quality, quantity, and temperature, and ensuring the correct distribution throughout the hotel and grounds. Wherever possible, deliveries will be scheduled during off-peak hours to further reduce guest impact.

Any services provided by technicians for maintenance & repairs will be, where possible, scheduled for completion between check out and check in periods, again to reduce guest impact as these are the times where the hotel will experience its lowest guest occupancy levels. Different scheduled services will occur at various intervals, for example Fire Equipment & Air conditioning may occur every 6 months or as required. Any technicians will enter the building via the dedicated service entry, away from primary guest entrances.

Staff parking is situated in a secure underground area, with a dedicated staff entrance to prevent any crossover with guest movements. Separate parking areas for staff and guests maintain privacy and efficiency, with convenient access points to BOH/service entries.

Waste Management

Housekeeping and public area attendants will collect waste from guest rooms, public areas, and common spaces, ensuring that waste is efficiently managed throughout the property. Waste collected from these areas will be taken to designated satellite storerooms within each building. From there, waste bins will be transported through back-of-house (BOH) channels to the main waste storage area, ensuring minimal visibility to guests.

On designated waste collection days, larger bins (600L to 1100L capacity) will be transported from the main waste storage area to a prearranged pick-up location where contracted waste management services will collect them. This process has been designed to minimise disruption and optimize efficiency, with equipment such as 240L wheelie bins facilitating ease of movement for housekeeping staff. Waste management practices will comply with all local regulations, prioritising efficient handling and hygiene to maintain a clean and welcoming environment for guests.

Safety

Safety measures are a top priority to ensure the security and well-being of guests, staff, and visitors at the Mount Lofty Golf Estate. The property will feature 24-hour CCTV coverage across public, guest, and back-of-house (BOH) areas, strategically positioned to monitor high-traffic zones, entrances, and critical access points. CCTV footage will be monitored regularly to ensure real-time responses to potential incidents and to provide a safe and secure environment.

Access control will be managed through a keycard system, which restricts entry to certain areas based on access permissions, ensuring that only authorised individuals can enter sensitive or restricted spaces. Fire safety systems, including smoke detectors, sprinklers, and fire-rated materials, are installed in compliance with regulatory standards and are regularly maintained. Comprehensive evacuation plans and emergency exits are clearly marked throughout the building, and routine safety drills will be conducted to keep both staff and guests familiar with emergency procedures.

In addition, the hotel will maintain a well-stocked emergency medical kit and an automated external defibrillator (AED) onsite, with designated staff members trained in basic first aid and emergency response. These safety measures are designed to support a secure, seamless, and reassuring guest experience, further underscoring 1834 Hotels' commitment to safety excellence at this upscale property.

Conclusion

1834 Hotels has carefully prepared the Operational Plan of Management (OPOM) for the Mount Lofty Golf Estate to provide a robust framework for the successful operation of this upper-upscale property. The plan reflects extensive collaboration with architects, designers, and ownership teams, ensuring the final design and operational layout are aligned with the high standards required for a luxury golf resort.

This OPOM addresses critical operational areas, including guest experience, food and beverage management, back-of-house (BOH) operations, safety protocols, and waste management. Key features include:

- A seamless guest arrival and departure process, with valet parking, separate staff/service routes, and clear distinctions between guest and operational zones to enhance privacy and convenience.
- Thoughtful operational design to manage traffic, and servicing schedules, reducing impacts on guests
- Comprehensive safety and security measures, including 24-hour CCTV monitoring, keycard access controls, and adherence to fire safety standards.
- Strategic management of food and beverage outlets, room service, and event spaces to deliver high-quality dining experiences while maintaining operational efficiency.
- Effective waste management and servicing systems designed to minimise disruption

Based on our thorough review and expert assessment, 1834 Hotels is confident that the proposed hotel can operate successfully and sustainably. The plans demonstrate a strong alignment between operational needs and design, ensuring a functional, upscale, and distinctive hospitality destination. We are committed to leveraging our expertise to ensure the long-term success of the Mount Lofty Golf Estate and its position as a benchmark in the luxury hospitality sector.

