

Assessment Report

Southern Barossa Winery and Tourist Accommodation Project

April 2026



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Government of South Australia

Department for Housing
and Urban Development

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Executive Summary

On 8 August 2024, the Minister for Planning declared the proposal for the Southern Barossa Winery and Tourist Accommodation Project (SBWTAP) at Lot 102 Hoffnungsthal Road, Williamstown an 'Impact Assessed' development under s.108 of the *Planning, Development and Infrastructure Act 2016 (PDI Act)*.

The subject land is 55km north-east of the Adelaide CBD in the southern Barossa Valley, situated between the townships of Lyndoch and Williamstown.

This project area is within the Barossa Valley Character Preservation District.

The site comprises 21.5 ha of undulating rural land traversed by an ephemeral creek. The site is currently used as a commercial vineyard. Improvements are limited to irrigation infrastructure to support a viticultural use. The surrounding locality features open farmland, scattered dwellings and businesses centred on primary production and tourism (**Figures 1 & 2**).

The proposal comprises a hotel and function centre over 6 floors offering 150 rooms and function / conference facilities for up to 326 attendees; and a separate single storey winery, cellar door and function centre with capacity for up to 450 visitors. These building, structures and associated carparking will take up 10 per cent of the site with the balance used for vineyards, non-arable land and vegetation.

The proponent (Strategic Alliance) identifies benefits of the development as:

- creating a five-star hotel, winery, cellar door, and function centre offering to meet current and future demand.
- attracting overnight visitors for longer-periods within the Barossa Valley, particularly national, international and corporate / conferencing visitors.
- providing on-going employment for 229 FTE workers (direct and indirect), with training and apprenticeship opportunities provided by an internationally branded hotel operator.
- investing an estimated \$100m in the development, with an emphasis on local and/or South Australian sourcing and procurement.
- delivering a design integrated with the landscape, cultural identity and sustainability.

Based on Assessment Requirements released by the State Planning Commission on 2 May 2025, Strategic Alliance prepared an Environmental Impact Statement (EIS) addressing potential environmental, social and economic impacts of the construction and operation of the proposal.

During November and December 2025, the EIS was subject to referrals to The Barossa Council and state agencies and a six-week public consultation period, including two drop-in sessions.

237 submissions were received during public consultation. Of these submissions, 172 (72%) were unsupportive of the project, 46 (19%) were supportive, 18 (7%) were supportive with concerns and 1 (<1.0%) was neutral.

Most public submissions related to the hotel component of the proposal, apart from potential noise and amenity impacts associated with operation of the winery and its function area. This likely reflects the fact that wineries are a common feature of the Barossa Valley and a form of development generally envisaged in a Rural Zone under the Planning and Design Code.



Figure 1: Locality and Local context (Source: Ekistics, Landskap)

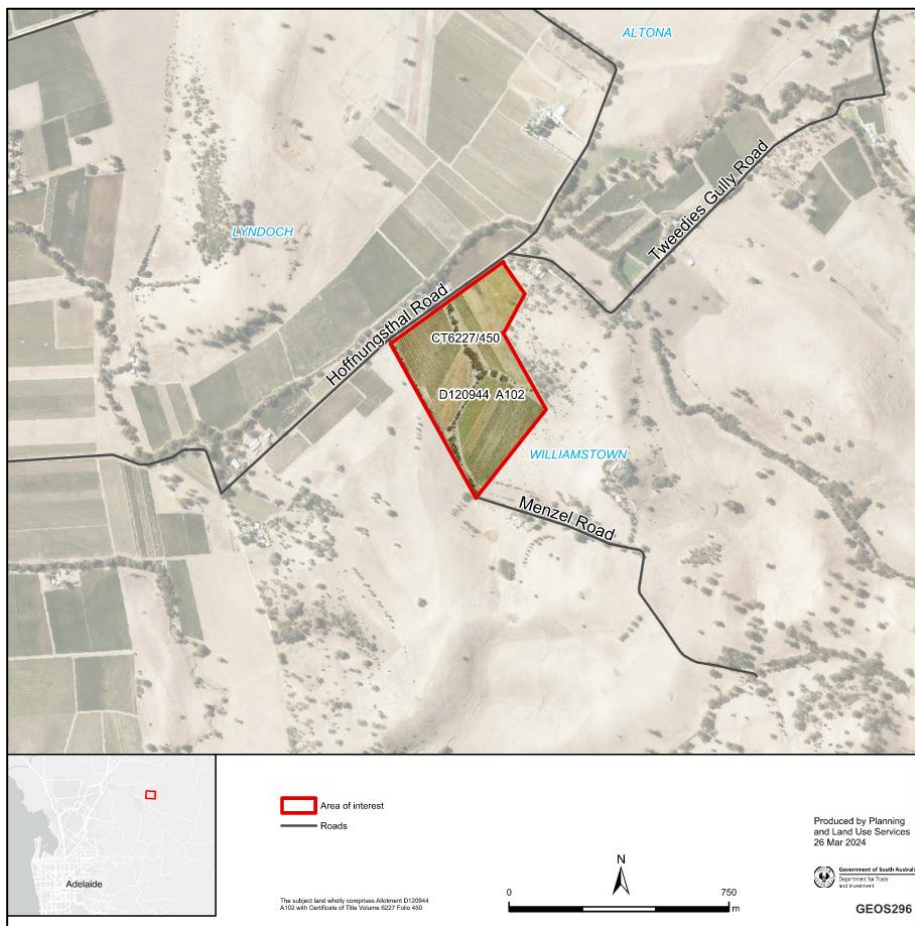


Figure 2: Immediate locality (Source: DHUD)

Following consultation, the proponent prepared a Response Document (RD). The RD provided further information to address the issues raised by the public, state agencies and council but did not propose any changes to the scope or layout of the project, which remains as outlined in the EIS.

Development of a new hotel outside of a major township was a threshold issue raised in the submissions received. Submissions pointed to restrictions on such development under the Planning and Design Code, which only supports smaller scale tourism development in a Rural Zone, and that such development may conflict with the objectives of the *Character Preservation (Barossa Valley) Act 2012* (CPBV Act).

The CPBV Act does not preclude an impact assessed process under the PDI Act. The CPBV Act only prohibits creation of new allotments for residential purposes within the Character Preservation District (CPD). It also provides general guidance for new development through five objectives, which are reflected the Planning and Design Code via an overlay.

The Minister for Planning must have regard to existing statutory policies, including any special legislative instrument, in making a decision. As allowed by the PDI Act, an impact assessment process allows consideration of standalone developments based on a comprehensive set of Assessment Requirements, determined by the State Planning Commission.

The environmental assessment process seeks to identify, consider and evaluate whole of environment impacts, and whether these impacts are acceptable or not in the context of the wider locality and region.

In terms of the current availability of suitably zoned land, the three existing Tourism Zones within the Barossa Valley are owned and occupied by the Novotel, Chateau Tanunda and Seppeltsfield developments. As a result, these zoned areas do not provide the land area, nor integrated visitor experience, for a larger scale tourism development sought by the proponent.

For the proponent, the nature of the proposed accommodation offering, the wine growing experience to be showcased and the suitability of the site selected supports a more favourable consideration of a larger scale, tourism focussed development outside of a major township, where potential impacts can be suitably avoided, managed and/or mitigated.

The proponent selected, and since purchased, the subject land following an extensive search focussed on the market availability of a suitable rural site within the Barossa Region that was readily accessible and capable of being serviced. The site comprises 21.51ha, being 0.02% of the total area of the Barossa Valley CPD (some 145,067 hectares excluding townships).

Public submissions also raised mixed views on the proposed design.

The design was subject to a peer design review led by the Office for Design + Architecture SA (ODASA) and chaired by the Government Architect (GA). These sessions provided confidential advice to the proponent from an independent panel but was not binding on the proponent to adopt.

While the GA supported the ambition of an integrated tourism development in a rural location, they did not support the design solution as documented in the architectural package.

The GA preferred a more fragmented terraced arrangement to break-down what was seen to be an overly singular, linear built form and horizontal expression that, in their view was too visually dominant, and that could fully deliver an immersive visitor experience.

The proponent's design team (Baukultur) challenged the GA's position, with the future hotel operator (IHG) commending the design and supporting future operability. Baukultur noted that changes had been made to the project to reduce the overall visual impact, including lowering the western wing by one storey and benching the development into the hillside.

The proponent presented evidence that a more scattered, lower density design solution to achieve the same offering would result in an expanded development footprint, with less land available for vineyards, and create operational and cost issues from efficient servicing to constructability. However, the proponent did agree to further explore other recommendations of the GA relating to wayfinding, arrival experience and materiality.

Whilst there remains a difference of professional opinion, it is not the role of an assessment process to evaluate design options, but to consider the overall merit and likely impacts from the development as proposed.

The introduction of new and larger buildings into a largely undeveloped, rural landscape will also change the level of amenity and landscape character currently experienced and valued by local residents.

The proposed design can meet a range of threshold development requirements, which must be considered in the overall assessment. This includes limiting visual impacts, which are assisted by local topography, which restricts and/or minimises longer views to and from the hotel site from within the Barossa Valley, whilst a more compact footprint as proposed can more readily satisfy bushfire safety requirements in a High Bushfire Risk area under the Planning and Design Code.

The SA Country Fire Service was involved in the assessment process from the start and following a review of both the EIS and DR, advised that the development can be established, subject to road access, vegetation clearance, building standard, equipment and operational requirements being incorporated to achieve a Bushfire Attack Level of 19 (Moderate).

This Assessment Report also considered a range of other matters canvassed in public submissions, such as wastewater and stormwater management, biosecurity protocols, traffic management, flora and fauna, sustainability, economic and social impacts, servicing and infrastructure, and impacts on amenity of light and noise.

Overall, the assessment determined that these matters can be satisfactorily addressed, based on peer reviews by state agencies, who found the proposal to be acceptable and capable of meeting current relevant legislation, standards and policies.

Further work will be required on specific management plans, to ensure identified controls and protocols are embedded in both construction and operational practices. The final design of the development and staging plan is reserved. The final wastewater design requires approval and licensing by SA Health and must comply with Environment Protection Authority (EPA) requirements.

The EIS assessment did not raise any critical issues in terms of cultural heritage (both Aboriginal and European), with protocols to be put in place to protect any artefacts discovered in accordance with legislative requirements and advice from Aboriginal Affairs and Reconciliation (AGD-AAR).

The Barossa Council reflected the challenges of undertaking an assessment of a larger scale hotel and winery development in a rural area, whilst also acknowledging the design and location of the development had sought to address a number of initial concerns.

The Council (as local road authority) was satisfied the road network could cater for the expected levels of traffic to service the development, subject to appropriate upgrades. If the development were to be approved, the Council recommended a range of conditions, including an infrastructure deed.

Necessary road, water, power and telecommunications upgrades to meet the needs of the proposal can be achieved without compromising existing levels of service. Similarly, proposed on-site waste and wastewater management systems are considered feasible. Any necessary upgrades will be developer funded and designed to infrastructure provider specifications.

Some unavoidable localised impacts will be experienced by residents and businesses in the immediate proximity of the project site (and located along the principal access route between the site and Lyndoch Valley Road) during construction and operation.

As with any state significant development, the two-year construction period will create disturbance and annoyance associated with earthworks, building works and traffic. A Construction Environmental Management Plan (CEMP) will seek to minimise these impacts.

Once operational, there will be an elevated potential for disturbance from functions and events.

Increased traffic volumes along Hoffnungsthal and Menzel Roads will also be ongoing and subject to seasonal variations and fluctuating occupancy and servicing schedules.

Technical investigations and advice from agencies identified a range of design and operational measures to manage and/or mitigate impacts where feasible. For example, noise attenuation measures can be conditioned to be incorporated in final building design plans as part of building rules compliance. Opening hours of the winery, cellar door and functions areas will be a matter for a future liquor licence determination.

The positive economic and workforce contribution of the development, with the ability to grow and/or create new business and investment opportunities within the region, supports the favourable consideration of the development to allow its potential to be realised.

The development is also considered to be consistent with broader planning and policy objectives that support new tourism development in one of South Australia's main wine growing regions, without compromising its unique values and ongoing primary production activities.

In this regard, the inclusion of a new winery and cellar door, the retention of an equivalent area of upgraded vineyard, and the provision of a new, high-quality hotel offering (managed by a reputable and experienced operator) are key positives.

For the reasons outlined in this report, the development merits approval.

In my capacity as Chief Executive Officer of the Department for Housing and Urban Development, I have made recommendations in respect to potential reserved matters and conditions, to ensure the development can proceed in accordance with necessary, local, state and government agency requirements and to ensure its commitments are delivered.

Whether the development is to be conditionally approved or refused, is solely a matter for the Minister for Planning under the Act. The Minister has complete discretion in these matters and there is no statutory time limit for a decision to be made.

1 Introduction

This Assessment Report considers the social, economic and environmental impacts of the Southern Barossa Winery and Tourist Accommodation Project (SBWTAP) at Lot 102 Hoffnungsthal Road, Williamstown, which was declared as impact assessed development requiring the preparation of an Environmental Impact Statement (EIS). The proponent is Strategic Alliance and Commercial Pty Ltd (Strategic Alliance).

The EIS process is the highest level of assessment under the *Planning, Development and Infrastructure Act 2016* (PDI Act) and enables the holistic consideration of state significant projects of economic, social or environmental importance to South Australia.

2 Assessment process

2.1 Process to date

On 8 August 2024, the Minister for Planning declared that the proposed development of SBWTAP by Strategic Alliance be assessed as an Impact Assessed development.

On 23 January 2025, the applicant lodged a scoping application in accordance with the requirements of the PDI Act and Regulations, to enable the preparation of Assessment Requirements (being those assessment matters for the proponent to consider in the EIS).

On 2 May 2025, the State Planning Commission (the Commission) released its Assessment Requirements. The proponent then prepared its EIS, which was publicly exhibited between 5 November 2025 and 17 December 2025. A total of 237 submissions were received.

The EIS was also referred to The Barossa Council (Council) and relevant state government agencies for comment. On 6 April 2026, Strategic Alliance lodged its completed Response Document (RD), addressing the feedback and concerns raised in council, state agency and public submissions during the engagement period.

2.2 Assessment Report

In accordance with the PDI Act this Assessment Report has been prepared by the Chief Executive Officer of the Department for Housing and Urban Development, having consideration for the EIS, RD and all associated referral advice and public submissions received during the consultation and assessment process, including comments from the Environment Protection Authority (EPA), the Minister administering the *Character Preservation (Barossa Valley) Act 2012* (CPBV Act), The Barossa Council, and any other comments or matters as the Chief Executive Officer required.

2.3 Next steps

This Assessment Report includes the Chief Executive's recommendation to the Minister for Planning (as the decision maker) with respect to making decision on the project. The Minister has the discretion to:

- Grant a development authorisation subject to conditions (if any)
- Grant a provisional development authorisation, reserving a decision on a specified matter.
- Refuse approval to the development

In making this decision, the Minister must have regard to the following matters:

- any relevant state planning policy; and
- the relevant regional plan; and
- the provisions of the Planning Rules and the regulations (so far as relevant); and
- the Building Rules (so far as they are relevant); and
- if the development involves, or is for the purposes of, a prescribed activity of environmental significance as defined by the *Environment Protection Act 1993* (EP Act)—
 - the objects of the EP Act; and
 - the general environmental duty under the EP Act; and
 - any relevant environment protection policies under the EP Act; and
- if the development is to be within an area of the State that is specifically subject to a special legislative scheme—the views of the Minister who is responsible for the administration of the Act in question; and
- any relevant EIS, and the relevant Assessment Report.

3 EPBC Self-Assessment

Prior to the submission of the EIS, the proponent engaged Succession Ecology to undertake a self-assessment under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) to determine whether or not a referral was required to the Commonwealth based on potential impacts to Matters of National Environmental Significance (MNES).

One MNES was identified as “possible” or “likely” to be impacted by the development, being the Grey headed Flying fox (*Pteropus poliocephalus*, or GHFF). Previously, the closest observation of the species was 3.5 km away, whilst the conservation advice for this species seeks the protection of nationally important camps and foraging areas (and not already heavily modified landscapes).

To consider potential impacts more thoroughly, a Significant Impact Assessment was also undertaken by Succession Ecology (refer to: *Southern Barossa Winery & Tourist Accommodation Project EPBC Self-assessment ES0125-02* dated 11.7.25).

Key findings: no vegetation clearance is proposed, there is no existing permanent body of water (on the land), and the species was not observed during the field survey. Potential impacts were determined to be negligible on individual GHFF, and no impact on nationally important GHFF camp.

Based on these findings, no further on-ground or desktop investigations were recommended, and no formal referral made to the Commonwealth.

4 Proposal

4.1 Detailed Proposal

The development of the SBWTAP project involves the development of a tourist accommodation (hotel) and winery complex (with associated functions areas) on rural land south-east of Lyndoch.

The remainder of the land will continue to be used for a viticultural use, including associated maintenance and production activities.

The plans for the development are detailed in a series of documents (appended to the EIS), being a drawing set prepared by Baukultur Pty Ltd for the hotel, JBG Architects for the winery and Landskap for the landscape design.

In addition, architectural design statements have been provided for both the hotel and winery components by the same architects for each of these elements.

4.1.1 Hotel Development

Construction and operation of a multi-level, five-star resort hotel (tourist accommodation facility) with up to 150 rooms/suites within a building footprint of 5,000m².

The hotel building comprises a series of *horizontal, rectangular forms* or layers, set into the northern face of the hillside, with two accommodation wings situated either side of a central core (which contains a range of guest amenities, including restaurant, club lounge, bar lounge, spa treatment rooms, business centre and function spaces).

The maximum horizontal extent of the building is 244m, with a depth of between 16 and 45m (in the central core). The building form is a combination of five, six and four building levels, with a maximum building height from the lower-level pool deck to rooftop of 19.2m.

Four sets of partially enclosed fire exit stairs protrude from the rear of the hotel wings.

Visitors arrive via an internal driveway from Menzel Road under the structure of the functions centre level (porte cochère). Internal building movement is provided via two lift banks servicing either the western or eastern accommodation areas.

Service vehicles will utilise a secondary road access which connects directly to the facility's back-of-house area for deliveries and pickups. A high siltstone wall screens this area from public view.

The restaurant will accommodate up to 130 patrons, a 160-seat lounge bar and a 66-seat terrace space, serving both hotel guests and the broader community.

Visitor facilities include a wellness and recreational centre, function and conference centre, swimming pool and internal courtyards and landscaped outdoor lounge and informal gathering areas, accessible for all ages and abilities.

Approximately 219 on-site car parking spaces within a staggered, grade level arrangement to the rear of the hotel will service the hotel. Access to the hotel will be from Menzel Road, for both visitor and commercial vehicles.

Materials of construction include corten cladding, stained timber, local stone, aluminium / steel frames, timber formed concrete, carefully informed by heritage considerations, both in the historic townships of the Barossa and local Kaurna culture.

Landscaping will be provided for screening and amenity purposes, consistent with any South Australian Country Fire Service (SACFS) requirements to maintain appropriate hazard reduction levels/setbacks and to the rear boundary.

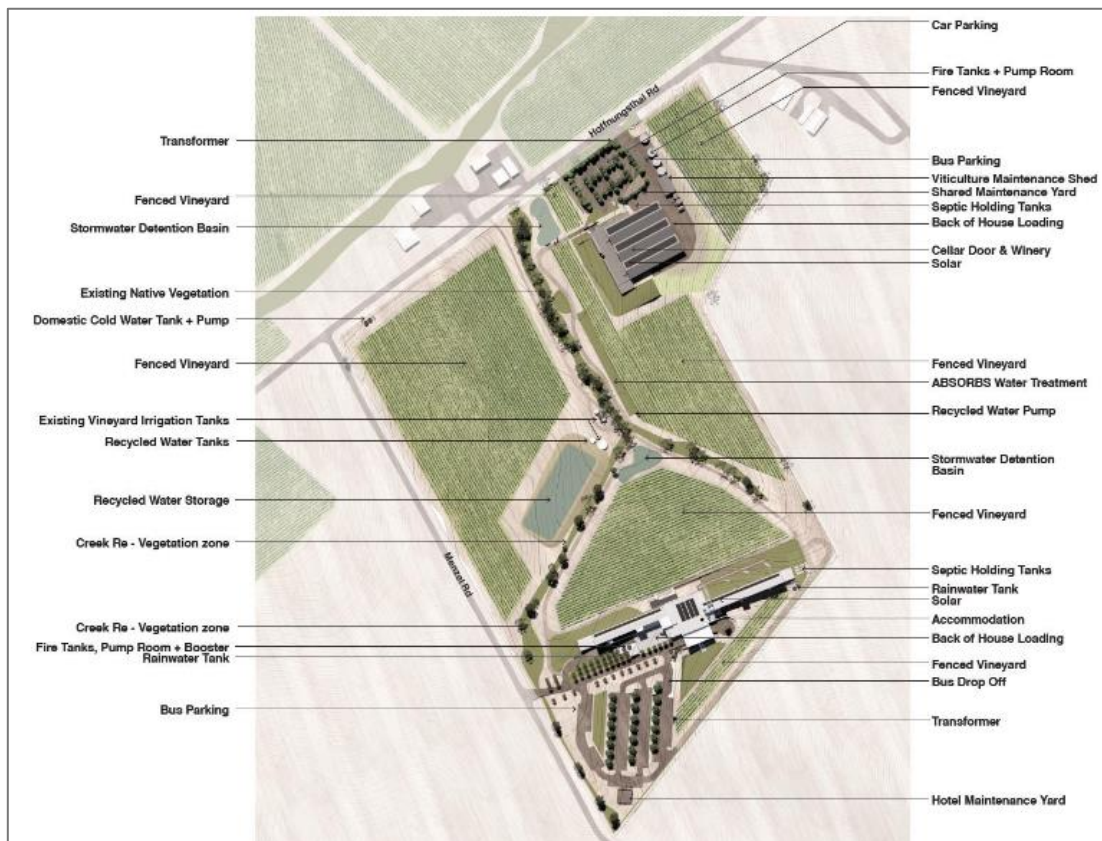


Figure 3: Site Plan (Source: Baukultur)

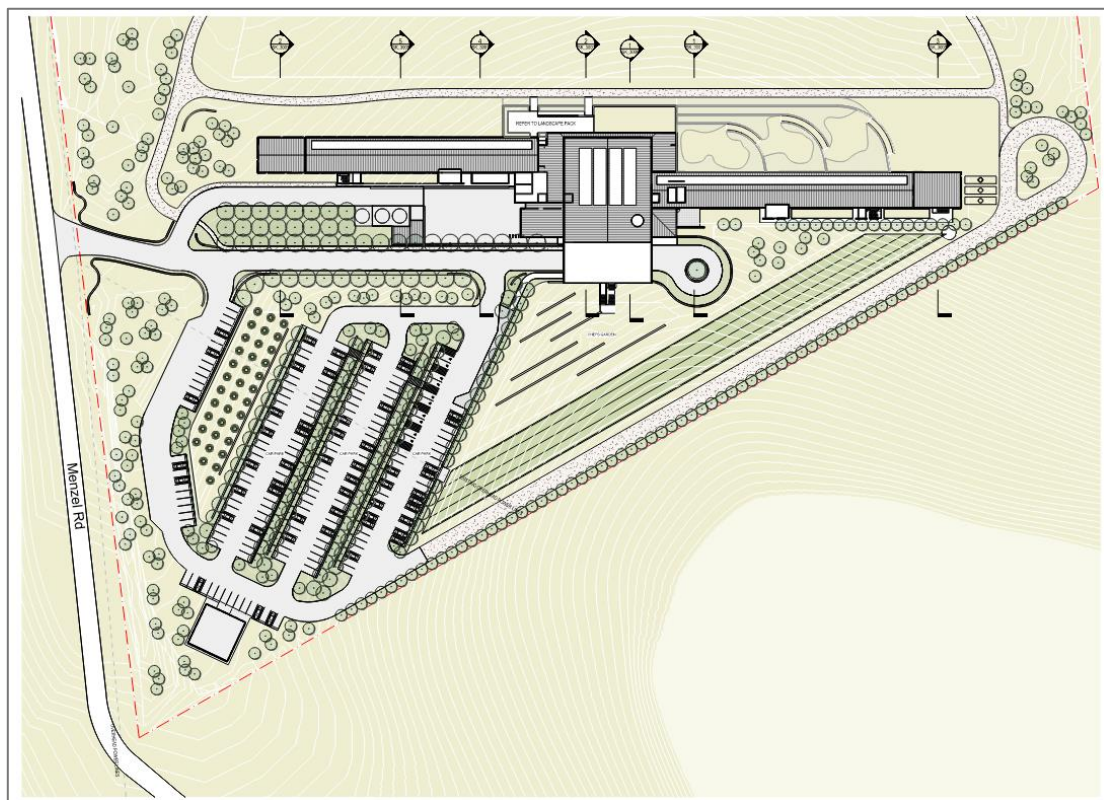


Figure 4: Site Plan - Hotel (Source: Baukultur)

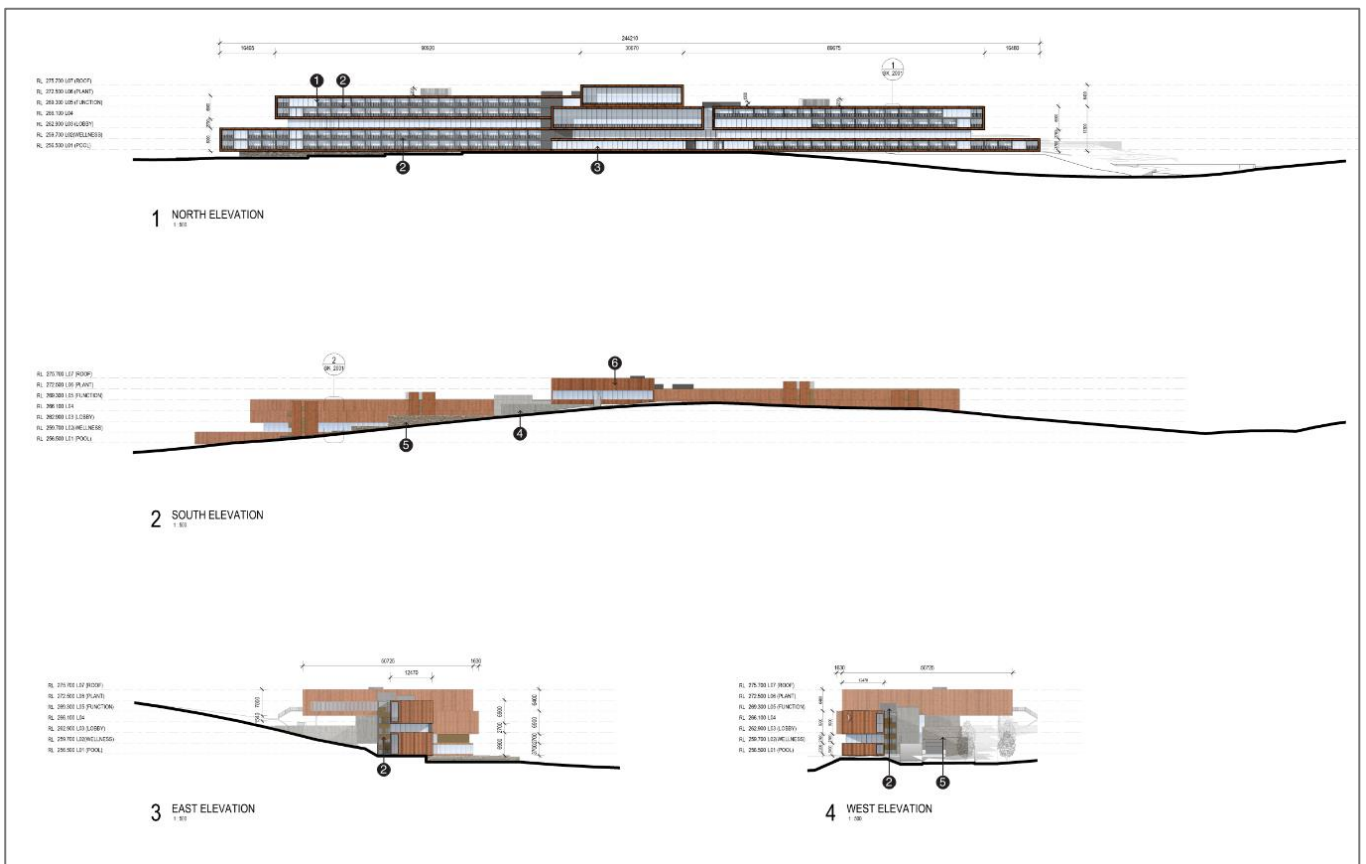


Figure 5: Elevations - Hotel (Source: Baukultur)

4.1.2 Winery, Cellar Door, Restaurant and Functions Venue

The construction and operation of a single storey winery, cellar door, restaurant and functions complex will serve as the new permanent home for an established Barossa-based wine label, with the integration of a working winery with on-site visitor experiences. The facility will accommodate up to 450 guests over the indoor and outdoor designated function and restaurant spaces.

The primary winery building be approximately 11.3m in height and have a total gross floor area of 4,881 square metres, and comprise a range of internal and external components, including wine production area (i.e. grape processing equipment, barrel storage, laboratory, fermentation tanks, and back-of-house storage), cellar door and tasting area, full service restaurant, internal and outdoor functions areas, with associated office/staff areas, visitor amenities, and loading facilities.

Materials of construction comprise steel sheet and side wall roof cladding (Colorbond Wallaby), excepting a contrasting colour for the cellar door (Fielders Redcore). A feature stone wall, glass balustrades, aluminium doors and windows and painted steel cover flashings provide a contemporary rural design solution.

The eastern perimeter of the site will provide ancillary services: rainwater and fire tanks, fire pump room, viticultural maintenance shed and wastewater plant. An area of hardstand will enclose the main winery building to the east and south.

A large external lawned area, terraced at the rear (with room for a temporary marquee), will enclose the western and south-western sides of the main winery building.

Vineyards will surround the complex extending towards the property boundary and creek.

The winery, cellar door, restaurant and functions complex will be accessed from two entrance/exit points from Hoffnungsthal Road. On-site car parking will be provided for staff and visitors adjacent to the primary building entrance, with landscaping for screening and amenity purposes.

A separate shared access for buses, trucks and service vehicles will also be provided.

A secondary building (to the rear) will accommodate viticulture maintenance equipment/service areas and the winery waste treatment plant. Other notable external elements include, rainwater storage tanks, a dedicated fire tank, and a fire pump room.

Production capacity of the winery will not exceed 500 tonnes per annum.

4.1.3 Sustainability

The proposal will integrate energy efficiency, renewable energy, water conservation and waste minimisation in the design and operations. Initial sustainability measures include solar panels on both the winery (175kW) and hotel buildings (200kW), rainwater harvesting and wastewater reuse, and passive design measures.

4.1.4 Bulk Earthworks

The proposal will require modification to the existing rural landform, through the excavation and filling of land to meet site and benching requirements for both the hotel and winery elements. This will require cut and fill depths of up to 7.0 metres at the hotel site and up to 3.0 metres at the winery site.

Total cut volumes are estimated at just under 50,000m³ and fill volumes at 54,000m³, with a net residual volume of 4,000m³ (approx.) to be re-used on-site.

4.1.5 Landscaping, Signage and Lighting

The majority of existing (mature) vegetation, particularly along watercourses, is to be retained and where required, augmented by additional plantings. Pest plants / weed species will be identified and removed. A redeveloped vineyard will be progressively developed to the north and south of the hotel complex and east of the winery (with an overall vineyard area of 11ha). Terracing, battering and retaining walls will be used to manage level changes.

Lighting will be selected and installed to be of a low-glare and downward-facing nature (consistent with Australian Standards), minimising intrusive overspill as to maintain the night sky character of the Barossa region. Signage (including for wayfinding) will be designed to be context-sensitive, low-scale and sympathetic to the rural landscape, subject to final design documentation.

4.1.6 Internal Circulation

A network of internal paths will provide two-way vehicle movement throughout the site, such as for guest golf carts, and pedestrian movement. Separate tracks will provide access for service /maintenance and emergency vehicles and viticultural equipment.

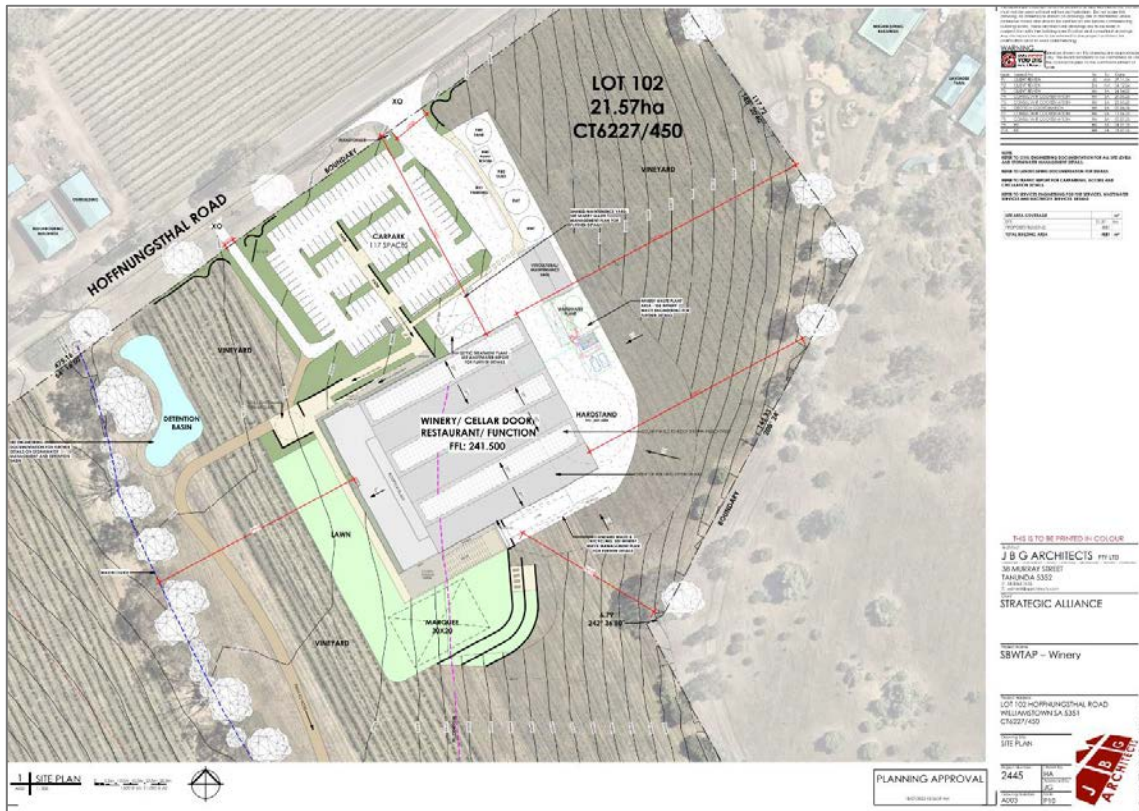


Figure 6: Site Plan - Winery (Source: JBG Architects)

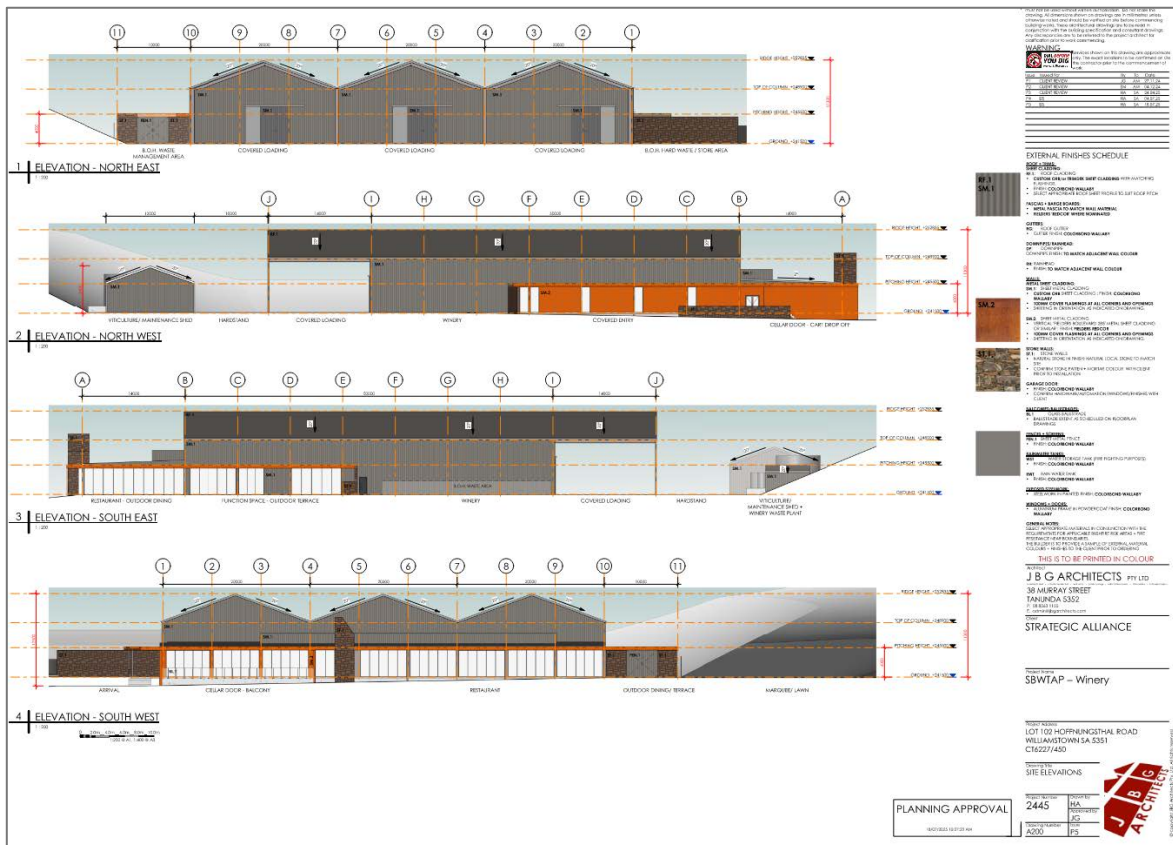


Figure 7: Elevations - Winery (Source: JBG Architects)

4.1.7 Civil Infrastructure

Stormwater across the site will be managed through a combination of detention, reuse, and water quality treatment systems (comprising detention basins, rainwater tanks and shallow vegetated retention areas to support stormwater reuse, filtration, and pollutant reduction).

Wastewater will be treated on-site using an advanced 'passive' system, with treated water stored and reused for vineyard and general irrigation. Other waste streams will be managed under a comprehensive strategy to minimise, recycle and safely dispose (following appropriate separation, on-site storage etc).

Other required services will need to be extended and/or augmented to service the development, including water supply (potable), recycled water, electricity (new transformers), and telecommunication facilities.

4.1.8 Staging of Development

The project will be delivered in two stages: Stage 1: construction of the tourist accommodation facility; and Stage 2: construction of the winery, cellar door, and associated components.

Service infrastructure, landscaping and related site improvements will be established with each stage (as required and/or identified on the approved plans).

Stage 1 is anticipated to take approximately 24 months, with Stage 2 commencing 12 months from hotel commencement. The total project delivery timeframe is two years from site mobilisation.

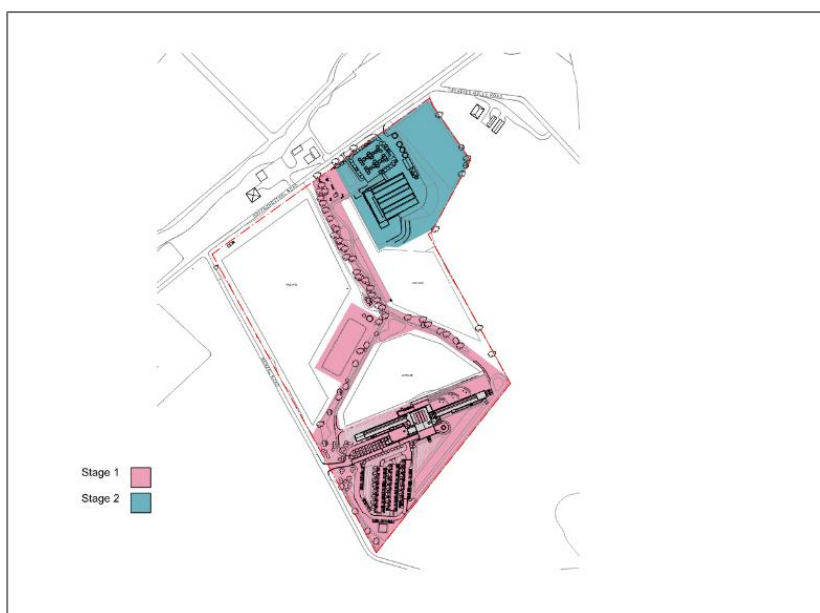


Figure 8: Staging (Source: Baukultur)

4.1.9 Site Operation

The winery and hotel components will be independently operated, but *share a cohesive visitor identity through joint marketing, branding, and culinary offerings* (Source: EIS).

The hotel will operate 24 hours per day, seven days per week, and provide events, dining, and wellness activities for both hotel guests, tourists and local residents.

The winery, restaurant and associated function spaces are expected to accommodate both daytime and evening trade, including private and public events. If approved and constructed, trading hours will be a matter for a future liquor license application to determine.

4.1.10 Site Access

Public road access is directly available to the subject land from both Menzel and Hoffnungsthal Roads. Both roads are under the care and control of The Barossa Council.

Hoffnungsthal Road connects with Lyndoch Valley Road (being the principal north-south connection to the hotel and winery developments), linking with Lyndoch to the north and Williamstown to the south.

Lyndoch Valley Road is a road under the control of the Department for Infrastructure and Transport. An intersection upgrade at this location has been identified to facilitate safe and efficient access to the development.

Minor upgrades are also proposed at the Hoffnungsthal Road and Lindner Road intersection (shoulder widening), the Hoffnungsthal Road and Menzel Road intersection, Menzel Road spray seal, and alterations to the road reserve/new entrances to the winery and hotel.

4.1.11 Concurrent Works

The development will rely upon a range of upgrade works to ensure appropriate civil infrastructure can be provided to both the hotel and winery developments, and to maintain existing service levels of existing customers and local residents. The full extent and nature of these upgrades are subject to further investigation, but involve water (potable and recycled), electricity and telecommunications infrastructure that connects with the site, including potential augmentation.

5 Site and Locality Description

5.1 Development Site and Tenure

Street Address	Lot 102 Hoffnungsthal Road, Williamstown
Title / Plan	CT 6227/450 DP120994 AL102
Owner	Tweedies Gully Property Pty Ltd
Area	21.5 hectares
Council	The Barossa Council
Traditional Lands	Kaurna
Easements and Encumbrances	Nil

The site is an irregularly shaped allotment of 21.5 ha located between the townships of Lyndoch and Williamstown in the southern Barossa Valley, approximately 1.5 km west of Lyndoch Valley Road. The site is bounded by private properties to the south and east, Hoffnungsthal Road (475m frontage) to the north, and Menzel Road (605m frontage) to the west. Menzel Road is an unsealed no-through road. Access to the site is via Hoffnungsthal Road with internal tracks following creek lines and the southern boundary.

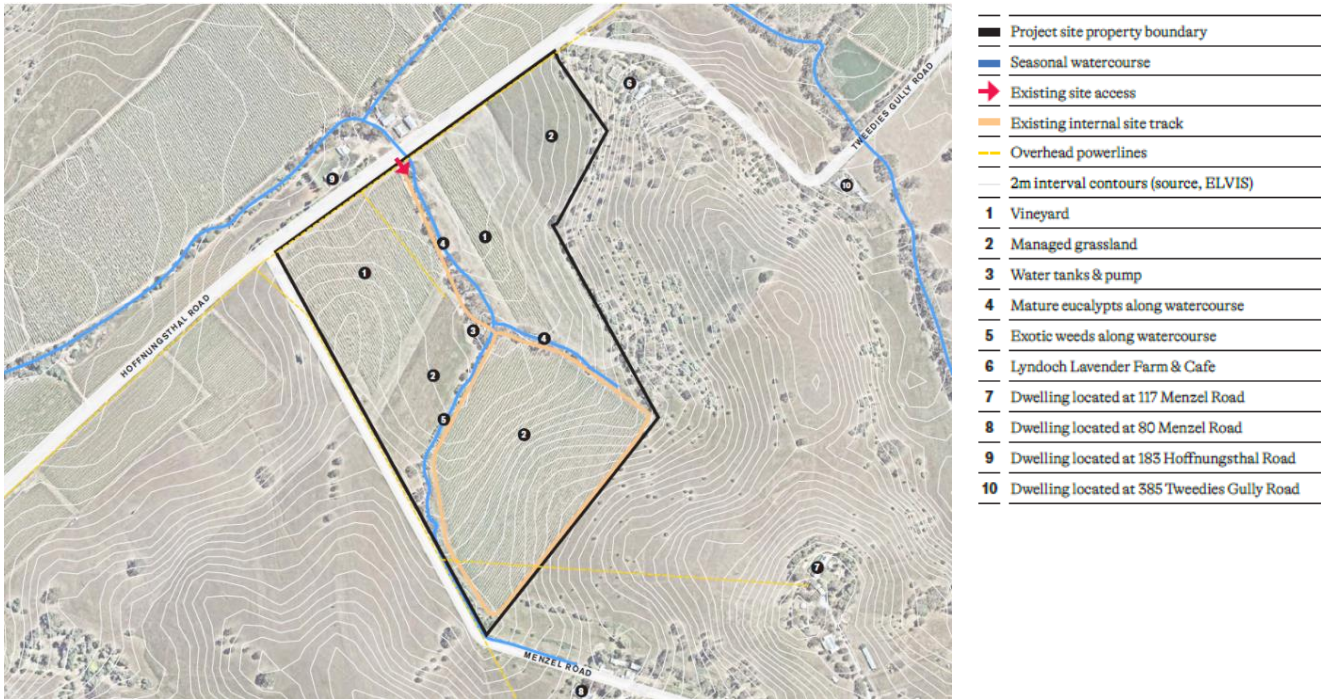


Figure 9: Subject Site – Lot 102 Hoffnungsthal Road, Williamstown (Source: Landskap)

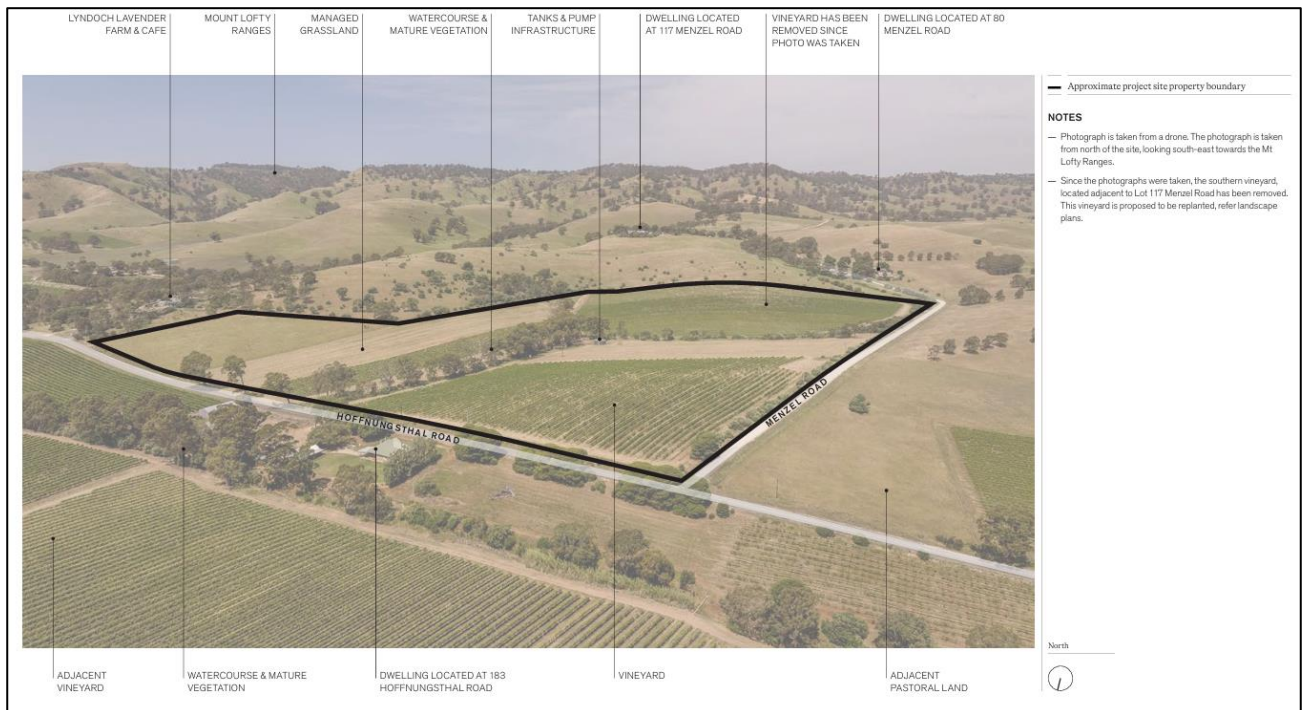


Figure 10: View of Site looking south-east towards Mt Lofty Ranges (Source: LANDSKAP)



Figure 11: Photographs of subject site, May and July 2025 (Source: LANDSKAP)

5.2 Locality

The site is located 55km north-east of the Adelaide Central Business District (CBD) in the southern Barossa Valley.

The surrounding landscape is characteristic of the area, defined by rolling hills with land uses centred on the viticulture industry, broadacre dryland farming, and tourism. Distinct townships dot the valley, with the nearest settlements being:

- | | | |
|---------------------------------|--------------------------|-------------------|
| • Lyndoch | 3.3 km to the north-west | Pop. 1,883 (2021) |
| • Williamstown | 5 km to the south-west | Pop. 2,238 |
| • Sandy Creek / Cockatoo Valley | 6.5 km to the west | Pop. 688 |
| • Tanunda | 12 km to the north-east | Pop. 4,394 |
| • Gawler | 15 km to the west | Pop. 24,988 |

As discussed, and illustrated below, the GARP identifies areas immediately fringing Gawler for significant urban expansion over the next 5-30 years, with staged delivery of infrastructure underway to support up to 50,000 additional homes.

Figures 1 and 2 show various dwellings and commercial premises located within the immediate vicinity of the site, as well as operating farms/vineyards. Around twelve wineries and cellar doors are located within five kilometres of the site.



Figure 12: Locality Plan, Urban Areas and Settlements (Source: Ekistics, Landskap)

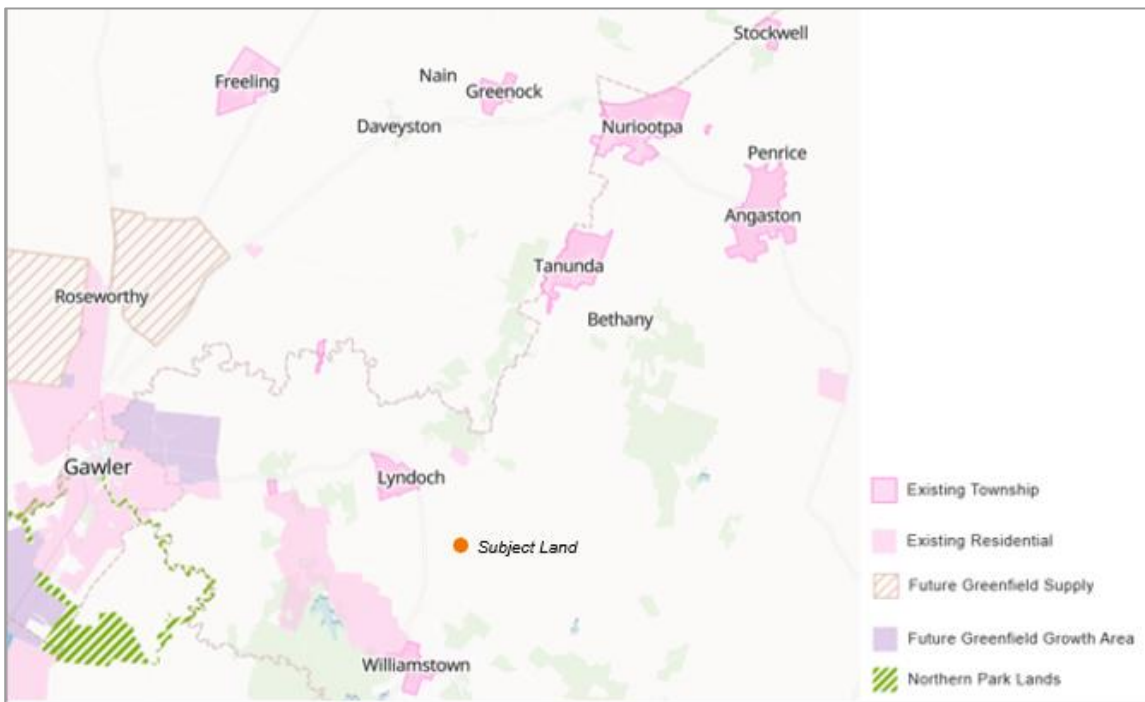


Figure 13: Urban Areas, Settlements and Growth Areas (Source: Greater Adelaide Regional Plan)

5.3 Social and Economic Environment

The site is located on the traditional lands of the Kaurna people and near the lands of the Peramangk people as discussed in Appendix 22 of the EIS.

The Barossa, Gawler, Light and Adelaide Plains region was established in the 1830s during the early stages of European settlement. Today the region is home to 82,100 people generating \$3.9 billion Gross Regional Product annually and supporting more than 6000 businesses and 30,000 jobs.

The Barossa Valley itself is one of the world's prestigious premium wine producers and home to more than 170 wineries and over 550 independent grape growers (Source: Barossa Australia – Barossa Geographic Indication Zone).

The Barossa Valley's German cultural heritage is reflective in the urban form, land uses and social traditions. The valley is sparsely settled, with distinct townships surrounded by undulating viticulture, broadacre farming, creeks and conservation areas. Over the next 30 years the GARP anticipates that modest residential growth will be provided for within existing townships, notably Nuriootpa, Freeling and Tanunda.

In contrast, the township of Gawler and the south-western part of the region are part of the fast growing northern metropolitan area. Significant urban growth is planned for Roseworthy (33,300 dwellings), Concordia (10,000 dwellings) and Kudla / Evanston (11,600 dwellings) over the next 5-30 years. Delivery of infrastructure and services to support this growth is underway with further planning in the pipeline as part of the South Australian Government's Housing Road Map.

This proximity to the northern metropolitan area means that while the proposed development site is located in a relatively secluded rural setting, it is within a 15-30 minute drive of a range of retail, commercial, education, emergency and health services, including the major Lyell McEwin hospital at Elizabeth. This proximity to metropolitan Adelaide also provides good access to a skilled workforce, training facilities and housing for employees and their families.

The region's economy and employment centres on strong manufacturing (premium wine, food and supporting industries i.e. packaging, stockfeed) and agricultural sectors, with expanding healthcare, social services and education sectors. Retail trade, accommodation and food services are also important contributors.

Tourism generates approximately 6% of the region's value add and employment (RDA Economic Profile). As detailed in Appendix 3 of the EIS, the majority (97%) of visitors to the Barossa are from South Australia and interstate, with visitor expenditure of \$287 million per annum in 2024.

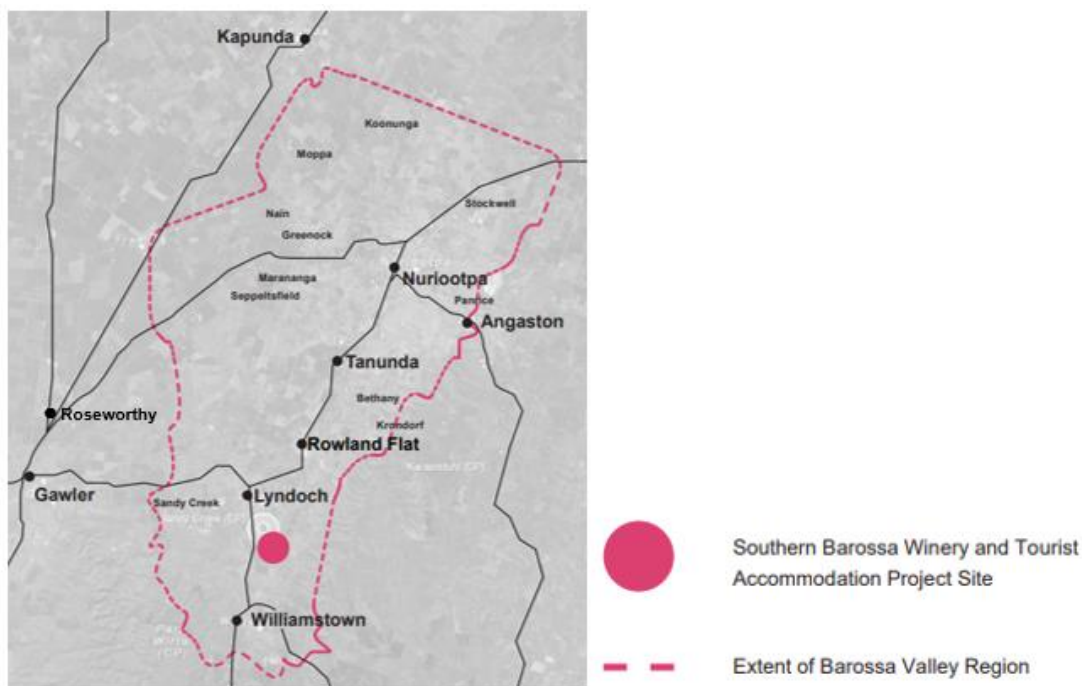
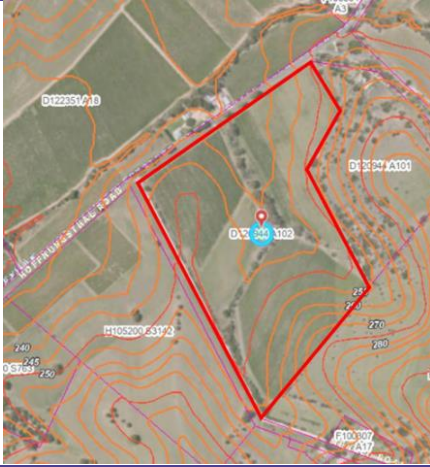


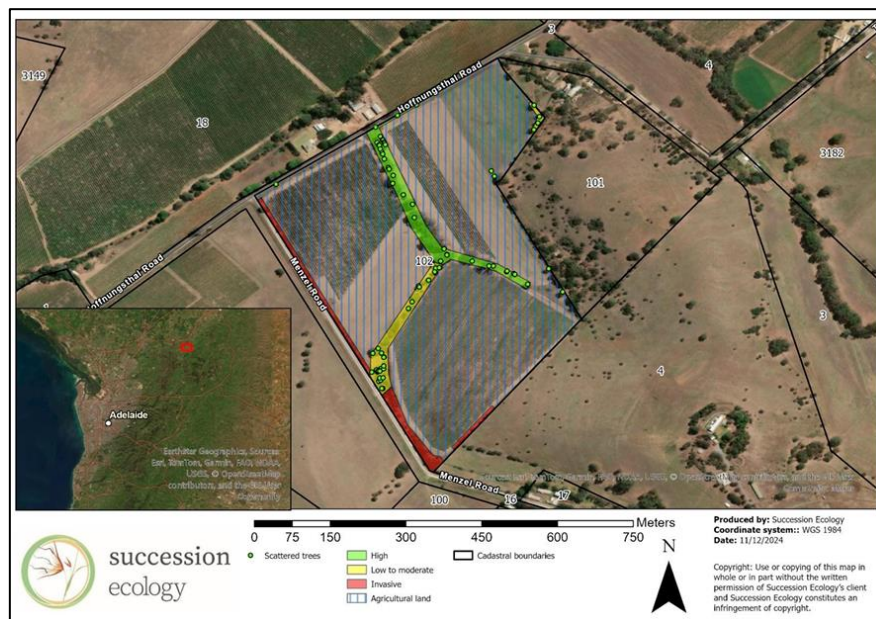
Figure 14 Barossa Valley Region (Source: Baukultur)

5.4 Physical Environment

Land Use	<ul style="list-style-type: none"> The property has been used for cropping, grazing and viticulture since early European settlement. The site currently comprises vineyards and open, managed grasslands.
Development / Structures	<ul style="list-style-type: none"> The only site improvements are three above ground water tanks; a groundwater bore and pump facilities associated with vineyard irrigation. These are located at the centre of the site near the junction of two creeks.
Topography	<ul style="list-style-type: none"> The site lies in gently undulating landscape framed by the Mount Lofty Ranges to the east. The site falls approximately 37m from south to north. Two valleys traverse the site from the upper (southern) areas, converging into a single central valley in the northern portion of the site. 
Heritage and Native Title	<ul style="list-style-type: none"> No local or State heritage places are located on or adjoining the site. State and local heritage places in the vicinity, but distant from, the site are listed in Section 5.35 of the EIS. The site is part of the traditional lands of the Kurna people and within the Kurna People's Native Claim Area. The Federal Court has determined that native title does not exist within the subject site. The site has been assessed as having moderate to high potential for Aboriginal cultural heritage sites, objects and remains to be present. Ongoing cultural monitoring by Kurna Yerta Aboriginal Corporation (KYAC) representatives will be required.
Surface Water and Ground Water	<ul style="list-style-type: none"> The site is within the Barossa Prescribed Water Resources Area (PWRA) and forms part of the Lyndoch Creek catchment. <p>Surface Water</p> <ul style="list-style-type: none"> The site features two seasonal creeks which converge at the centre of the site and flow north in central channel under Hoffnugsthal Road via a 600mm concrete culvert. The western creek runs adjacent Menzel Road before flowing north-east to the central channel. Three concrete culverts (ranging from 300mm to 450mm) transfer flows west to east under the unsealed, formed Menzel Road and into the creek network on the site. The Hoffnugsthal Road culvert discharges into a natural stream located within the adjacent allotment approximately 30m to the north, which in turn conveys flows downstream into Lyndoch Creek and onto the North Para River.

	<ul style="list-style-type: none"> The surface water resource capacity in the Lyndoch Creek catchment has declined by 8% since the 2009, with a 24% decline recorded for the broader Barossa PWRA. Long term trends point to declining and increased variability in annual capacity (Draft Barossa Water Allocation Plan, 2025). <p>Groundwater</p> <ul style="list-style-type: none"> A water licence is registered for the site, providing for the taking of up to 15.8ML of groundwater from the Barossa Fractured Rock Aquifer (FRA) for irrigation purposes. A bore, associated pumps and holding tanks located on the site remains operational but in a depleted condition (EIS, p114). Long term trends for groundwater levels in the FRA varies from relatively stable to gradual decline. Existing levels of use are not considered to present a significant risk to the future condition of the resource, however there is no capacity for any future increase in volume available for allocation (Draft Barossa Water Allocation Plan, 2025).
Noise	<ul style="list-style-type: none"> Noise monitoring undertaken in 2025 confirmed low level background and average noise levels, as is often typical for rural environments. Some high noise levels during the day period was attributable to passing helicopters associated with the helicopter tour business (Barossa Helicopters) located on Hoffnungsthal Road.
Air Quality	<ul style="list-style-type: none"> Ambient air quality is good reflecting the rural setting, with limited industrial activity / emissions in the immediate vicinity.
Soils	<ul style="list-style-type: none"> WGA's Geotechnical Investigations Report confirmed that the site is underlain by weathered bedrock, which is classified as non-reactive with low shrink-swell potential. The rock is typically overlain by clayey soils that are moderately to highly reactive to shrink-swell movements with deep moisture changes. Soil characteristics are slightly alkaline, with low sulphate and chloride concentrations. Acid Sulphate Soils are not present. Salinity levels are negligible. The site is not subject to subsidence risks and is not within a seismically active zone. No soil contamination is evident that poses a risk to human health or ecological receptors.
Flora and Fauna	<ul style="list-style-type: none"> The site was extensively cleared of native vegetation circa 1935 with the site maintained for agriculture / viticulture since that time. Remnant native vegetation is largely restricted to the creek lines, with a scattering of regenerating eucalypts within cleared paddocks. No threatened ecological communities under the EPBC Act occur within the site. The site does provide preferred feeding and/or nesting habitats for a range of common and threatened fauna species observed in the area within the last 20 years, as detailed in Succession Ecology's Preliminary Fauna and Flora Assessment. Large remnant eucalypts of high ecological value are concentrated along the northern and eastern watercourse, with some River Red Gums preserved during clearance being at least 80 years old.

- The south-western watercourse features younger regenerating Drooping Sheoak and South Australian Blue Gums with a mid-storey of Bramble Wattle. These trees face competition from invasive species and have medium to low ecological value.
- Invasive weed species dominate the southern and western boundaries, including Weeds of National Significance and Declared Plants (African Boxthorn, Aleppo Pine, Olive).
- Five conservation parks and Mount Crawford commercial pine forest are located within ten kilometres of the site.



Remnant River Red Gum on site



Western Grey Kangaroo and joey on site

Infrastructure

- Mains water – the site is supplied by a 1000mm water main running along Hoffnungsthal Road. Higher pressure 150mm and 200mm water mains are located 800m west of the site at the intersection of Hoffnungsthal Road and Lindner Road.
- Recycled water – the site is connected to the 150mm recycled water main operated by Barossa Infrastructure Ltd that runs along Hoffnungsthal Road.
- Groundwater – water licence for a maximum 15.8ML for irrigation only. No additional capacity available.
- Sewer – no sewer infrastructure available.
- Gas – no gas infrastructure available.
- Electricity – 7.6kV overhead powerlines service the site with lines running along the southern side of Hoffnungsthal Road and the eastern side of Menzel Road, with additional lines crossing the site at both the south-western and northern ends.
- Telecommunications – Telstra copper cable and NBN Co fixed wireless connections available.

6 Public engagement

Pursuant to s. 113(5) of the Act, the Department for Housing and Urban Development undertook a public exhibition process to seek feedback from the community.

This process was informed by an Engagement Plan, being a mix of statutory and non-statutory actions to inform key stakeholders and the public more generally of the exhibition process.

This included a public notice in the Advertiser, Gawler Bunyip, and Barossa Leader newspapers, electronic and hard copy information, one community drop-in session (27 November 2025), one online session (3 December 2025), social media posts, YourSAy page, direct mail and key stakeholder contacts. 17 persons attended the in-person session, and 9 persons online.

The consultation period was between 5 November and 17 December 2025. A total of 237 public submissions were received by the Department. Of the submissions received, 94 were made via the Your SAy page, 136 by email, 16 via an online form and 1 letter.

6.1 Key Issues

The key issues raised by the local community, interest groups, non-government organisations, local businesses and landowners related to:

- Erosion of Landscape character, visual amenity impacts.
- Development within a character preservation district
- Rural location > wrong location, hotel should be in a township, more appropriate zone
- Increase in local traffic, road safety, congestion
- Bushfire hazard risk, evacuation process
- Local economic benefits (i.e. employment, local services) and/or risks.

- Contrary to local planning policies (Planning and Design Code)
- Impact on local infrastructure and services
- Use of / Interruption to / contamination of local water resources
- Increased competition for local housing (i.e. price increase).
- Flora and fauna impacts, loss of biodiversity
- Loss of primary production land (or impacts on neighbouring land), conflicts with existing land uses
- Unsympathetic / poor design response
- Other environmental impacts (waste, noise, lighting etc).

Overall, 172 submissions were unsupportive of the project, 46 submissions were supportive, 18 submissions were supportive with concerns, and 1 submission was either neutral to the proposal or sought additional information.

A separate *what we heard* report was released by Plan SA on 16 February 2026 to the proponent and representors, which provided an overall summary of the community engagement process.

7 Agency advice

A number of state agencies were involved and/or formally consulted in the initial project discussions, the review of draft Assessment Requirements (prepared by the Commission) and then formally referred a copy of the EIS and RD by the Minister for Planning. A summary of agency feedback is provided below.

7.1 Environment Protection Authority (EPA)

No objection. The EPA assessed the air quality, noise, site contamination, stormwater, and wastewater investigations that formed part of the EIS. The EPA's assessment identified that the proponent should provide further information on air quality and wastewater management. This relates to the operation of the winery wastewater system, storage dam and irrigation systems and the potential for any additional air quality impacts from non-winery related elements.

The EPA advises that it would be preferable for the proponent to provide that information in the RD. No further work was undertaken by the proponent in the RD. In any event the matter is capable of being dealt with in a condition of approval to validate performance outcomes prior to operations, consistent with the *Environment Protection (Air Quality) Policy 2016* (Air Quality EPP).

Whilst further information on site contamination was also initially sought, this could also be a reserved matter, being the preparation of a Construction Environmental Management Plan (CEMP).

7.2 Department for Environment and Water (DEW)

No objection. No native vegetation clearance is proposed. No additional water is required (i.e. groundwater extraction) as part of the development.

The project also includes numerous sustainability measures (with other potential options worthy of consideration) and seeks to manage stormwater appropriately, with the local watercourse rehabilitated to provide a net biodiversity gain.

Wastewater will be treated and re-used on-site. No significant impacts to listed species or ecosystems are likely. Dependent on final design parameters, a surface water allocation may be required (if over the 2500m² roof water collection threshold / captured overland flows are reused).

No conditions were recommended.

7.3 Aboriginal Affairs and Reconciliation (AAR)

No objection. Whilst noting the acceptability of the desktop cultural heritage assessment work undertaken, AAR has raised some queries in relation to the potential for future 'targeted test investigations,' reference to "ancestral remains" and the role of cultural monitors in any future phases (if approved) of the development. Both Section 21 and 23 authorisations should be sought, which require extensive consultation and can take more than 12 months. The proponent addressed these matters in its RD, with a number of standard conditions now recommended.

7.4 Department for Infrastructure and Transport (DIT)

No objection. DIT noted that the proponents traffic generation investigation, upgrade recommendations and review of DIT intersections was acceptable. A short Channelised Right Turn and Basic Left Turn with full depth pavement treatments were found to be appropriate for the Lyndoch Valley Way / Hoffnungsthal Road Intersection to cater for increased traffic volumes at construction and operational stages.

A Traffic Management Plan (TMP) for both construction and operational phases would be required if the development were to be approved. Subject to further detailed design work, consideration would also need to be given to the lighting of the Lyndoch Valley Way / Hoffnungsthal Road Intersection, the necessary land requirements to install the upgrades and associated signage and Austroads treatments. A number of conditions have been recommended (i.e. TMP).

7.5 Department for Health and Wellbeing (DHW)

No objection. The wastewater concept proposal was reviewed and is generally acceptable, with some additional clarification to be sought on disinfection (at the time a formal wastewater works application is lodged). The proposed system appears suitable for the site (low operational oversight required on wastewater treatment) with a plan to store and reuse recycled water in line with the Australian Guidelines for Water Recycling requirements, and the design should permit the proposed reuses. No conditions were recommended.

7.6 Department of Primary Industries and Regions SA (PIRSA)

No objection. Whilst it is noted that the developer satisfactorily outlined the biosecurity risks of replanting/establishing around 11-hectares of vineyard on the site, PIRSA also recommends that SA-based contractors be used to ensure that all inputs originate in a state which is wholly considered to be free of grape phylloxera and other exotic plant pathogens (and removes the risk posed by interstate contractors). No conditions were recommended.

7.7 SA Country Fire Service (SACFS)

No objection. The SACFS undertook an assessment of the development against both SACFS, Planning and Design Code and relevant Australian and Ministerial Building Standards. A Bushfire Attack Level (BAL) rating of 19 was determined (which equates to a moderate risk).

The assessment focussed on egress options, asset protection zones, vegetation clearance, building design/standards, landscaping, water supply, and emergency response planning to minimise the potential for future bushfire impacts.

7.8 Native Vegetation Council (NVC)

No objection. The NVC noted that native vegetation is currently limited to riparian areas, roadside edges and a cluster of regenerating red gums. The EIS appropriately addresses the mitigation hierarchy, through avoidance and future micro-siting, and limiting construction works to previously cleared areas.

Further detailed design work will be needed to determine any clearance requirements along Hoffnungsthal Road and Lindner Road (in conjunction with The Barossa Council). A Data Report will be needed to support any future clearance application, including outlining any Significant Environmental Benefit (SEB) requirements and appropriate monitoring or compensatory measures.

The development should avoid any impacts to remnant River Red Gums on the land, and where possible, limit impacts to existing road reserves (as due to previous clearances on private property have an elevated ecological value and contain important habitat). A minimum 50 (fifty) metre setback should be maintained to the riparian zone, to minimise both direct and incidental damage from construction equipment.

Native plants should be used in the established gardens wherever possible, as maximise the benefit to wildlife and support improved biodiversity outcomes. Foreign and exotic species have the potential to elevate the risk of pest risk and disease and may displace native species and lower the overall benefits from replanting. Native vegetation can also make a positive contribution to limiting the local effects of climate change.

The above matters can be addressed as conditions of approval.

7.9 SA Tourism Commission (SATC)

The SATC is committed to promoting South Australia as a premier tourism destination, with the Barossa renowned for its wine and food experiences.

An expansion of accommodation options will be important to support future growth, including 4 or 5 star offerings to underpin year round demand, major events and the growing conference and business events market.

Developments that support increased competitiveness and accessibility without compromising heritage or environmental values and securing the Barossa's reputation as a world class destination are supported.

7.10 Office for Design + Architecture SA (ODASA)

Unsupportive. As part of the working-up process for the EIS, the hotel element of the project was presented to two Design Review panel sessions in 2025. The EIS documentation outlines the changes made from the previously received advice from the design panel.

In broad terms, the Government Architect supports the ambition for a contemporary, high-quality tourist accommodation and winery development in the Southern Barossa for local, interstate and international visitors. The landscaping and sustainability strategies were also supported.

However, concerns remained with the overall built form composition and massing distribution to – in their view – reduce the overall bulk and scale of the building through more careful crafting, while retaining the overall linear and terraced design concept.

As an alternative, this could be achieved by breaking down the massing as a collection of terraced built form elements to achieve the intended immersive architectural and landscape experience, creating a series of intimate interstitial spaces and permeability for framed outlooks and dramatic reveals.

Similarly, the site servicing and movement strategy required further work, and a further exploration of the cultural, heritage and topographic context to strengthen the project's connection to the land.

Materials and finishes (identified in the documentation) are broadly supported, though several areas are identified for reconsideration (i.e. 'timber formed concrete') and screening details for the loading dock, hotel maintenance and fire tank areas.

Notwithstanding the design changes incorporated by the proponent, the main issues raised at Design Review remained, such that support could not be provided for the current scheme.

7.11 Northern and Yorke Landscape Board (NYLB)

No objection. The project site is within the Barossa Prescribed Water Resource Area (PWRA). The Board noted the relevant legislative and policy requirements that should be further considered by the proponent with any future implementation of the development, with reference made to both the existing Barossa Water Allocation Plan (BWAP), and an updated plan scheduled for mid-2026.

In this regard, future permits/licensing would be required in respect to the storage and use of treated wastewater on the land, and for captured runoff from roof areas if this exceeds 1,500kL/y). Whilst no groundwater extraction has been proposed, the draft BWAP does propose a more adaptive management approach, which may impact on future groundwater availability for irrigation purposes.

The development will need to consider both the BWAP and Control policy in the detailed design phase, to ensure compliance with both current and prospective policy. The Board seeks further engagement with the proponent to ensure that water affecting activities are appropriately considered as required by the *Landscape SA Act 2019*.

7.12 Other Authorities

No comment was received from the Minister Administering the *Character Preservation (Barossa Valley) Act 2012*, SA Water Corporation nor the Department for State Development. It is noted that both SA Water and the Department for State Development have been involved in both technical and/or case management discussions (respectively) with the proponent.

8 The Barossa Council

The Barossa Council noted the significant challenges posed by the development in respect to current policy and legislative settings (which seek to preserve existing landscape character), though also recognising the strong arguments put forward by the proponent in support of the project (and other associated benefits). In addition, it was found that *"the design was responsive to the site and has a low visual impact upon the locality."*

The main focus of the Council's response was on the hotel component.

Council sought further clarity on the economic demand / business case for the project, given similar developments, that if all constructed, would add hundreds of rooms to the region and would need to be supported by appropriate transport and service infrastructure (which would require an infrastructure agreement with Council).

It was noted that a Code Amendment was proposed as part of the GARP to support local Government in pursuing improvements to the Character Preservation District Overlay, which will seek to reinforce the character values of the Barossa Valley whilst supporting primary production (and also review the criteria for resort scale developments as part of a Tourism development code amendment).

The Council supports further design refinement of the hotel development (in conjunction with ODASA) *‘to better anchor the hotel within the landscape and to reduce visual dominance.’* The preservation of the vineyard frontage together with a strong landscape strategy that incorporates use of vegetated buffers is also beneficial.

The conclusions drawn in the Landscape and Visual Impact Assessment (LVIA) were seen to be “reasonable” and *“reflect the unique siting of this proposal which has relatively limited viewshed impacts due to a position of adjacent ridgelines and which significantly preclude views and generally do not allow views beyond 2km radius”*.

Other matters raised in the Council's advice include bushfire hazard, housing needs for workers, transport services, transport and access requirements, recreational trail integration and environmental health matters. From this advice, matters requiring further consideration relate to local shortages of worker accommodation, absence of local (public) transport options, further design detail (and future approval for) on local road upgrades and the waste control/treatment/irrigation systems.

The Council's advice also makes note of the project is also located within the CPD established under the CPBV Act for which the EIS and the planning assessment will need to consider. The Council believes there are challenges with the proposed scale and associated planning and infrastructure matters that require further review and analysis to ensure alignment with this legislation.

The proponent provided a response to these matters in the RD, from which the Council provided no further comment (referring to its earlier comments). A number of conditions were recommended if the Minister for Planning were to approve the development.

9 Response document

The RD was lodged on 6 April 2026. Where relevant, information contained in the RD has informed the further assessment of the development.

The RD included several technical addendums (Appendices 1-8) which sought to provide clarifying information and/or responses to issues raised. This included advice from their acoustic, traffic, design, flora/fauna, sustainability, wastewater, stormwater and civil and bushfire management sub-consultants.

10 Assessment of key issues

10.1 Need for the proposal

The project is to be developed and managed by Strategic Alliance, with the hotel component leased to InterContinental Hotel and Resorts (IHG) and the winery and vineyards to be leased to an undisclosed third party (but is an existing Barossa Valley wine label/operator).

The stated rationale for the project is to firstly, provide a growth opportunity to an existing winery and cellar door operation, and secondly, combine this with a high quality, tourist accommodation development, ideally on the same site.

A Scoping and Feasibility study was undertaken by Hotellerie (a hotel consultant), to investigate and determine the economic viability/underlying demand for tourist accommodation in the Barossa Valley region. This identified a general need (and opportunity) for a “mid-level, 5-star resort-style” hotel to cater for more longer-length stays and conference market segments.

The development proposal was then further refined to a an internationally branded approx. 150-room 5-star resort conference hotel and associated amenities that could provide an authentic Barossa Valley experience (set within a working vineyard and winery/cellar door in a rural location) providing accommodation for both state, national and international visitors, as well as catering for corporates, conference events, banqueting and wellness/day spa activities.

The full details of the economic studies undertaken and consistency with current tourism and regional development policies are contained in the proponent’s EIS.

10.2 Site selection

In order to meet the project brief, the proponent undertook a comprehensive search within the Barossa region to find a suitable site, whereupon the subject land was identified and secured from an existing landowner, which allowed an expression of interest process to be commenced seeking an accommodation partner, with IHG being selected as the hotel operator. IHG were then involved in design development to meet future operational requirements.

Whilst consideration was given to existing tourism-supportive zones within the Barossa region, these were found to have already been developed and unsuitable for a larger scale development (e.g. Novotel, Chateau Tanunda and Seppeltsfield developments).

The combination of a luxury hotel and working winery/cellar door, where there was an explicit need to take beneficial advantage of the land’s natural advantages (i.e. expansive views, existing vineyards and mature gumtrees), to highlight the visitor experience for both local, national and international travellers, could not be realistically developed within an existing township (in terms of the land use integration of winery and cellar door, and immersive tourist experience).

10.3 Barossa Character Preservation District

The project area is within the Barossa Valley CPD, established under the CPBV Act. To provide practical planning guidance within the CPD, a specific overlay was incorporated into the Planning and Design Code (i.e. *Character Preservation District Overlay*).

The proponent provided an explanation and summary of the overlay policies in the EIS section 10.6.1.4.

A number of submissions raised concerns that the development should be refused, based on the scale and nature of the project – specifically the hotel component – being located outside of both an established township and a tourism-type zone where such development is more specifically envisaged. If the development were to be approved, the clear ramification expressed, was an undermining or weakening of current restrictions, enshrined in both the CPBV Act and the Planning and Design Code and Significant Landscape Protection Overlay.

In considering these matters, it is noted that the CPBV Act does not prohibit consideration of a large-scale tourist accommodation development outside of a township or outside of a Tourist Zone within the CPD. Its prohibition clauses are restricted to the further subdivision of land for residential purposes outside of existing township boundaries, specifically to protect rural land from further fragmentation and poorly planned development.

An impact assessed development (either declared or prescribed by regulation) can be considered within a CPD under the PDI Act, and constitutes a thorough and rigorous assessment process, whilst the Minister must have regard to the expected effects of the development, including the objectives of a special legislative scheme (i.e. character preservation law).

The more detailed assessment of the project considers how – amongst a range of other matters - the five character values of the CPD are impacted by the development, in terms of the rural and natural landscape, heritage attributes, built form of townships, viticultural and agricultural industries and scenic and tourism attributes.

A large number of submissions expressed reservations that the development, as proposed, would not only undermine the character values of the CPD, but have lasting and irreversible effects such as from setting an unwelcome precedent of out of township development or undermining any future request to have the Mount Lofty Ranges achieve World Heritage status by UNESCO.

The overall area (excluding townships) of the Barossa Valley CPD is 145,067 hectares. The subject land is approximately 21.51ha, of which 5% constitutes the footprint of the development (or when considered as one allotment, 0.02% of the district's area). On a standalone basis, its development cannot realistically undermine the character values of an entire district – noting the visual assessment undertaken – and the conclusions of each of the technical assessments.

In addition, the development does not adversely impact upon listed state or local heritage places or Aboriginal heritage. The development retains and replaces existing vineyards (to a similar extent as exists now), with the addition of a modern, smaller winery and cellar door facility, promoting local produce (as discussed further in Section 10.4) and wine label.

Whilst outside of a township, the development does not conflict with or undermine the development of existing townships, nor establish an alternative economic centre, noting the growth areas and nearby service centres and transport connections to and from the local area to Adelaide.

No additional comment was received from the Minister administering the CPBV Act.

In summary, the development should not significantly impact upon the character values of the CPD, but this does not discount the likelihood of a range of localised impacts to immediately adjoining neighbours and businesses which are discussed further in this Assessment Report.

10.4 Sustaining Primary Production

Protecting and maintaining the productive value of rural land for primary industry and associated value adding activities is a priority for the State and the Barossa Valley ([State Planning Policy 8: Primary Industry](#); [RDA BGLAP Regional Blueprint 2024-2025](#)). Priorities include creating supportive local conditions for agriculture and avoiding land use conflicts and biosecurity threats.

The local community also identified this as a key issue during the public exhibition. In addition to loss of productive land, key concerns related to:

- complaints relating to essential routine farming activities
- road safety risks associated with conflicts between tourist vehicles and farm related heavy vehicles and machinery
- biosecurity risks, including through tourists trespassing on neighbouring land (see Section 10.5 of this report)
- contamination of ground and surface water upon which agribusinesses depend (see Section 10.18 of this report).

Overall, the hotel and winery footprints (including carparks, detention basins and associated infrastructure) will result in the loss of approximately six hectares of arable land. Notably these six hectares includes the winery and detention basins, which are directly associated with the vineyard through value adding and provision of an alternative water supply for irrigation. These types of developments are also envisaged in the Rural Zone under the Code.

Of the remaining portion of the site, the proposal includes retention of the existing ten hectare working vineyard, albeit through some relocation and replanting of vines to accommodate the development in areas not currently under vineyard production.

The EIS identifies viticulture as “*central to the proposal’s character and function*” with the winery “*offering immersive experiences that highlight the craft of winemaking and link directly to the landscape that produces it.*” The EIS adds that setbacks will be established, together with “*fencing, secure access controls, and internal circulation designed to prevent guests or visitors from entering operational viticultural areas.*”



Figure 15: The proposed hotel and winery are embedded in a commercial primary production environment

Notwithstanding the proposed setbacks from neighbouring properties and onsite vineyards, given the setting, guests and visitors will be exposed to externalities from farm operations in the locale. This includes day and night activities generating light, noise (e.g. farm equipment, gas guns), dust, chemical sprays etc. associated with routine farming activities.

It is recommended that the detailed design incorporate appropriate noise attenuation and other measures to manage risk of noise, odour and airborne impacts on visitors and guests.

The road safety risks raised by the local community are valid and are not unique to this location or development. As discussed in Section 10.11 of this report, the EIS proposes a suite of infrastructure and non-infrastructure measures to ensure the road network can safely and efficiently accommodate projected increases in traffic volumes. Non-infrastructure interventions include reducing the speed limit on Hoffnungsthal Road, road signage, and educational information for visitors and staff.

Council and DIT support these findings subject to detailed design and preparation of Traffic Management Plans for the construction and operational stages.

It is recommended that these Traffic Management Plans include measures to raise the awareness of all road users to safety risks on rural roads, particularly conflicts with tourist vehicles, agricultural vehicles and stock on roads.

10.4.1 Biosecurity

As an internationally recognised premium wine production region and a designated Phylloxera Exclusion Zone, biosecurity is of critical significance to the Barossa Valley. In terms of economic importance of biosecurity to South Australia, approximately a third of the State's \$1.8 billion wine exports are attributable to the Barossa region (including Barossa Valley and Eden Valley).

To ensure the construction and operation of the development avoids biosecurity threats, the Assessment Requirements required the EIS to identify:

- the potential for the introduction of new, or dispersal of existing, pest or nuisance plant and animal species, diseases and pathogens, and
- mitigation and management measures for any identified risks from the development, including risks to surrounding primary production land.

The EIS states that its biosecurity assessment is based on Succession Ecology's Preliminary Flora and Fauna Assessment (Appendix 12) and Landskap's Landscape Package (Appendix 13). These reports do not explicitly consider biosecurity matters.

A high-level biosecurity assessment is outlined in Section 10.2.1 of the EIS and further detailed in the RD. Key risks identified centred on visitors, contractors, staff, machinery and vehicles introducing or spreading pests or pathogens during construction and operation. Proposed management measures were drawn from the *Vineyard Biosecurity Manual v2.1* (Plant Health Australia, 2020) covering vineyard inputs; production practices; vineyard outputs; people, vehicles, and equipment; animals and weeds; and train, plan and record.

No objection was raised by PIRSA, who recommended solely sourcing planting stock, vineyard inputs and contractors from South Australia to mitigate the risk of grape phylloxera and other exotic plant pathogens.

The biosecurity analysis in both the EIS and the RD was limited to biosecurity in relation to onsite vineyards, as was noted by a number of public submissions. In particular, submissions suggested the assessment should include consideration of risks to surrounding primary production land particularly associated with increased visitation to the locality.

The mitigation measures of restricting access to commercial farmlands using fencing, controlled access and multilingual signs are appropriate for the onsite vineyards.

However, additional measures may be required to address risks associated with visitors trespassing into neighbouring vineyards, crops and livestock areas. This may include education of visitors and contractors regarding the biosecurity and safety risks of entering operating farms.

To align with the Assessment Requirements, and ensure ongoing biosecurity controls for the development, it is recommended that preparation of a Biosecurity Management Plan be a condition of any approval. The Biosecurity Management Plan should be prepared in consultation with PIRSA and:

- include consideration of biosecurity threats to neighbouring properties and risks associated with the whole development, not just the onsite vineyards
- specify sourcing of planting stock, vineyard inputs and contractors from South Australia to mitigate the risk of grape phylloxera and other exotic plant pathogens (PIRSA recommendation)
- be incorporated into the OEMPs for the hotel, winery and vineyard components of the proposal
- comply with relevant legislation, policies and guidelines including the *Landscape SA Act 1999*, *Plant Health Act 2009*, *Plant Health Regulations 2009*, and *Phylloxera and Grape Industry Act 1995*.

10.5 Flora and Fauna

Methodology

The proponent engaged Succession Ecology to undertake a preliminary assessment to determine the extent and condition of flora and fauna within the project site and potential environmental risks associated with the proposal.

The assessment involved a desktop assessment using recorded species within 5 km of the project site since 1995 and single-day field survey to:

- Map the flora and fauna species likely to occur in the area, including protected vegetation and threatened ecological communities under the *Native Vegetation Act 1991*, *National Parks and Wildlife Act 1972* and *EPBC Act*.
- Assess the environmental risks associated with the proposed development and recommend measures to mitigate impacts and optimise environmental outcomes.

Several public submissions questioned the adequacy of the methodology given that only a single-day field assessment was undertaken. The NVC and DEW confirmed that the methodology used was consistent with the Assessment Requirements and recognised practices, including use of the Nature Maps Tool, Protected Matters Search Tool and NVC's standardised tools for field assessment of vegetation in South Australia.

Based on the above advice it is considered that the assessment provides an adequate baseline understanding of flora and fauna impacts of the proposal.

Findings

Although largely cleared over its long agricultural history, remnant vegetation ranging from low to high environmental significance are present on the site. The identified habitats are likely to support a number of threatened and vulnerable species as detailed in Appendix 12b, Section 3, including

the Diamond Firetail (*Stagonopleura guttata*), Common Brushtail Possum (*Trichosurus vulpecula*) and Peregrine Falcon (*Falco peregrinus macropus*).

As detailed in EIS Appendix 12B and shown below the site features four distinct areas:

- Area of high ecological value along the northern and eastern creek lines - includes large remnant River Red Gums at least 80 years old which have significant environmental value and form an important visual component of Australia's rural landscape.
- Area of moderate to low ecological value along the western creek line – featuring early-aged Drooping Sheoak, South Australian Blue Gums and Elegant or Bramble Wattle which are facing strong competition from invasive weeds.
- Invasive weeds choke the southern and western boundaries many of which require control under the *Landscape SA (LSA) Act 2019*.
- Agricultural land largely devoid of native vegetation, excepting regenerating River Red Gums in the northern paddock and two mature South Australian Blue Gums along the fence line. The latter provide some ecological and amenity value, and their retention is worthy of consideration.

Succession Ecology's assessment concludes that impacts of the proposal on areas of high and moderate ecological value can easily be avoided. Preliminary concept drawings indicate that no vegetation removal will be required. Notably, this includes in association with establishing asset protection zones (APZ) for bushfire management due to the siting of the hotel and winery avoiding the creek lines.

Due to the preliminary nature of the assessment, any approval should include a condition for further detailed surveys to inform construction and operational environmental management plans and monitoring programs. The NVC requires that the geographical scope of these additional assessments include roadsides likely to be impacted by any road works required to support the development (e.g. intersection upgrades, new access points).

The NVC advises that detailed design and construction methodologies for the wastewater and stormwater systems should also maintain a sufficient separation distance to mitigate risk of impacts and be informed by detailed vegetation assessments, tree protection plans, and supervision of onsite arborists as appropriate.

In addition, the NVC recommends additional vegetation assessments be undertaken in conjunction with the *Barossa Council Roadside Management Plan* to inform the final design and delivery of road and access upgrades associated with the development and avoid the need to clear native roadside vegetation of significance.

The site also offers opportunities for ecological improvements and bolstering amenity value through retention and fostering native trees and shrubs while controlling invasive exotic weeds.

Clearance, and appropriate destruction and/or disposal, of pest weeds and species should be in accordance with LSA Act requirements, including through preparation of a Weed Management Plan and obtaining any necessary permits or approvals.

It is recommended that conditions of any approval integrate the NVC mitigation hierarchy and proposed rejuvenation of ecological areas of value into detailed design, delivery and operation (i.e. through CEMP, OEMP, weed management plans and bushfire management plans). Any clearance of native vegetation must comply with the NV Act and NVC guidelines.

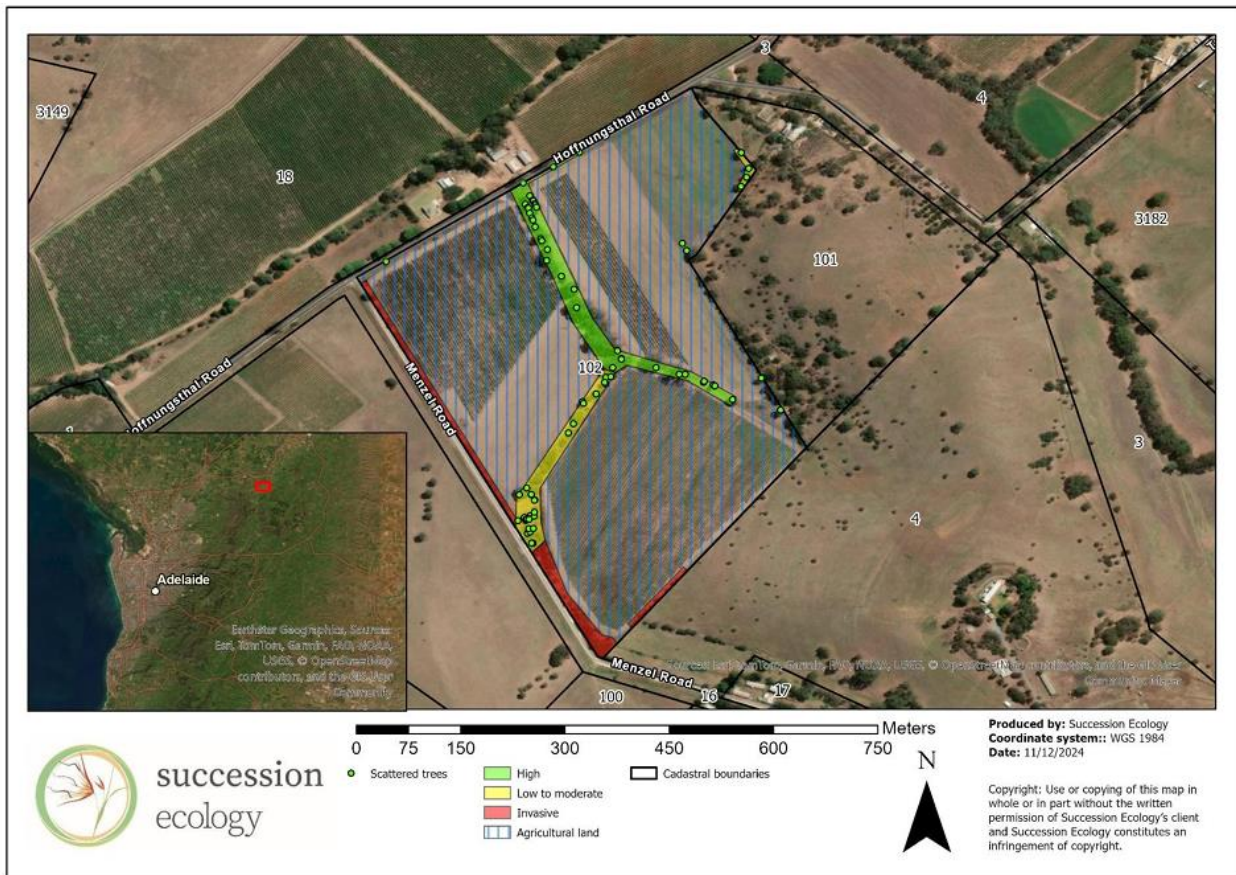


Figure 16: Environmental values and risks of the project area (Source: Succession Ecology)

10.6 Cultural Heritage

The Assessment Requirements sought a consideration of potential impacts to both Aboriginal and Non-Aboriginal (European) heritage that may be affected or impacted by the development. This can be direct impacts to existing places or fabric, or indirect impacts as a result of construction activities in close proximity or within the curtilage of listed or registered places.

The proponent undertook a desktop analysis of registered state and local heritage places, and for matters of aboriginal cultural heritage significance, an *Aboriginal Cultural Heritage Assessment: Southern Barossa Winery & Tourism Accommodation Project* prepared by ACHM and dated 17 July 2025. This report was provided to the Aboriginal Affairs and Reconciliation Division of AGD.

10.6.1 Aboriginal Heritage

No registered or reported sites listed in the Central Archive (including the Register of Aboriginal Sites and Objects) were identified within a 1 km buffer zone to the proposed project.

An Aboriginal Cultural Heritage Desktop Assessment indicated that there are landforms of potential archaeological and cultural sensitivity within and surrounding the project area.

In order to further consider these matters, the ACHM report undertook a pedestrian archaeological field inspection on 4 February 2025 with four Kaurna Traditional Owners (KYAC representatives).

During this work, one site was identified requiring further investigation (but is not affected by the proposal).

As this site has not been archaeologically cleared, it remains protected under the Aboriginal Heritage Act, and consequently no works may proceed at this location without an approved s.23 application.

A ten-metre buffer zone will be established around the site (and all project and/or construction activities excluded from this zone) if the development were to be approved and then to proceed.

10.6.2 Non-Aboriginal Heritage

There are no local or state heritage places situated on the subject land (or on adjacent land).

As outlined in the proponent's EIS: *the nearest Local Heritage Place is the St Jakobi Lutheran Church and School, located approximately 1.7 kilometres to the northwest along Lyndoch Valley Road. The closest State Heritage Place is the Enterprise Copper Mine and Manager's Residence, located at 79 Fromm Square, Williamstown, approximately 2.5 kilometres to the southwest.*

Based on these locations and a review of the Planning and Design Code heritage overlay, there are no identifiable impacts to state or local heritage places as a result of the construction or operation of the project.

10.6.3 World Heritage bid

A number of public submissions raised the potential impact of the development on any future World Heritage bid for the Mount Lofty Ranges through UNESCO, based on the region's working agricultural landscapes and historic townships and the unique history of settlement and continuing culture and practice reflected in its contemporary landscape.

Six Councils within the wider Mount Lofty region (including The Barossa Council) began to consider the requirements of making a formal request in 2012-13 (based on some initial research work undertaken by the University of Adelaide). A further review was undertaken in 2019.

At the present time, a World Heritage submission (*Adelaide and its Rural Landscapes*) is currently being led by the Adelaide City Council, which combines two previous bids being the *Adelaide Park Lands and City Layout* and the *Mount Lofty Ranges Agrarian Landscapes*.

The new bid remains at an initial stage (tentative list submission), which will also need to secure the Commonwealth Government's support for possible inclusion in a future World Heritage listing. The Adelaide City Council has allocated \$178,000 in its 25/26 budget to progress the World Heritage bid, including the employment of a project officer to assist with document preparation.

On 21 October 2025, the Barossa Council supported the reallocation of funds (from their earlier bid) to assist with the current World Heritage submission process led by Adelaide City Council.

Given that there is no current listing nor clear understanding of which rural landscapes may be included within such a large, undefined spatial area which includes multiple landscapes, any single project could not reasonably undermine any future World Heritage bid or determination, where potential impacts have been assessed as both localised and manageable.

10.7 Design

The design of the proposal is considered in:

- EIS Chapters 10.8 and Appendix 5, 11 and 13
- Referral Response to EIS – Government Architect, ODASA
- RD Chapter 4.1.3 and Appendix 3

The Government Architect (GA) is *“of the opinion that development of this site has a responsibility to deliver an exemplary design outcome that responds to its unique landscape surroundings, particularly given the significant scale of the proposal.”*

The design has evolved over time in response to feedback from the community and the requirements of State agencies and other stakeholders. The proposed hotel was the subject of a Design Review process led by ODASA in 2025.

Design amendments arising from the review include:

- increasing the depth of excavation (cut) to enable the lowering of the east wing by 3.2m to further nestle the building into the hillside and reduce visual prominence
- additional windows on the southern elevation along the corridors to provide guests with more opportunity to connect with views and landscape
- increased built and landscaped screening to the services / loading areas.

Public submissions expressed a range of views on the architectural design of the proposal. Key concerns were the scale and façade design of the hotel, and whether the design complemented the character and landscape values of the Barossa.

In principle, the GA supports the design aspirations and principles that underpin the proposal, noting that they were developed in consultation with stakeholders, community and Kaurna elders (see below and EIS Appendix 5A).

Design Principles
1. Nestled into the hillside. Not sitting on it but part of it
2. Barossa The Show
3. Luxury + Laid Back / Local + International / Authentic + Illusory
4. Horizontal formal expression counterpointing the rolling hills of the Barossa (macro)
5. Horizontal ‘slippage’ emulating the geological formation of the rock substrate (micro)
Designing with Country Principles
1. Re-vegetation of the creek (increasing natural habitat and encourage biodiversity)
2. Exterior gathering spaces immersed in Country
3. Architectural materials that reflect the landscape

The GA also strongly supports *“the ambition for a contemporary, high-quality tourist accommodation and winery development in the Southern Barossa”* and noted the current shortage of such an offering in the Barossa and Adelaide Hills.

However, the GA does not support the proposal in its current form as the fundamental issues identified through the Design Review have not been addressed, *“particularly in relation to the site-*

wide movement strategy and the overall composition and distribution of built form massing required to support an immersive visitor experience within the landscape.”

Specifically, the GA recommended that the following elements be addressed to optimise the opportunity presented by the development and its unique setting:

- Built form siting, massing and response to topography
- Landscaping, site movement strategy and visitor experience

10.7.1 Siting

The overall siting of the elements of the proposal optimises use of the subject land and its landscape qualities, including by retaining and rejuvenating existing creeks, native vegetation and primary production activities (vineyards). The siting also supports creation of a sense of arrival, coherent sitewide connectivity, and integrated water and bushfire management, as detailed in Appendix 13 – Landscape Package by Landskap.

The footprint of the built form is minimised. The proposed hotel and winery will occupy around 5 per cent of the site with a further 5 per cent allocated to carparking.

The remainder of the site will be used for vineyards (fenced for biosecurity control) and water storage / detention. Shared use paths (cycling, walking, golf carts) along existing creek lines and rejuvenated native vegetation corridors will connect the built elements. Landscaping around buildings is to feature species and design elements appropriate to the locality and bushfire management requirements.

The siting of the winery complex on the northeast portion of the site with frontage to Hoffnungsthal Road is considered appropriate. The location separates the functions of the commercial winery from the accommodation, enabling the two facilities to operate independently while providing convenient access for hotel guests via internal pathways and flexibility for function spaces.

The siting of the hotel on the southern, highest point of the site is also considered appropriate. This location maximises views across the Barossa Valley and on-site vineyards to the north-northwest, while allowing the structure to be embedding into the hillside, below the ridgeline, to reduce prominence.

The surrounding topography limits views from major public roads and viewpoints, with the exception of immediately neighbouring properties, as detailed in the Visual Impact Assessment (EIS Appendix 11) and discussed further later in this report.

10.7.2 Composition, massing and response to topography

Winery

There are no significant concerns with the built form, architectural expression and materiality (corrugated and sheet metal cladding, natural stone) of the winery. The GA noted that the building reflects a low-scale agricultural character and local vernacular.



Figure 17 Siting – Aerial Render

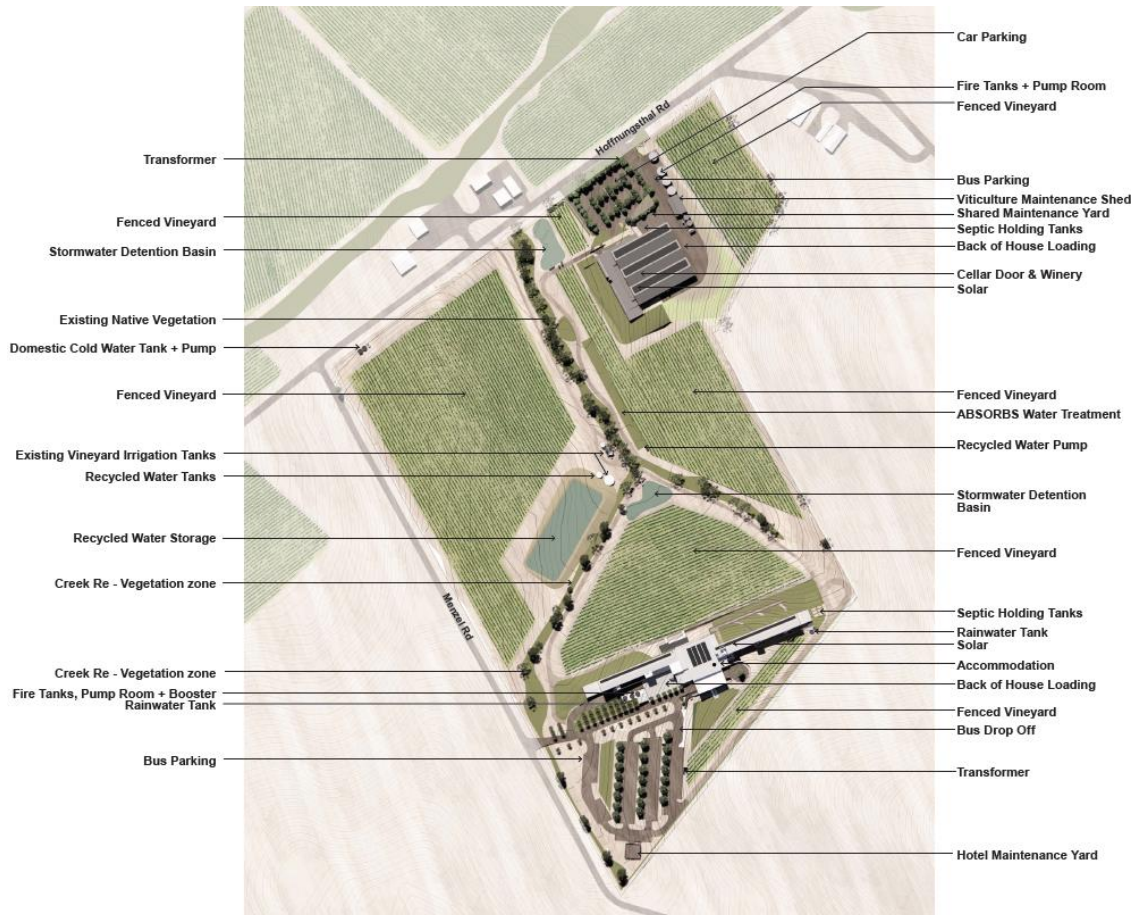


Figure 18 Site Plan

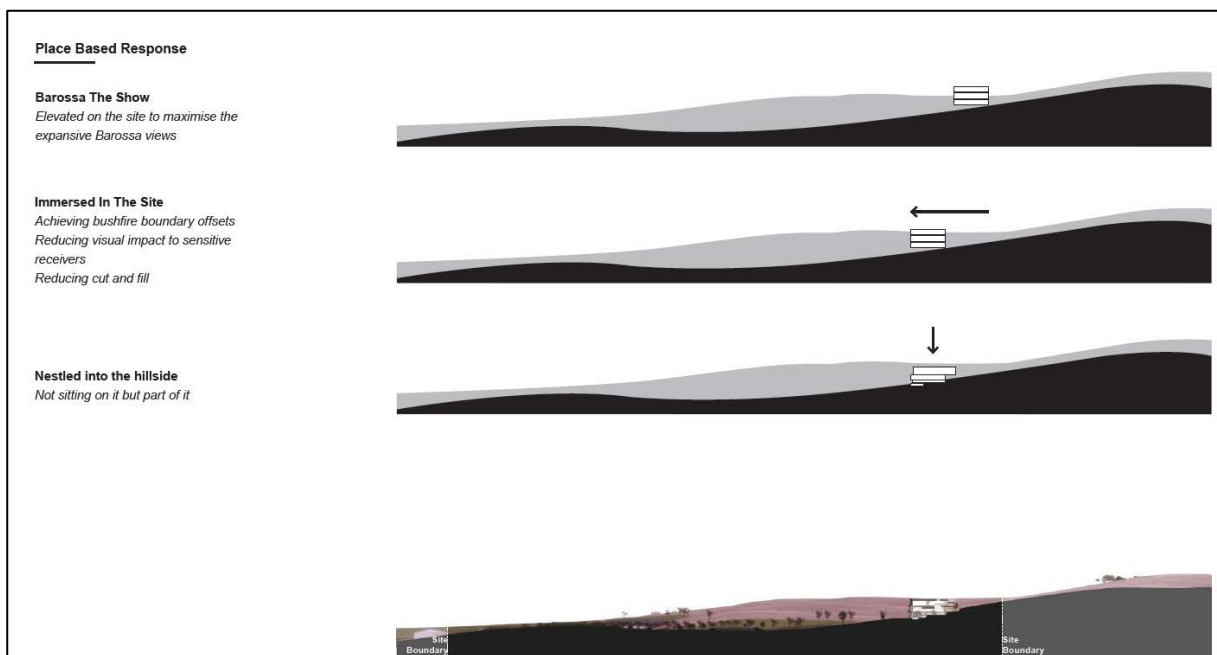


Figure 19 Hotel Siting and Site Topography

Hotel

The community and the GA raised a number of matters related to the scale and mass of the hotel, as well as its response to the site topography and the values of the Barossa CPD.

In the RD, the applicant noted that “the level of interest in the design approach is understandable, given that the development is intended as a notable destination venue, and the introduction of the hotel building in particular will be apparent in the locality.”

With respect to form and composition, the applicant makes the following observations:

The adoption of a horizontal, linear form for the hotel was a direct response to the site’s ‘foothills’ location, whereby the building could be nestled into the hillside and sit below the natural ridge lines, minimising the building’s prominence. (EIS)

The scheme purposefully emphasises the horizontal articulation of the building elements to complement—rather than compete with—the rolling topography of the Barossa, ensuring the built form sits comfortably, coherently, and responsively within the landscape. (see EIS App 5 page 25)

Following adoption of this horizontal form, the building composition and architectural expression evolved through understanding the practicalities of the elongated form and the operational requirement of a large hotel. A central core (for services, gathering spaces and reception), flanked by the accommodation wings. (EIS)

Materiality has been directly influenced by features of the site and the surrounding landscape, with a focus on natural, robust and muted colours and textures to blend the built form into the landscape and ensure the built form presents as elegant, respectful and tied to country. (EIS)



Figure 20 Hotel renders

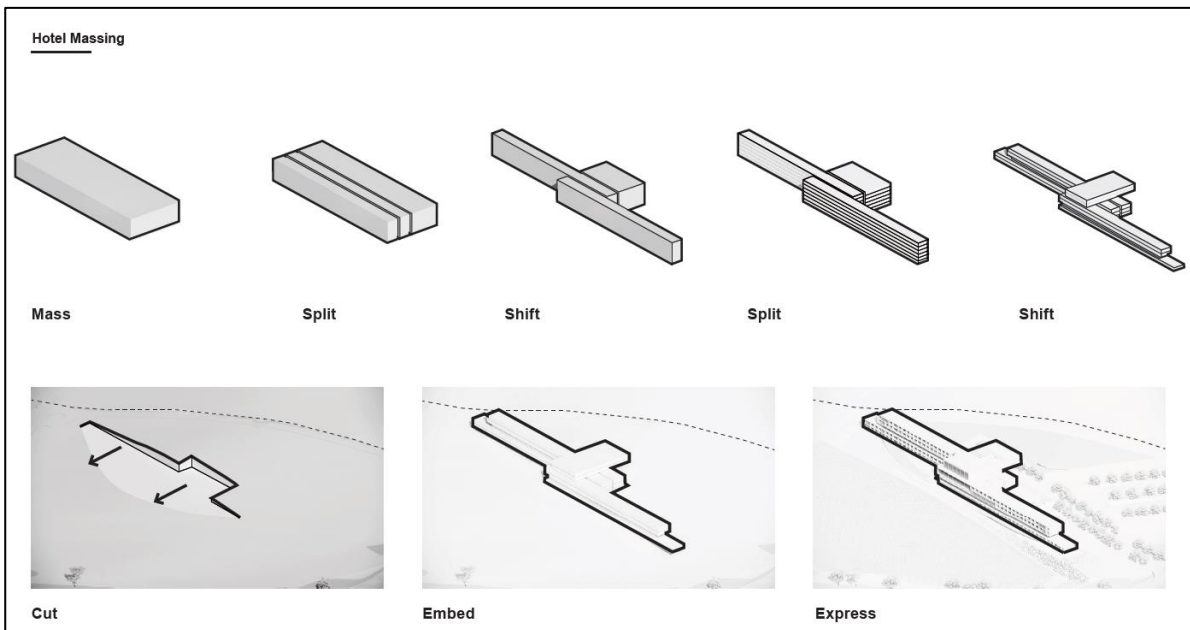


Figure 21 Northern elevation and northwestern view, and hotel massing approach

The building is large in scale. It comprises a four storey west wing (100 m long), a five storey east wing (98 m long) and a six storey central zone (45m wide).

However, as demonstrated by the applicant through a study of comparable scale buildings (contemporary and historic) within the Barossa, the footprint and configuration of the proposal “sits comfortably within the established built form and is consistent with the scale of existing regional developments” that contribute to the ‘Barossa Character’ (see Figure 6 and EIS Appendix 5, pp 46-47).

The GA supports the overall linear and terraced design concept but remains of the view that “breaking down the massing as a collection of terraced built form elements... is critical in achieving the intended immersive architectural and landscape experience” and better reflecting the ‘Barossa Character’ precedent imagery.

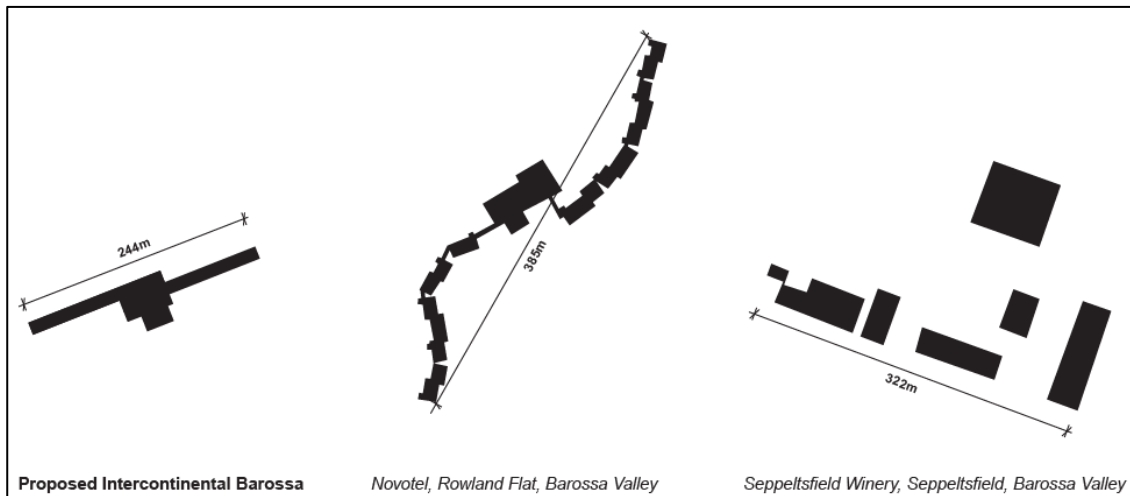


Figure 22 Comparison of building footprints - proposal and existing Barossa developments

The GA suggests that the precedent images provided “further highlight the dominance of the singular, linear built form and horizontal expression within the undulating landscape.”

They recommended that design refinements should aim to further reduce the visual prominence and ground the building to form part of the landscape, following the topography and “creating a series of interstitial spaces and permeability for framed outlooks and dramatic reveals.”

In response, the design team investigated a more terraced design, as detailed in Appendix 3 of the RD, and found the existing design to be superior in achieving spatial, operational, environmental, experiential and visual objectives.

While a more terraced design form was tested, this resulted in an enlarged building footprint, more land disturbance, operational inefficiencies, and, in the view of the design team, a diluted architectural clarity. A simplified, compact building form preserves space for vineyards and land for landscaping, shortens guest and housekeeping travel through the building, better aligns structure, and services and simplifies the bushfire strategy with centralised emergency management.

The design team considers that fragmenting the building into smaller components of uniform height would disproportionately accentuate vertical proportions and create an unnecessary sense of visual tension and fragmentation within the landscape. By contrast, the adopted design deliberately emphasises the horizontal articulation of the building elements, allowing the built form to sit more comfortably within the rolling topography of the Barossa.

This horizontal emphasis reduces the perceived visual mass when viewed from the north and enables the building to read as a more grounded, integrated, and landscape-responsive form against the hills beyond.

The applicant’s RD includes a review of international examples to support the proposed design response, its compatibility with the topography, and measures incorporated to contribute to an immersive experience, as discussed below.

10.7.3 Visual Impact

The Visual Impact Assessment prepared by Landskap demonstrated that the built form will have negligible visual impact from longer views. The study considered potential vantage points up to 3.5 kilometres from the site. The viewshed was identified in consultation with the GA and DHUD giving consideration to ridgelines, public roads, dwellings and businesses, as shown below.

The photographs and renders presented in Appendix 11 of the EIS (pp22- 47) for day and night scenarios revealed that views of the winery and hotel would be limited to directly adjacent the property on Hoffnungsthal Road (viewpoint 7, 9) and Menzel Road (viewpoint 11), and immediately neighbouring properties (viewpoints 8, 10, 12, 13, 14).

As stated by the applicant in their RD, and acknowledged by Council and the GA:

While the area's rolling hills create a feeling of openness, the ridgelines, valleys, vines, and vegetation keep the site visually enclosed except from higher points to the south. The sensitive approach to siting, separation, and scale ensures the hotel building will remain below the surrounding ridgelines and minimally visible.

Reference is made to the viewshed analysis and mapping (refer Figure 23) to demonstrate this.

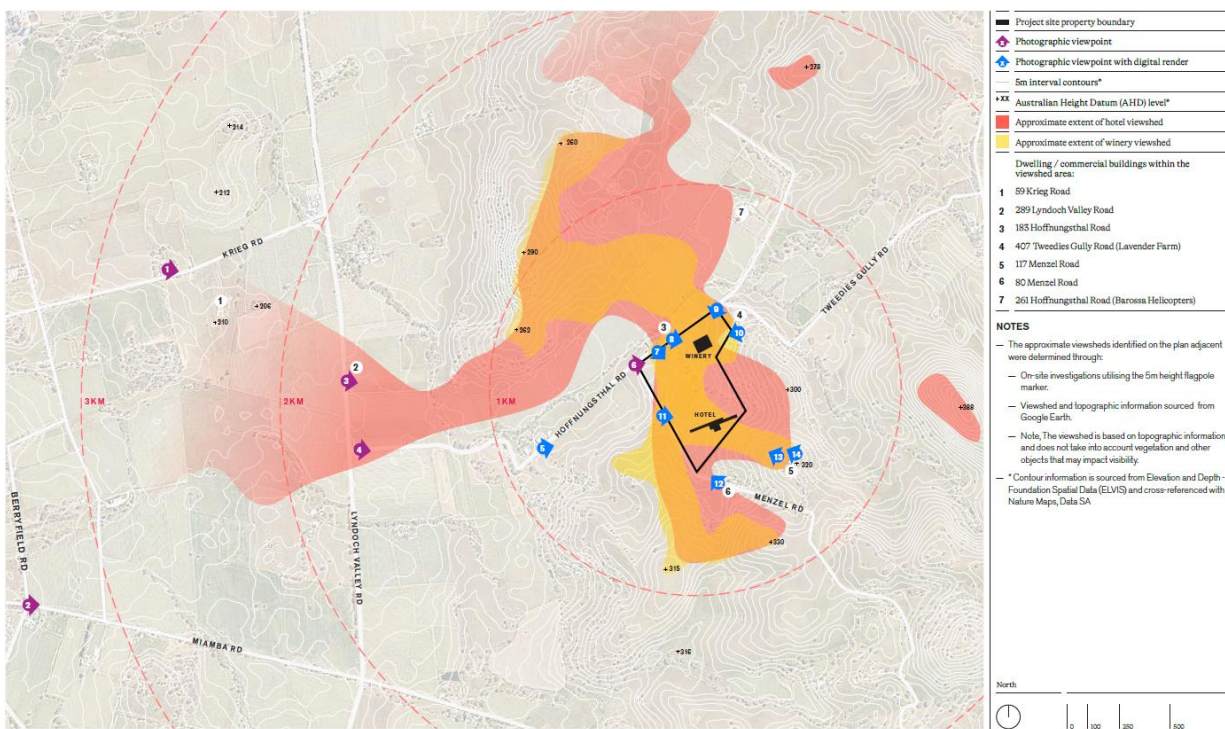


Figure 23: Viewpoints and viewshed

10.7.4 Visitor experience, landscaping and movement strategies

Arrival Experience

The proposal has considered the arrival experience for the hotel, with the focus on a slow reveal beginning with the journey along Menzel Road, with an internal driveway from the west leading to a port cochere. Similarly, the arrival experience at the winery has been thoughtfully considered.

Notwithstanding the above, the GA identified a need for further consideration to be given to addressing potential conflict points and overlaps between guest and service traffic due to the shared entry/exit points at both the winery and hotel.

The proposal includes options to screen back-of-house facilities and delivery areas from guests, such as siltstone walls and landscaping. However, as noted by the GA and Council, the location and treatment of plant and equipment still require further exploration to ensure they are discreetly located or effectively screened.

In response to the above concerns, the applicant supports undertaking the following during detailed design:

- review the site-wide movement strategy to minimise overlap between guest and service traffic movements
- refine the design of the fire egress stairs located to the south of the building, with the intent that the stairs serve both day-to-day guest circulation and emergency egress needs
- confirm the location and treatment of the proposed transformers adjacent to the vehicle entry/exit to the winery and hotel
- review the location and/or ability for additional screening of service infrastructure (fire tanks, pump rooms etc.) and maintenance yards associated with the winery and hotel.

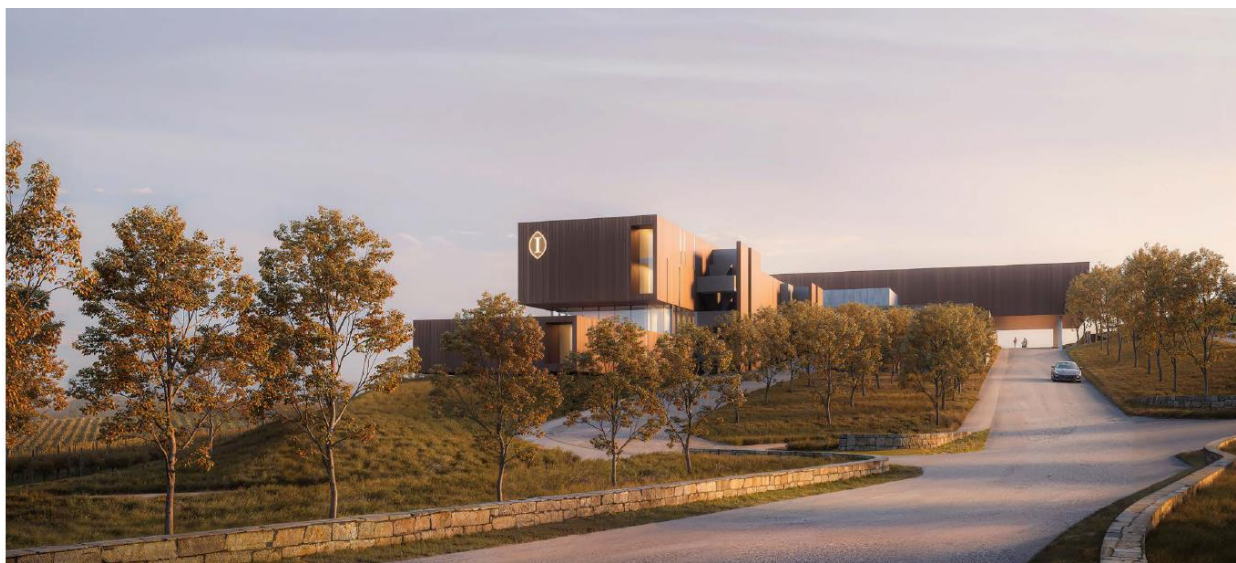


Figure 24 Western Arrival View (Artist's Impression)

Internal Layout and Immersive Experiences

A key concern of the GA was corridor lengths (80-100m) along the guest wings in terms of visitor experience. With views to the north used for guest rooms, the GA is concerned that *“the linear elongated corridor arrangement limits the opportunity for guests to engage with the surrounding landscape, which...is critical for the intended immersive experience.”*

The applicant has confirmed inclusion of windows at the east and west ends of the corridors, as well as windows strategically placed along the southern façade to provide framed glimpsed views and natural light.

During detailed design, it is recommended that the applicant further refine the design and placement of the southern windows, together with other treatments along the corridors (e.g. raw and refined materials, visual narrative). The aim is to integrate into the corridors “*interstitial spaces and permeability for framed outlooks and dramatic reveals,*” capturing the changing light and reflecting the site’s natural and cultural heritage. Where possible creating “dramatic, everchanging atmospheres and moods” as per the Therme Val example.

As the GA noted, the design needs to give consideration “*to spatial and sequential qualities with a focus on the guest experience and creating a distinctive sense of place. To that end, the project team may consider engaging an interpretive specialist, with the view to distilling the unique character of Barossa.*”

Landscaping and wayfinding

The opportunity for immersive experience and dramatic reveals is also provided through the size and layout of the site. In particular via the trails along vineyards and vegetated creek lines, including statement River Red Gums.

The applicant acknowledges the need for a clear, intuitive wayfinding strategy to realise this opportunity further. The strategy will draw upon ongoing conversations with Kaurna representatives and the natural and social heritage of the locality to substantiate rest stops and interpretations identified in the Landscaping Package prepared by Landskap. The interpretations could showcase the natural environment, (flora, fauna, seasons), viticulture, and European and Kaura heritage of the locality in a sustainable and innovative manner.

The applicant notes that “*Material selections throughout the project...seeks to create a cohesive design narrative that reflects and honours the local context, providing an authentic and culturally sensitive experience for guests while integrating seamlessly with the overall architectural and landscape vision.*”

The GA recommends that to ensure quality outcomes, the following be adopted as conditions of any approval:

- development of a wayfinding and signage strategy to provide clear, intuitive and accessible guidance for all visitors
- materials selections that respond appropriately to the site’s sensitive context and are cohesively integrated with the overall architectural proposition.

10.7.5 Conclusion

In its attached correspondence to the RD (Appendix 3), Baukultur was appreciative of the work of the Design Review panel, with all suggestions and recommendations carefully considered.

On balance, the design of the proposal is considered to provide a contemporary, thoughtfully designed development in terms of scale and materiality, as well as sustaining and showcasing the rolling hills, native vegetation and creeks, and viticultural heritage.

The design optimises use of the site and its natural features. The horizontal terracing and slippage, together with embedding the building into the hillside below the ridgeline, reduces visual prominence and works with the topography.

It can be argued that separating the building into discrete elements would provide more immersion in the landscape. However, the proposal has the potential to achieve an immersive experience through integration of elements in the architecture and landscape that offer a multi-sensory journey and a distinctive sense of place.

Despite its scale, the natural topography limits viewsheds to the structure to immediate roads and neighbouring properties. The building is not a dominant element when viewed externally from the site and has been designed cognisant of the operational requirements of a hotel of this calibre.

Reserved matters and/or conditions of approval can be considered to further refine the design on the following matters:

- Refined site-wide movement strategy to minimise overlap between guest and service traffic at the site entrance and back of house areas
- Final landscape and wayfinding strategies, including refinement of the arrival experience and location and external plant and equipment
- Detailed design of the eastern and western corridors, including southern window treatments to optimise the guest experience and sense of place.
- Final treatment and materiality of the fire service stairs.
- Confirmation of final sustainability strategy.

10.8 Groundwater and Surface Water

Maintaining the quality and flow volumes of groundwater and surface water flows to pre-development levels is a priority for the Barossa PWRA to support existing users and ecosystems, particularly given declines in surface water volumes over the last decade.

10.8.1 Groundwater

No extraction of groundwater is proposed during construction and operation. The use of groundwater for vineyard irrigation will be undertaken in accordance with the existing water licence and provisions of the applicable Barossa PWRA Water Allocation Plan, including annual variable allocations.

DEW and NYLB do not anticipate the proposal to impact on groundwater.

10.8.2 Surface Water

The EIS includes a Civil and Stormwater Management Report prepared by MLEI Consulting for the concept design of the proposal.

While some public submissions queried the modelling and investigations underpinning the report, the EPA, DEW, Council and NYLB have reviewed the report and are satisfied that:

- the methodology meets the assessment requirements and reflects best practice
- a feasible stormwater management solution exists which should achieve water quality and pre-development water flow targets
- modelling incorporates accepted assumptions and data appropriate for concept design, as well as contingencies to account for climate change

Proposed stormwater management measures comprise:

- onsite rainwater tanks to capture roof runoff of approximately 3500m²
- two onsite vegetated detention basins – 196kL for hotel and 144kL for winery - designed to provide water quality treatment, erosion control, and restrict post-development flows to the required 1% annual exceedance probability rate
- bioretention swales within developed areas
- rejuvenation and erosion management of ephemeral watercourses on site

DEW and NYLB noted that licenses may be required under the Landscape SA Act 2019 and the relevant Water Allocation Plan in relation to:

- collection of roof runoff where the cumulative roof area exceeds 2500 m²
- the collection and/or use of stormwater flowing over ground.

Final detention basin and tank sizes, locations, lining (if required), discharge points, and overflow and erosion controls will be determined through detailed design. Detailed design will also be informed by further investigations, including detailed surveys and soil infiltration testing.

A number of neighbouring property owners expressed concerns regarding the potential for downstream flooding and pollution associated with discharge into watercourses.

The final design of the stormwater system will need to demonstrate that stormwater will be treated to a quality that meets the *Environment Protection (Water Quality) Policy 2015* prior to discharge. The system must also demonstrate control of peak flows. The MLEI Consultant reports demonstrate that the design considered (and will be further tested during detailed design) a range of worst-case scenarios, including culvert blockage, low soil infiltration, inlet failure and back-to-back rainfall events.

The EPA, DEW and NYLB support the proposed management measures and recommend that that detailed design be undertaken in consultation with EPA, DEW, NYLB and Council and involve:

- preparation of a Soil, Erosion and Drainage Management Plan for the construction phase,
- incorporation of system maintenance requirements in the OEMP, and
- clarifying and fulfilling licensing and other requirements under the relevant Water Allocation Plan and *Landscape SA Act 2019*.

10.9 Wastewater

Wastewater management is an integral part of the proposal as the site cannot be serviced by mains sewer and is within a designated Water Protection Area.

Public health standards will also need to be met.

The concept design presented in the Wastewater Treatment Design and Reuse report prepared by Fluid Environmental Pty Ltd (EIS Appendix 16) satisfactorily demonstrates the feasibility for onsite collection, treatment and reuse of all wastewater associated with the development. The EPA and DHW are generally satisfied that public and environmental outcomes can be achieved.

The analysis assumes an estimated peak production of 26.4 megalitres (ML) of wastewater annually derived from:

- 18.3 ML - human wastewater from the hotel
- 7.2 ML - human wastewater from the winery and function centre
- 0.9 ML - winery production wastewater

While human and winery produced wastewater will be treated differently due to their unique characteristics, in general the proposed system will involve:

- Primary and secondary treatment of wastewater in closed systems
- Contingency storage tanks incorporated into gravity sewers
- Reuse through irrigation on approximately 11ha of vines with interrow plantings of lucerne and lawn areas
- A 10.5 ML dam for storage of excess treated water over periods of low crop demand (June to Sept) for reuse over summer
- Mitigation measures to prevent and contain spills



Figure 25: Example of vines with interrow lucerne

The scheme is scalable and can be refined through detailed design. There is sufficient land available to accommodate storage ponds and treatment systems, including required setbacks from watercourses and neighbouring sensitive land uses.

The EPA, DHW and DEW are generally satisfied with the methodology, design considerations and proposed approach, subject to detailed design and further assessment associated with obtaining necessary licences and permits.

DHW is responsible for assessing the design and installation of systems for the treatment, management and reuse of human-generated wastewater.

The EPA is responsible for assessing the design of wastewater systems to ensure water quality, air quality and wastewater irrigation management policies and guidelines are met. EPA and DEW licenses and/or permits may be required for the reuse of effluent and construction of water detention basins.

The EPA specifically sought for the detailed design to address the following outstanding issues: on-site irrigation of treated wastewater, management of swimming pool water/backwash, and construction details of the wastewater storage lagoon.

These matters will be resolved in the final design to inform licensing requirements, such that statutory deference is given to the secondary approvals process of both DHW and EPA.

A number of public submissions queried the difference between the modelling assumptions of 26.4ML annual wastewater generation and provision of 22.27ML irrigation and storage capacity.

In the RD, the applicant attributes the difference to the conservative estimates adopted for the modelling (based on 100 per cent occupancy of all elements) and reduction of net generation through the technical features of the ABSORBS distribution system.

A final specification (and then post commissioning refinement) will be a matter of technical review.

Wastewater system operations should be reflected in the OEMP, with oversight provided through licensing requirements of EPA and DHW (and DEW if required).

10.10 Traffic, Access and Carparking

Larger scale, traffic generating developments have the potential to significantly impact on local road conditions, road safety and network performance due to additional traffic volumes on both local and state roads, during both the construction and operational phases of a development.

The Assessment Requirements outlined specific matters the SBWTAP was required to consider, with particular attention on nearby road intersections, the expected traffic volumes that would utilise the existing road network and make recommendations as to improvements or modifications to existing or new intersections, road suitability and safety and other matters.

To investigate and report on these issues, the proponent engaged CIRQA to undertake a Traffic and Access Impact Assessment (refer: *Southern Barossa Winery and Tourist Accommodation Project: Traffic and Access Impact Assessment – version 1 – dated 28 August 2025*).

The main findings of the CIRQA report can be summarised as follows:

- Separate vehicle access points are proposed for the two land uses.
- A total of 334 formalised parking spaces will be provided (for the combined uses).
- Peak traffic movements associated with the two uses will typically occur mid-Saturdays with lower volumes generated during the weekday am and pm peak hours (and other times).
- All vehicles can enter and exit each site in a forward direction.
- Parking and access areas can be designed to meet relevant Australian Standards.
- Adequate areas for waste storage and collection have been provided.
- While there will be an increase in movements on Hoffnungsthal Road and Menzel Road, the additional movements would generally be accommodated without significant impacts.
- No significant changes for other local road network intersections were recommended, subject to vegetation trimming, shoulder sealing/widening, and surface improvement (Menzel Road).

- The Lyndoch Valley Way / Hoffnungsthal Road Intersection requires the provision of a short Channelised Right Turn (CHR) treatment (i.e. separated right turn deceleration and storage lane) and a Basic Auxiliary Left Turn (AUL) treatment (refer Figure 25).

For the five years to 2023, the report noted that ‘crash statistics across the study area indicate a generally low incidence of recorded crashes. In particular, the roads within the immediate vicinity of the subject site (including the full length of Hoffnungsthal Road and Trial Hill Road) have had no reported crashes (within the above period) (refer CIRQA report page 9).

This is important in that the existing safety baseline is well below a level of immediate concern, such that the project only needs to focus on potential impacts from the construction and operation of the development (and not having to address existing deficiencies).

No footpaths or bicycle facilities are provided on roads surrounding the site, nor is there a dedicated public transport option, with only regional bus services between larger townships. This is a typical situation for most rural holdings not within an existing township. The absence of readily available rideshare services was also noted in public submissions, although the influence of new growth areas and demand centres are likely to expand service availability.

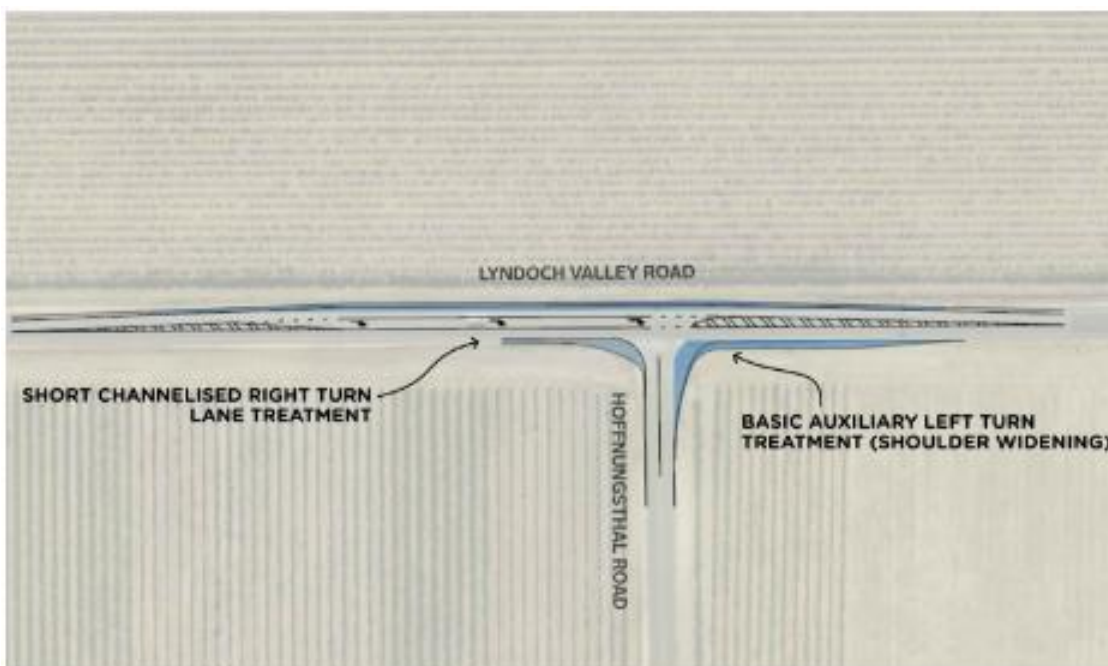


Figure 26: High level concept for turn treatments at Hoffnungsthal Road/Lyndoch Valley Way intersection (CIRQA)

The Council has raised concerns in respect to a general lack of transport options and a lack of uptake on ride share platforms such as Uber. As a regional issue, it is difficult for new developments (even at scale) to single-handedly underwrite viable, more widely available alternative services.

Whilst rideshare and taxi services are available in the Barossa Valley, besides incidental use, it would be expected that the principal mode of travel to and from the development will be via private vehicle, with secondary coach and mini-bus services providing a direct service (either for groups of tourists or city hotel/airport connections) subject to demand requirements.

The development is being assessed on this basis, principally the suitability of the local road network to cater for increased volumes, and sufficient on-site parking to meet expected demand.

Subject to the recommended improvements, the local and state road network was found to be suitable to accommodate the expected modelled volume and type of vehicles.

The CIRQA report also considered the adequacy of the on-site provision of carparking for private vehicles, and based on the design, capacity and function of the two principal traffic generating land uses (being the hotel and the winery), determined that 334 parking spaces (including accessible) was appropriate. Separate parking spaces are being provided for buses/coaches, whilst commercial and delivery vehicles are provided with dedicated loading and parking areas.

The assessment relied on both Planning and Design Code parking rates, local conditions and 'real-world' operational conditions from similar developments to consider the mixed use nature of the overall project and variable demand peaks.

For the hotel development, a more conservative allocation has been recommended, to ensure that *additional operational capacity to accommodate a proportion of external patrons utilising the site's facilities* (CIRQA report p.17). The parking rate rationale provided by the CIRQA report is considered to be consistent with the Code.

Construction traffic was also reviewed (noting the staged delivery), with up to 150 light vehicle movements generated per day (under peak conditions with both stages underway). Whilst no specific concerns were raised by the types of vehicles expected (such as demolition, general construction/delivery vehicles and earthmoving equipment), it was recommended that a Traffic Management Plan be implemented, that would direct/distribute local traffic (and where needed, adopt temporary control measures and reduced speed limits, subject to road authority requirements).

At commercial operation, both land uses are expected to generate up to 50 peak hour trips during weekdays and up to 110 weekend peak hour trips.

The CIRQA analysis has assumed both land use peaks occur concurrently, which under typical conditions is unlikely to occur (as assumes full occupancy). For example, it would be expected that a proportion of visits would be shared, that is involve both hotel stays and winery visits and involve a single vehicle. Other visitors would come to site via tour groups and buses.

Both DIT and Council reviewed the findings and recommendations of this report, which was found to be broadly acceptable, subject to further design work and validation of upgrade requirements, particularly the Lyndoch Valley Way / Hoffnungsthal Road Intersection.

CIRQA also provided a brief technical memorandum in respect to public exhibition queries and referral feedback in the RD. In terms of the matters raised in submissions in relation to site access, vehicle volumes and types, alternative transport modes and the expected use of Tweedie's Gully Road to access the site from the north-east (along an unsealed, hilly and winding road), this explanatory advice is accepted, with no further work required.

Council has advised that the proposed local road upgrades are "generally appropriate," on the basis that crossover, speed limit and tree removal matters are subject to further design development work (and consultation with the road authority).

A number of conditions have been recommended to reflect the requirements of both the Council and State Road authorities. Whilst Council noted that consideration should also be given to lowering the speed limit on Hoffnungsthal Road to 80km/h, this is solely a matter for DIT, who is the responsible authority to set, change, or approve speed limits on all public roads in South Australia.

10.11 Noise and vibration

Noise and vibration generated by any development can potentially impact the amenity of users, nearby sensitive receivers, and the immediate locality if not appropriately mitigated and managed.

To ensure the proposal does not have unacceptable adverse noise impacts on the surrounding environment and nearby sensitive receivers, Sonus prepared an Environmental Noise Assessment (See Appendix 9 of the EIS) in accordance with reference the *Guidelines for the use of the Environment Protection (Commercial and Industrial Noise) Policy 2023*, *Environment Protection (Commercial and Industrial Noise) Policy 2023*, EPA's *Assessing Music from Indoor Venues* document, and the *Local Nuisance and Litter Control Act 2016*.

Ten noise sensitive receivers surrounding the subject site were identified as shown below.

Noise monitoring confirmed the current acoustic environment as low level background noise typical for rural environments, with intermittent daytime noise from passing helicopters associated with the nearby helicopter business located on Hoffnungsthal Road.

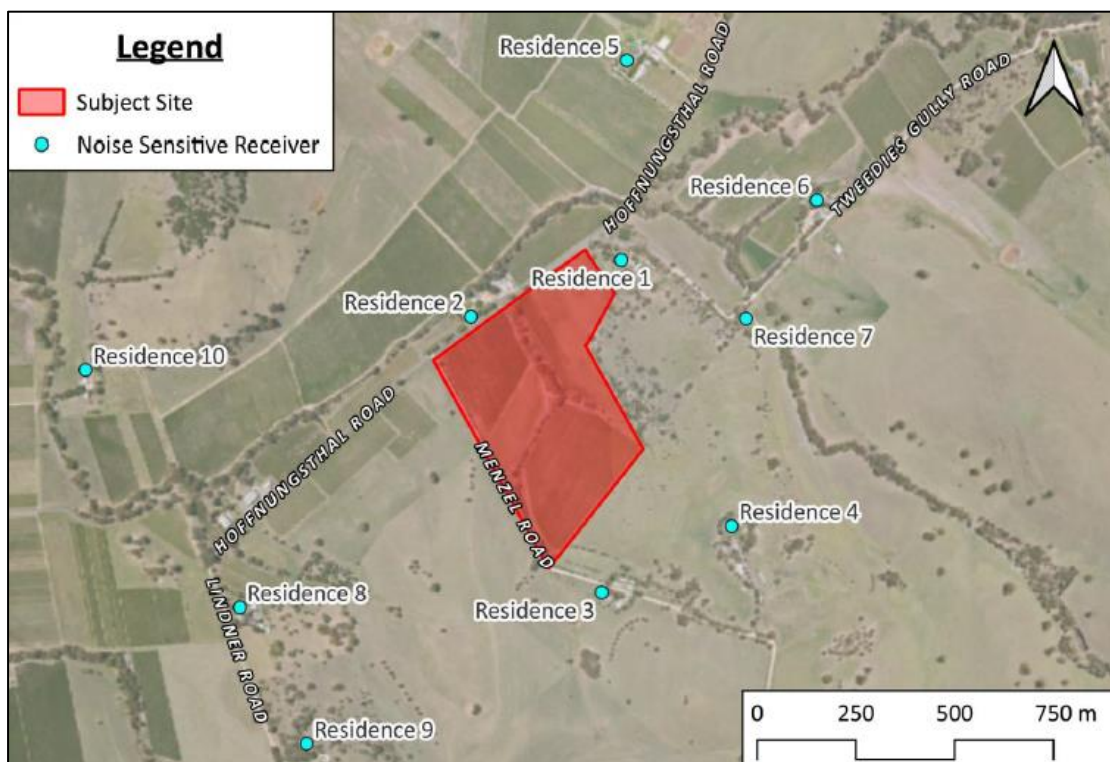


Figure 27: Noise Sensitive Receivers (Source: Sonus)

Modelling of anticipated noise levels to be generated by the development determined that Residences 1-4 are most likely to be affected by potential noise impacts. However, with incorporation of recommended acoustic treatments and operational mitigation measures, the relevant EPA noise criteria will be achieved at all nearby noise sensitive receivers.

Recommended treatments are detailed in the Sonus Environmental Noise Assessment (Appendix 9 of the EIS) and include building construction techniques (e.g. double glazing, thick fire-rated plasterboard), reducing noise from fire pumps, exhausts and vehicle reversing alarms, and limitations on the volume of music in various spaces.

Potential noise impacts were raised during the public exhibition period and the adequacy of the noise assessment and mitigation measures, as well as enforcement.

The EPA reviewed the Sonus report and concluded that construction and operational noise is considered acceptable if acoustic attenuation and noise management strategies recommended in the Sonus noise report are implemented. This includes enforceable noise limits.

To assist these controls, management plans can be developed and implemented, particularly for the winery and cellar door/functions elements (given its outdoor areas), whilst a reserved matter is recommended to require that any building modifications/upgrades are fully implemented.

10.12 Air quality

Air quality contributes to the liveability of places and the environment in terms of both human health and amenity. This was reflected in submissions from nearby neighbours expressing concern that odours from the winery and wastewater could impact the operation of nearby tourist-related businesses and local amenity.

To ensure the proposal does not have unacceptable air quality impacts, Linnery Engineering Services prepared an Odour Impact Assessment report (Appendix 8 of the EIS).

It is noted that the assessment was limited to odours associated with the operation of the winery only and did not consider potential odour risks associated with the management of human wastewater from the proposed hotel and winery.

The assessment considered a range of winery related activities, including winery processing, organic decomposition, and determined that the main source of potential odours was associated with winery wastewater.

It is noted that both winery and human-generated wastewater are proposed to be treated in enclosed systems, using proven technology used in township wastewater management systems across South Australia, before being transferred to an irrigation balance storage lagoon for reuse on-site. As such, the risk of odours is considered low.

Mitigation measures recommended to ensure compliance with *Environment Protection (Air Quality) Policy 2016* (Air Quality EPP) included:

- Engineering controls for winery operations and wastewater treatment systems
- Maintaining a separation distance of at least 300m between sensitive uses and the proposed wastewater treatment facilities and dams
- Development of an Odour Management Plan that incorporates a trigger action response plan and communication protocols for the two sensitive uses within 300m of the facilities (Norm's Farm Bed and Breakfast and Lyndoch Lavender Farm and Café).
- Operating contingencies and emergency spill protocols for wastewater systems

The EPA reviewed the report and were generally satisfied that Air Quality EPP could be met, subject to implementation of identified mitigation measures for the wastewater management systems for both winery wastewater and human-generated wastewater. It is recommended that this requirement be reflected in conditions of any approval granted.

10.13 Hazard Management

The assessment and management of natural and human generated hazards associated with the development that could potentially pose a risk to people and property is essential for a development of the nature and scale of the proposal.

The EPA, SACFS and DEW have confirmed that the EIS technical investigations into bushfire, flooding, the handling and use of dangerous substances, and soil and water contamination hazards were undertaken in accordance with the Assessment Requirements and industry policies and practices, including consideration of projected climate change impacts. These assessments are considered in detail in the following sections.

The proponent advises that the investigations have informed the layout, siting and design of the development. The findings of the investigations also recommend measures to address residual impacts that cannot be completely mitigated through design and siting. These measures will need to be reflected in construction and operational management plans for all stages and components of the development (e.g. emergency management plan, bushfire hazard management plan, bushfire survival plan).

As specified in 5.13 of the Assessment Requirements, if approved these plans would be developed in conjunction with relevant state agencies (e.g. SACFS, EPA) and The Barossa Council and require sign-off from the Minister for Planning. Separate state agency licensing and permitting processes may also require preparation and ongoing implementation of such plans.

Provision of appropriate and viable emergency vehicle access and evacuation routes are a priority for addressing public safety risks for a facility of the scale proposed, which has a total capacity in excess of 1000 people (staff and visitors). This is discussed further at 10.14.2 in the context of bushfire management.

10.14 Bushfire

The proposed development will increase the number of people on the site, which is in a designated high bushfire risk location. The risk of the proposal exposing a large number of people to a bushfire event was a significant concern for the community. Many respondents raised their experience with local bushfire events and the reliance on community volunteers to respond to fires.

Minimising the threat and impact of bushfires on life and property is a priority of the relevant planning and building construction standards in South Australia.

All habitable dwellings - including tourism facilities - must be sited, designed and constructed in accordance with the requirements of the SACFS, Australian Standards (3959:2018), the National Construction Code (NCC) and SA Ministerial Building Standard *MBS008 Designated Bushfire-Prone Areas Additional Requirements*.

The standards and codes seek to improve *“the ability of buildings in designated bushfire-prone areas to better withstand attack from bushfire, thus giving a measure of protection to the building as well as its occupants. The survivability of buildings is also dependent on a combination of measures such as landscaping, water supplies, access & egress, building design and maintenance.”*

This assessment of the bushfire impact risks of the proposal has been undertaken in this context.

The focus is on siting and planning priorities noting that, should the proposal be approved, the design and construction of all structures will be subject to specialist fire engineering processes and certification against relevant building codes.

10.14.1 Bushfire Emergency Response Planning

As a minimum, the operators of the winery, hotel and vineyard will need to prepare a Bushfire Emergency Management Plan, a Fire Hazard Management Plan and Bushfire Survival Plans in consultation with the SACFS. In accordance with requirements, the plans will be subject to annual review and endorsement by the SACFS. It is recommended that preparation and implementation of these plans be a condition of any approval.

These plans will need to reflect the recommendations of the bushfire risk assessment (see EIS Appendix 17, page 47) and the SACFS, including with respect to staff training, vegetation management, fire equipment and guest information.

While the plans will establish protocols which seek to mitigate risk to the lives and property, all operating responses and emergency management actions remain subject to real-time conditions and direction from emergency services.

As such, it is recommended that the planning, design and construction of the development incorporate provision for both 'shelter in place' and multiple access / evacuation routes to provide contingencies in an emergency event (for both occupants and emergency responders), including but not limited to bushfires.

The Barossa Council and a number of public submissions raised concern that the draft Bushfire Emergency Management Plan did not include protocols for designated Extreme and Catastrophic fire danger days.

The RD (Section 4.5.1) specifies protocols and closure thresholds to be reflected in final plans. Specifically, the risk assessment for the site determined that 'shelter in place' provisions be put in place for designated Extreme fire danger days and site closure (including relocation of guests and staff off-site) be enacted prior to commencement of designated Catastrophic fire danger days. 'Shelter in place' protocols will also need to be enacted in the event of a bushfire occurring on other classification of fire danger days, where safe to do so, given constraints on evacuation routes discussed below.

SA Fire Solutions (Appendix 13, p15) notes that buildings identified as 'shelter in place' locations will need to be large enough to occupy the facility's maximum capacity and constructed to the appropriate Bushfire Attack Level (BAL) rating.

10.14.2 Evacuation Routes and Emergency Vehicle Access

Provision of at least two separate and safe access / egress options for both evacuation and access for emergency vehicles is a mandatory requirement. The intent is to manage the risk that access is impeded along one route during an emergency event.

The SACFS does not support the assertion by SA Bushfire Solutions that multiple access routes, particularly internally to the site, are not required as the emergency management planning for the site proposes early evacuation (prior to a designated Catastrophic fire danger day) or 'shelter in place'. Contingencies are necessary to mitigate risks not only to guests and staff on-site, but also emergency first responders and neighbouring residents and businesses.

The current internal road network design only provides single access/ egress points from the Hotel and Winery to a public road (see Figure 27).

The SACFS requires that an internal route between the hotel and winery be established and maintained in accordance with SACFS specifications to provide for vehicle access, including emergency vehicle access. This could readily be provided along the eastern boundary of the allotment, subject to detailed design with SACFS.

The SACFS also recommends that Gawler be designated as the preferred Bushfire Safer Place as it is a larger urban area with more facilities and capacity to accommodate evacuees than the locations identified by SA Bushfire Solutions (i.e. Lyndoch, Williamstown and Tanunda).

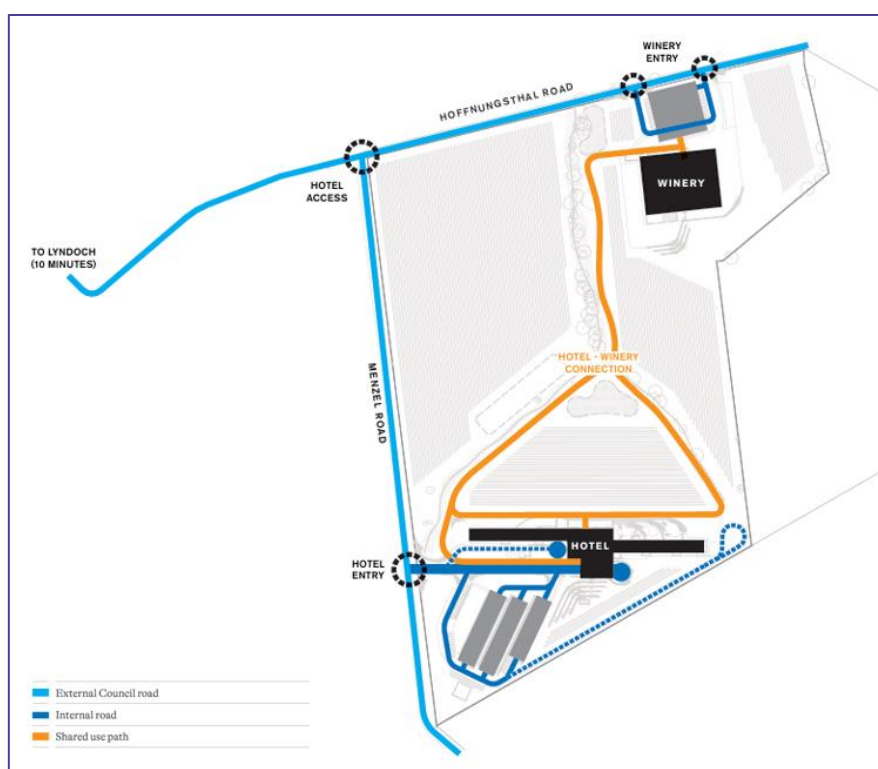


Figure 28: Proposed sitewide circulation with single egress/access points from structures (Source: Landskap)

There are two routes to the identified Bushfire Safer Places (and CFS/MFS resources), however the second route is not considered appropriate for evacuation in an emergency for people unfamiliar with the area:

- The primary external access/egress route is 2km south-west via the sealed Hoffnungsthal Road to Lyndoch Valley Road (then south to Williamstown or north to Lyndoch/Gawler).

SA Bushfire Solutions notes in the RD Appendix 8 that ‘the bushfire risk assessment and supporting traffic documentation acknowledge geometric constraints at the intersection of Hoffnungsthal Road and Lindner Road, including limitations on simultaneous passage of emergency vehicles and general traffic, and the restricted ability to significantly widen the intersection due to regulated and/or significant trees.’

Given the above constraint, Hoffnungsthal Road will need to be upgraded to ensure the site has a viable access/egress route available in an emergency.

- The secondary route is approximately 6km north-east along Hoffnungsthal Road and the unsealed Tweedies Gulley Road and Trial Hill Road to Barossa Valley Way (then to Lyndoch/Gawler or Tanunda).

Very clear signage would be needed for this to be a feasible evacuation route due to the number of intersections and dead-end roads along the way.

In accordance with SACFS advice it is recommended that:

- Detailed design to include establishment and maintenance of an internal service road (designed to SACFS specifications) between Hoffnungsthal Road and Menzel Road to ensure two separate and safe options are available for evacuation and/or emergency vehicle access at opposite ends of the allotment.
- Hoffnungsthal Road and associated intersections be upgraded to achieve a viable access / egress route to the site in an emergency, including adequate width for two-way movement of private vehicles and emergency vehicles. While the regulated and significant tree provisions of the PDI Act do not apply to the location, any removal of native vegetation will require separate approval of the NVC.
- Signage to be provided along Hoffnungsthal Road indicating egress to Lyndoch and Williamstown as Bushfire Safer Places as a minimum, noting that Gawler is the preferred location for evacuees due to having greater capacity and facilities.
- The site's Bushfire Survival Plans should designate Gawler as the preferred Bushfire Safer Place.

10.14.3 Shelter in Place, Asset Protection Zones and Design Considerations

Due to the evacuation challenges the location presents, the SACFS and the proponent acknowledge that the preferred bushfire response will be a 'shelter in place' scenario, with early evacuation a preferred measure on designated catastrophic fire danger days.

Given the likely 'shelter in place' scenario, as well as the occupancy capacity and the vulnerable nature of users (being visitors to the locality), the SACFS and SA Bushfire Solutions have taken a conservative approach to the BAL assessment for the proposal. This is a consistent approach taken for all tourist developments, with the facility required to achieve a BAL rating one level higher than would otherwise be the case.

The BAL Assessment methodology is defined in Australian Standard (AS3959:2018) and is used to determine design and construction specifications and the size of the Asset Protection Zones (APZs) which provide a fuel reduced area around structures.

The EIS's Bushfire Risk Assessment (provided in EIS Appendix 17) incorrectly identified the topography of the site and included an incorrect map. Public submissions raised concern regarding the accuracy of the risk assessment due to these errors. In their RD, the proponent noted that the risk assessment and mitigation framework considered a range of slope classes across the site and did not rely only on a single averaged slope value.

Overall, considering all relevant site and locality features, the bushfire risk assessment determined a 'Very High' pre-mitigation risk classification for the site.

SA Fire Solutions' assessment recommended that, for buildings intended to be a 'shelter in place' structure, the immediate areas surrounding the assets be cleared of hazardous vegetation to a distance that poses low radiant heat; that is, it must achieve a BAL19 rating.

The size of APZs required to achieve this rating for both the winery and hotel will vary according to the vegetation types and slope of the vegetation relative to the asset. Indicative APZs are shown in the Landscape Package (Appendix 13 and below) with final APZ sizes subject to detailed design. The SACFS requires a minimum APZ within 20 metres of a habitable building (or to the boundary, whichever comes first).

Vegetation within the specified APZs must be designed and managed in accordance with SACFS requirements (as detailed in the RD) and reflected in the final Landscape Plan, Fire Hazard Management Plan and Bushfire Emergency Management Plan.

These plans will be subject to approval and ongoing monitoring by the SACFS.

Siting of all structures should provide for the required APZ without the need to impact on native vegetation of significance. That is, removal of remnant River Red Gums should be avoided. Clearance of any native vegetation will require separate approvals under the Native Vegetation Act.

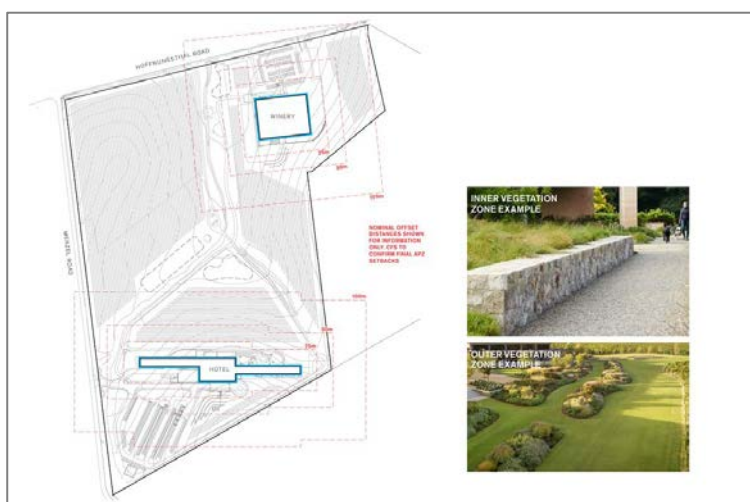


Figure 29: Indicative vegetation management areas, CFS to confirm final APZ (Source: Landscape)

The SACFS is satisfied that the BAL assessment complies with the Australian Standard and that the proposed siting and landscaping plan achieves the required BAL19 with a compliant APZ.

The EIS also includes a Concept Fire Safety Strategy prepared by Lucid Consulting which provided a preliminary assessment of the internal building and safety provisions for the winery and hotel with respect to the NCC. This preliminary assessment was intended to inform the initial planning phase only and included engagement with the SACFS.

The Lucid report identifies a number of deviations from NCC deemed-to-satisfy provisions which will require performance solutions incorporated into detailed design. These relate to travel distances to exits exceeding prescribed maximums, additional hose lengths to provide fire hydrant coverage to the building, and the booster assembly being remote from structures.

Specialist fire engineering processes will inform part of the detailed design process to ensure the structures meet the provisions of the NCC and relevant South Australian Ministerial Building Standards with respect to fire safety.

Engagement with the Metropolitan Fire Service is likely to be required given the hotel is a multi-storey building and specialist firefighting equipment and/or expertise may be required that is not typically available at regional CFS facilities. The nearest MFS station is located in Gawler, with another station located in Tanunda.

Any approval provided will require appropriate Building Rules Certification to be secured prior to relevant construction commencing.

10.14.4 Access to Designated Source of Water

The SACFS is satisfied that the proposal can accommodate dedicated water tanks with minimum water supplies as specified in MBS 008 and NCC. However, reliance on mains water supply is not acceptable as this water source cannot be guaranteed during bushfire events.

SACFS recommended a condition to require provision of onsite water storage dedicated for firefighting purposes (in accordance with relevant specifications) to ensure this is incorporated into the detailed design.

10.15 Flood

The site has been deemed to have low inherent flood risk, and the proposed development is not anticipated to increase this risk level.

No flood events have been recorded for the site and the physical topology channels surface water into seasonal water courses. Structures and infrastructure are to be located on elevated parts of the site. Onsite water capture and treatment is also proposed.

The Stormwater Management Strategy prepared by MLEI Consulting Engineers (Appendix 18) identifies the proposed siting and capacity of stormwater detention basins to enable capture and controlled release of additional surface water generated by the development into the existing creek system, with some reuse for onsite irrigation of vineyards and landscaping. Retention zones, vegetated swales and biofiltration areas will be used to manage water quality before discharge.

Additional erosion and sediment controls will need to be implemented during the construction phases and reflected in CEMPs. OEMPs will need to incorporate appropriate stormwater maintenance regimes and monitoring of basin performance and water quality. Treated stormwater will also be reused for onsite irrigation.

Overall, the proposed stormwater management system will be engineered to restrict flows, and water quality, to predevelopment levels for both minor and major rainfall events, ensuring no adverse impact on downstream users, properties or infrastructure.

DEW have confirmed that the investigations and proposed stormwater management measures satisfy the Assessment Requirements and relevant standards and policies.

10.16 Dangerous Substances

The proposed developments should not give rise to the use and/or storage of dangerous substances over and above those used for routine wine production and/or hotel operational

requirements (and only then in very limited quantities within appropriate storage areas that are both secured and bunded).

Such chemicals, treatments and products can be readily used, stored and disposed of in accordance with manufacturer's instructions, and/or licensing requirements, and would not ordinarily (due to volumes) be subject to any additional EPA site licensing requirements. Waste storage and disposal is considered in Section 10.19 of this report.

10.17 Soil and water contamination

The suitability of land for its intended purpose is determined by both its past condition and current land uses, including potentially contaminating activities on and around the project area, such that the protection of human health and the environment for the development can be maintained.

Site contamination can lead to immediate and long-term health risks, harm natural ecosystems, and if not addressed prior to the redevelopment of land, can incur additional remediation and legal liabilities that are both expensive and time consuming to resolve.

LBWco Pty Ltd (an environmental consultancy) was retained by Strategic Alliance to undertake a preliminary site investigation. Reference is made to the findings of the *Southern Barossa Winery and Tourist Accommodation Project - Preliminary Site Investigation Report for Tweedies Gully Property Pty Ltd* (c/- Turner & Townsend) prepared by LBWco Pty Ltd dated 18.7.25 Rev 1.

The report noted that the land has been predominantly used for farming and grazing activities, with vineyards first indicated from aerial photography from 1979, then gradually extended across the rest of the land until the 1990s (where the hotel is now planned to be built). Since that time, the land has been continuously used and operated as a commercial vineyard. Agricultural land has the potential to have had exposure to potentially contaminating activities (such as from fuel storage, spraying activities and the burial of animal / other waste products).

No evidence of any potentially significant site contamination was observed on the surface of the site during a site inspection conducted by LBWco staff on 31 January 2025: this includes no evidence of discoloured or stained soils, no evidence of any odorous soils, surface wastes or mounding that could be indicative of buried waste (p9).

In addition, no adjacent land uses or activities were noted that could give rise to or effect the suitability of the land for a more sensitive land use, being a hotel for tourism accommodation purposes, or shop/cellar door/functions facility at the winery.

The initial PSI report noted that the likely presence of residual pesticide, herbicide and/or fungicide chemicals present within surface and shallow surface soils, which could only be further assessed through the conduct of subsequent intrusive soil investigations (and could form part of a CEMP).

To confirm baseline conditions, a limited soil investigation was then undertaken. Reference is made to the *Southern Barossa Winery and Tourist Accommodation Project Site Contamination (Soil) Investigations* for Tweedies Gully Property Pty Ltd (c/- Turner & Townsend) prepared by LBWco Pty Ltd dated 29 August 2025 (final).

Soil samples were collected within the proposed footprints of the winery and hotel, and their associated carparks. The results of the soil investigations noted: *Chemical analysis of soil and soil/rock samples reported concentrations of pesticides (organochlorine and organophosphate*

pesticides), phenoxy acid herbicides and synthetic pyrethroids to be below the laboratory LOR in all samples analysed.

Given these chemical substances are potentially contaminating sources associated with agricultural / vineyard use, the low levels detected support the further development of the land and suitability for its intended purpose.

Based on this work, the following conclusions were reached:

- The land was found suitable (from a site contamination perspective) to undertake the development and does not otherwise require the implementation of site contamination specific environmental management measures.
- The concentration of chemical substances (identified within the rock and soil of the test areas) are not considered to pose an unacceptable risk to human health or ecological receptors, with no further remediation required.
- On-site soils and rock materials can be reused within the development of the site.
- Any surplus materials (for offsite disposal) can be classified as Waste Fill and require no specific future treatment or management measures.

Furthermore, the initial LBWco report noted that *“no potential future risks to users of the winery and hotel complex were identified as future direct access to the soils where former vine alleys were located will be restricted (and significantly disturbed during development works) and public access to the remaining vineyards will be restricted”* (p1).

No specialist groundwater investigations were undertaken based on:

- the understanding of the initial soil investigations,
- previous land use activity, surrounding land uses and likelihood of previous contaminating activities, and
- no extraction of ground water is proposed for the hotel and/or winery developments.

The EPA reviewed the technical reports accompanying the EIS and confirmed that no additional information was required, subject to a Construction Environmental Management plan (CEMP) being recommended as a reserve matter to manage any residual issues during construction (i.e. stockpile management, contingencies for unexpected finds etc).

10.18 Waste management

The EIS considered the potential generation (including reduction), treatment, storage and disposal and/or reuse of waste materials generated by both the hotel and winery development to minimise impacts to the wider environment. A series of technical reports were prepared by Colby Phillips, for both the construction and operational phases of the development.

These reports were contained in Appendix 15 of the EIS and are referred to collectively below. Each report notes the importance of managing waste in accordance with the waste management hierarchy under the EP Act, alongside the SA State Waste Strategy 2025-2030 and both state and national requirements. As the land is undeveloped and used for viticultural purposes, site clearance and demolition activities are limited to existing vegetation, irrigation pipes etc.

Hotel Component

Potential waste sources have been clearly identified from construction activities, which offer a diverse array of potentially recoverable waste resources to be re-used, re-purposed or require disposal (which in total are estimated to be in the order of 5000 tonnes).

Approximately 92% of these waste resources could be recovered and/or recycled, although this would need to be confirmed based on the final design specification, construction methods and materials used. A CEMP would be required to be implemented, where waste management actions would be documented.

These are standard industry practices which can be readily adopted on all construction sites.

A draft Hotel Operational Waste Management Plan has also been prepared, which seeks to ensure the implementation and delivery of *best-practice circular economy outcomes, including high levels of diversion from landfill* by the hotel operator. Envisaged source separation and waste management practices are documented in this draft plan, along with recommendations for future waste collection and recycling services for the hotel component.

Consideration was also given to the adequacy of site storage (location and volumes), transfer pathways within the development, collection access for larger vehicles and waste management systems (and areas of responsibility).

A dedicated waste store is provided with the development (Level 2), accessible from the rear service area, and a secondary, outside hotel maintenance waste area is accessible from the grade level visitor's carpark.

A private waste contractor(s) would be responsible for waste collections. Service trucks can enter and exit the site in a forward direction.

Winery Component

The Colby Phillips reporting identifies potential sources and volumes of construction waste for the winery and cellar door / functions facilities (estimated at approximately 2000-3000 tonnes).

Approximately 93% of these waste resources could be recovered and/or recycled, although this would need to be confirmed based on the final design specification, construction methods and materials used. Source separation and waste management practices can then support best practice circular economy outcomes and achieve high levels of landfill diversion.

Waste sources and management practices are different for the winery and cellar door / functions facilities, requiring several waste management areas from winery waste, hospitality and functions spaces, processing residues (grape marc and stalks etc), and general waste.

In addition, measures will be developed and implemented to ensure solid wastes are stored in a manner that minimises adverse odour impacts and removes potential sources of contamination in stormwater run-off to the environment. The proponent has advised that solid waste from wine production will be collected and stored in sealed containers and removed within 48 hours.

Consideration was also given to the adequacy of site storage (location and volumes), transfer pathways within the development, collection access for larger vehicles and waste management systems (and areas of responsibility). Six key waste and recycling areas are situated across the winery site, with sufficient storage space for winery, vineyard, cellar door and functions areas.

Some winery waste products would be stored in specialised bins or storage areas and incorporate a bin cleaning area with wastewater collected and treated as required.

A private waste contractor(s) would be responsible for waste collections. Service trucks can enter and exit the site in a forward direction via Hoffnungsthal Road. Collections would be scheduled to occur 7am to 7pm each day (and 9am to 7pm Sundays).

As outlined above, a CEMP and OEMP would be required to develop and guide how construction and operational waste can be appropriately managed on-site, consistent with the waste management hierarchy and EPA requirements.

In summary, there are no particularly hazardous or dangerous waste products or volumes generated by the development, nor products that require new processing, storage or disposal methods, such that standard requirements can be readily applied. Final waste management details can be confirmed by condition (if required).

No concerns were raised by either the local Council or EPA with the waste management arrangements proposed as part of the overall development.

10.19 Climate change, greenhouse gas emissions and sustainable use of resources

Climate change projections for South Australia include increasing average temperatures, declining annual rainfall, and more frequent severe weather events. Implementation of appropriate mitigation and adaptation strategies is crucial to reduce risk to people and property and improve resilience.

South Australia is committed to transitioning to a lower emissions and more circular economy. To achieve this, it is essential that new developments minimise greenhouse gas (GHG) emissions and maximise opportunities to procure and use resources sustainably.

In accordance with the Assessment Requirements, the Sustainability Strategy Report (Appendix 14 of the EIS) prepared by dsquared included:

- an assessment of climate risks and measures to improve resilience
- whole-of-life (50 years) GHG emissions modelling and emissions reduction strategies
- strategies to achieve sustainable use of resources during construction and operation.

Design responses include use of external shading and light and solar reflective materials, rooftop solar PV systems, contingencies in stormwater modelling, integration of WSUD, and bushfire management approaches.

DEW were satisfied that the EIS appropriately addressed climate resilience and minimising emissions during operation of the hotel and winery, noting that there was scope for the final design to incorporate additional sustainability measures.

Both DEW and ODASA sought:

- further investigations to identify opportunities to ensure minimisation of emissions during construction, including embodied emissions through use of recycled or high recycled content products.
- 100% green power, battery energy storage (rather than back-up generator), centralised heat pump HVAC plant, and development of energy management plans/policies with the hotel and winery operators.

Several public submissions raised concerns that the assessment did not consider GHG emissions generated during construction. Others questioned whether large-scale tourism developments align with sustainability principles.

In Appendix 3 of the RD, the project's architects Baukultur, outlining key sustainability related items that would be further explored during detailed design and noted that *"the overall sustainability strategy, including the design of the HVAC system, is still under development"*.

Further to the advice provided by DEW and ODASA, it is considered that GHG emissions associated with construction and embodied in materials are relevant and further sustainability opportunities could be investigated in detailed design. The proponent supports ODASAs recommendation to prepare a Sustainability Strategy to ensure that the commitments given to energy efficiency, waste minimisation and climate responsive design are delivered.

This should be reinforced by a specific condition of approval to ensure incorporation of such features into the final design / certified building plans.

10.20 Infrastructure Requirements

The development will require the connection and/or augmentation of associated infrastructure to support both the construction and operation of the winery and hotel components.

These requirements are detailed in the EIS (refer Appendix 21: Service Infrastructure), with specific reference to the technical memorandum prepared by Lucid Consulting (*Authority Services Infrastructure Report* dated 22 August 2025, 15p).

It is noted that the potential interruption to or loss of existing services (or additional impacts resulting from service provision and/or extensions) were raised in public submissions.

The need for certain road improvements and intersection upgrades is covered in the traffic and bushfire sections of this report. On-site wastewater / sewer services are covered in Section 10.10.

The LUCID memorandum considered requirements in respect to water, power and telecommunications. Additional advice (and costings) was also sought from the proponent from both SA Power Networks and SA Water Corporation.

No natural gas connection is available to site, with no gas appliances proposed.

For water supply, a minimum 150mm water main is required to service the commercial development, with the nearest connection point located to the west, along Hoffnungsthal Road. Three options are being considered to bring potable water to site.

Option two is preferred, being an extension to an existing 200mm water main from the corner of Lindner and Hoffnungsthal Roads, approximately 770m to the west.

This would also provide sufficient supplies for firefighting services, with SACFS requirement that 100% of the required supply is stored in tanks as mains supply is not guaranteed in a bushfire event.

There is no existing recycled SA Water main to connect to, but a local supply point does exist provided by Barossa Infrastructure. If a connection is pursued, this could further supplement existing sources for irrigation purposes, above the existing groundwater bore for viticulture and any treated wastewater from the operations of the winery and hotel components.

For electricity, there is an existing SAPN mains supply located along both Hoffnungsthal and Menzel Roads. To provide the required power supply and voltage for the hotel (750kVA electrical demand), it is proposed to install a 1000kVA pad mounted transformer (derated to 850kVA (1133Ampere)). Final location to be determined with detailed design considerations.

For the winery component, the estimated power demand of 500kVA can be met with the existing supply infrastructure, with the installation of a 750kVA pad mounted transformer derated to 640kVA (850Ampere). An additional pole mounted transformer serving the pump station will also be upgraded. Again, final location subject to detailed consideration.

Whilst fixed copper cables (operated by Telstra) are located proximate to the site and provide voice communications for local residents, these are not suitable for high-speed broadband connectivity. The nearest NBN connection is 2km from the development site. A new trenched cable will be installed to provide a new fibre optic connection to the hotel and winery developments.

Based on this advice, required services can be provided (with costs met by the proponent) to extend and augment existing critical infrastructure to the winery and hotel, without undue impact or interruption to or loss of services to existing customers/local residents or businesses.

10.21 Social, community and economic impacts

10.21.1 Social, community and economic impacts

Overall, the proposal is expected to have positive regional economic impacts and present potential for workforce upskilling through collaborations with local training providers. Given the anticipated small to moderate workforce numbers of ongoing direct and indirect employees, the proposal is expected to have negligible impacts on housing, services and infrastructure.

The applicant will be responsible for augmentation of any infrastructure necessary to support the development. In addition, the South Australian Government's Housing Road Map is delivering services and infrastructure to support growth of northern Greater Adelaide and address current shortfalls, including water supply, health and education.

Immediate neighbours to the site will be impacted by changes to the rural amenity. Impacts include increased noise and traffic volumes, as well as visual impacts. Neighbouring tourism-related businesses are likely to benefit from proximity to the hotel, though challenges also exist. In terms of their close proximity (i.e. increased traffic, disturbance and activity etc).

10.21.2 Local socio-economic profile and context

The local socio-economic context is discussed at 7.2 of this report and EIS appendices 3 (Economic Impact) and 22 (Social Impact). The social locality described in the EIS is limited to the Barossa statistical area (and contains numerous errors and omissions) and the economic analysis is based on the Barossa, Gawler, Light and Adelaide Plains region.

This assessment considers that the relevant social and economic locality is the broader Barossa-Gawler-Light region as well as northern metropolitan Adelaide given the site is 20 minutes from Gawler and 30 minutes from Elizabeth. This broader locality is more likely to be impacted by the proposal, particularly as a source of labour, workforce housing, major services and supply chains.

10.21.3 Regional economic impact assessment

The EIS Appendix 3 includes a high-level regional impact analysis prepared by Regional Development Australia Barossa Gawler Light Adelaide Plains (RDA BGLAP). The assessment was based on RDA economic modelling and the applicant's estimates of construction costs of \$110 million over 2 years, 350 FTE direct construction jobs and 150 FTE direct ongoing jobs. Key findings are summarised in the table below.

Construction (2 yrs, \$110m investment)	Direct	Indirect	Total
Employment	350 FTE	111 FTE	461 FTE
Value Add (increase to GRP)	\$27.34 mil	\$33.60 mil	\$60.95 mil
Operations (annual)	Direct	Indirect	Total
Employment	150 FTE	79 FTE	229 FTE
Value Add	\$18.51 mil	\$9.41 mil	\$27.92 mil

10.21.4 Employment, labour force and accommodation

The estimated 150 FTE direct ongoing jobs centre on food and beverage (43 FTE), accommodation (30 FTE), winery sales and production (30 FTE) and cleaning and support services (30 FTE). 17 FTEs would be in management, finance, marketing, and retail roles.

The hotel operator proposes flexible employment structures, including cross-training and variable rostering, to manage seasonal tourism sector fluctuations while ensuring year-round employment for employees.

The RD notes that experience with other regional hotels suggest that up to 83% of hotel employees will live locally. The subject land is not considered regional by comparison with other 'regional' parts of the state, such as the Riverland or South East. The site is within commuting distance to northern metropolitan Adelaide (as well as the Barossa and Light and Adelaide Hills regions); hence the potential workforce catchment is quite large.

The EIS notes that labour shortages in tourism and hospitality are a challenge for South Australia and the Barossa. The proposal presents an opportunity for the operators to invest in upskilling the regional workforce by partnering with local technical colleges/universities and secondary schools in the Barossa and northern Adelaide. A partnering approach to training, as proposed by the hotel operator, would deliver a positive contribution to the state by expanding workforce capability in skills required to support local high-end hospitality and tourism sectors.

Based on the above, the anticipated impact of the proposal on labour supply and the local housing market is anticipated to be negligible. It is noted that the timing and cost of the construction phase of the project will need to factor in the current skills shortages facing the sector in South Australia.

10.21.5 Existing industries and supply chains

The proposed development complements and supports existing industries in the region. The economic strategies of the RDA and SATC support the need for 5-star resort-style accommodation to complement the Barossa's traditional bespoke, smaller-scale offerings.

The proposal is for luxury 150 room accommodation and function facility with a known international operator. It is noted that this is similar to the offering of the existing Novotel Barossa Valley (140 rooms, approx. 12 km north), and the approved Oscar at Seppeltsfield (71 rooms, approx. 20 km north) and approved Nexus near Lyndoch (124 rooms, approx. 8km north). The proposal will also add to the supply of large function centres in the region, such as Chateau Tanunda, Novotel Barossa, Wolf Blass Visitors Centre, Seppeltsfield Estate and various wineries.

Notwithstanding the above and the ongoing labour challenges facing South Australia, the proposal is not anticipated to adversely impact these existing businesses. Increased visitation to the area will provide more options to visitors to the region and support promotion of the Barossa brand and existing food, wine and tourism businesses as discussed in the EIS Appendix 3 and RD 4.4.1.

10.21.6 Infrastructure and services

Several submissions expressed concern regarding impacts of the proposal on the capacity and performance of local infrastructure and community services. The assessment has determined that such impacts will be negligible.

The applicant will be responsible for infrastructure upgrades necessary to service the facility and ensure existing levels of service are sustained for existing businesses and residents. As detailed in EIS section 10.2.6 and Appendix 21, investigations have determined upgrades will be required to water, electricity, road network and telecommunications infrastructure.

A considered review of available services has confirmed that (due to proximity of the site to Gawler and the northern metropolitan area) the location has reasonable access to social services including major healthcare, emergency response, education and training facilities as outlined earlier in this report.

Respondents also raised concern regarding lack of passenger transport options. However, this is not unique to this development, or in rural areas more generally across South Australia. Consistent with other large scale accommodation, tourism and function centres in the region, transport options will be largely limited to private vehicle and commercial tour operators.

Transport impacts are discussed further elsewhere in this report.

1.7.1 Wellbeing and amenity

The physical presence of the development will change the rural amenity and vistas from neighbouring properties. Neighbouring residents and businesses will also experience externalities associated with noise and traffic generated by the accommodation, function centre and winery cellar door.

The EIS however demonstrates that amenity and wellbeing impacts on landholders further afield are expected to be negligible. Mitigation measures include:

- the topography limits views to the proposed structures
- integration of dark sky lighting design and noise attenuation
- road network improvements
- active bushfire management measures, including shelter in place provisions
- regulatory oversight of wastewater, water resources and environmental management.

10.22 Management of Construction and Operational effects

Due to the nature of the development (and two-year construction period), there is the potential for residual impacts of both a temporary and on-going nature. In its RD (p6-7), the proponent has proposed a series of management plans to further mitigate and/or manage residual construction and operational impacts that cannot be addressed through design or known operational parameters of the development. These plans will be implemented in parallel with other licencing and regulatory steps to ensure the project meets its intended environmental and safety objectives.

A total of 15 management plans or sub-plans and strategies are proposed:

- Bushfire Emergency Management Plan and Fire Hazard Management Plan (including Bushfire Survival Plan)
- Construction Management (and Staging) Plan
- Construction Environmental Management Plan
- Cultural Heritage Management Plan (in collaboration with KYAC and other stakeholders)
- Infrastructure Agreement or Deed with the Barossa Council and DIT
- Landscaping Plan
- Native Vegetation Management Plan
- Materials Schedule
- Noise Management Plan (as part of the OEMP)
- Operational Environmental Management Plan
- Soil, Erosion and Drainage Management Plan (as part of the CEMP/CMP)
- Sustainability Strategy
- Traffic Management Plan
- Weed Management and Rehabilitation Plan
- Wastewater Management Plan
- Wayfinding and Signage Strategy

In addition, the following plans would also be required to be provided:

- Stormwater Management Plan
- Biosecurity Management Plan (to minimise risk to primary production operations).

It is noted that each of these plans will need to be approved and would undergo a process of peer review and state agency validation, prior to their implementation. Given the staged nature of the works, management plans are also likely to be required at different development stages. The proponent would need to document the delivery and implementation of these plans as part of its construction staging / works plan.

Each management plan would be based on current legislative and regulatory guidance to ensure recognised practices and standards are met in the delivery of the project and would have the benefit of further design detail to inform future decision-making.

Monitoring and reporting protocols will need to be clearly defined in each environmental management plan, including the need to periodically review and update these plans, ensuring a process of adaptive management and response is undertaken that can measure both the effectiveness and performance of the control and mitigation measures.

The development must also be undertaken in accordance with a range of other legislative requirements and environmental standards that seek to protect, conserve and maintain the natural environment, noting that some elements of the development will also need to be permitted and/or licensing, such as under the *Landscape South Australia Act 2019*, *Environment Protection Act 1993* and *South Australian Public Health Act 2011* and the *Wastewater Regulations 2013*.

11 Consistency with Current Planning Policies

The State Planning Policies address the economic, environmental and social planning priorities for South Australia. A number of SPPs are relevant to the consideration of this proposed development, including design quality, biodiversity, climate change, cultural heritage, primary industry, water security and quality, natural hazards and special legislative schemes as detailed in **Appendix C**.

The Special Legislative Scheme declared under the PDI Act of relevance to this proposal is the *Character Preservation (Barossa Valley) Act 2012*, as discussed earlier in this report.

The proposal is consistent with the specified outcomes of the GARP, which aim to support a growing, liveable and well-planned South Australia. Specifically, the proposal supports Outcome 3 for the delivery of tourism development in the Barossa Valley that provides unique visitor experiences and nature-based activities where impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.

The subject land is within the Rural Zone of the Planning and Design Code, which supports:

- the continuation of primary production and value-adding activities that support the processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources; and
- diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation.

Wineries are envisaged uses in this zone. As are tourist accommodation, restaurants and function venues with the principal qualification for these uses being that they must be ancillary to (or for tourist accommodation, associated with) primary production activities and of a small scale.

The proposed development – aside from the winery - is of a scale not envisaged by current Rural Zone policies and the related Significant Landscape Protection Overlay. The specified scale of development (or Designated Performance Feature) reflects a policy requirement to prescribe an assessment baseline where potential impacts need to be more carefully considered.

Overall, zone policies seek to accommodate new development that can demonstrate the sustainment of primary production, maintaining natural and rural character and amenity and supporting value-adding and economic diversification in rural locations, but also recognising that the scale and potential impacts of a larger scale of development does not meet the quantitative thresholds of existing controls (which apply to new development on this land).

In summary, SPPs, Regional Plans and the Planning and Design Code establish the framework to guide future development across South Australia over the long term. The current proposal does not significantly undermine these broader policy objectives, nor does it propose a range of uses or level of activity where potential impacts are so exceptional or impactful that they could not be adequately considered under an environmental impact assessment process, where potential social, economic and environmental impacts and benefits can be more carefully considered.

Further detail is provided in **Appendix C**.

12 Conclusion

The EIS and RD that form the impact assessed development provides sufficient information to consider the potential benefits, impacts and implications of establishing the SBWTAP. The EIS process involved extensive consultation with the public, The Barossa Council and relevant state government agencies to inform the assessment process.

It is acknowledged that a substantial number of the public submissions received raised multiple concerns with the proposal, especially the development of a large hotel outside of a major township on rural land within the BVCPD.

However, the impact assessed development process under the state's planning system allows consideration of state significant developments based on the capability to successfully manage impacts providing the opportunity for new investment that contributes to the future growth of both the primary production and tourism sectors. A substantial local and regional workforce will be required for both the construction and operational phases.

The subject land for the integrated winery, cellar door and hotel development is located in an area that is not visually prominent (when viewed from main roads and the valley floor), comprising a small proportion of the overall BVCPD, which should not affect the broader landscape character values of the Barossa region, nor undermine its existing heritage values or rural productivity.

The SACFS have been engaged throughout the assessment process to ensure protection of people and property was given appropriate priority. Proposed conditions will require that SACFS recommendations be integrated into the detailed design and operational planning of the proposal, including provision for 'shelter in place' and multiple access / evacuation routes. Building Rules certification to achieve a BAL 19 rating will also need to be secured prior to construction.

There will be localised impacts to near neighbours and residents along both Hoffnungsthal and Menzel Roads. This will be the result of increased activity and traffic movements, both from construction and the operation of the development. Evening functions at the winery will need to be carefully managed, particularly the use of amplified music or outdoor activities.

There will also be a significant, albeit localised, built form intervention with the hotel component into a rural landscape, locally valued for its natural features and quiet ambience, which the hotel will also seek to benefit from, positioned on the up slope of a hillside with direct views to the north from each hotel room, noting near neighbours to the immediate south, east and north.

Design features (such as surface benching, setbacks, building features) will seek to limit the more visually intrusive impacts from the point of view of neighbouring landowners and residents with further viewpoints obscured or hidden by local topography, resulting in a much more limited zone of visual influence that rapidly dissipates such impacts over a comparatively short distance.

The Government Architect's advice is noted, and where further design refinement is possible, the proponent has committed to this work. However, a balance must be struck between the merits of competing design solutions, and the practical realities of how such developments can operate. In this case, the hotel design has been informed by a well credentialed project team and hotel operator that brings with it a wealth of international experience and brand recognition.

As discussed in the Assessment Report, other issues relating to site access and vehicle movement, flora and fauna, site services, biosecurity, and waste and stormwater management have been addressed in the proponent's EIS and DR and this Assessment Report. Where residual matters exist, or matters require further technical advice, a number of reserved matters and conditions have been recommended.

The EIS assessment has not identified any substantive risks to human or environmental health (or critical information gaps) that would prevent a decision being made on the proposal. The SBWTAP would need to be constructed and operated in accordance with a comprehensive environmental management framework established by the EIS and RD documentation, with its various commitments reinforced by appropriate conditions of approval.

This would be achieved through the implementation of Environmental Management Plans (and associated sub-plans and programs). The plans would address measures to minimize and mitigate all residual and/or short-term impacts that cannot be adequately avoided during construction and operation, and where needed, prescribe measurable outcome-based objectives and metrics that can be quantified and benchmarked and then closely monitored during the construction and initial operational phases to ensure such commitments are delivered and maintained.

The Assessment Report concludes that the SBWTAP project – when considering the potential for environmental, social and economic impacts (both positive and negative) - has sufficient merit and can be supported, subject to a number of recommended reserved matters and conditions contained in section 15.

13 Recommendation

PART A: RESERVED MATTERS

1. **A Staging Plan** that identifies the stages or phases of construction of the development (which may be varied from time to time), and a list of required management plan/s or sub-plan/s that would be provided for each stage or phase.
2. **Plans** for each stage or phase (as identified in the Staging Plan) shall be submitted. These may include one or more of the following as relevant to the stage or phase:
 - (a) bulk earthworks plan; and
 - (b) site (including AHD) levels; and
 - (c) detailed designs for all permanent components and related civil infrastructure, including but not limited to site plans, building floor plans, elevations, roof plans, cross-sections, specifications and finished surface levels; and
 - (d) external plant areas; and
 - (e) drainage design including civil drawings; and
 - (f) external materials selections and finishes/colours; and
 - (g) lighting plan for the development, demonstrating compliance with *Australian/New Zealand Standard AS/NZS 4282:2023 – Control of Obtrusive Effects of Outdoor Lighting*; and
 - (h) landscaping plan; and
 - (i) external signage; and
 - (j) wayfinding plan; and
 - (k) temporary construction components (i.e. laydown areas, works compounds, storage areas, concrete batching plants etc.), unless otherwise exempted by Schedule 4 of the *Planning Development and Infrastructure (General) Regulations 2017*.
3. **Building Rules compliance** (including building fire safety requirements and where implemented, performance solutions) shall be assessed and certified for each stage, phase or component of the development by an accredited professional (or by a person determined by the Minister) to ensure compliance with the approvals and a copy of all relevant certification documentation must be provided to the Minister. In assessing Building Rules compliance, the accredited professional (or a person determined by the Minister) and where required, referred to the relevant fire authority.
4. **Infrastructure Agreement** (or similar binding deed or undertaking) that outlines the commitments, funding arrangements and delivery schedule and timing for any infrastructure upgrades required to be provided, in accordance with either The Barossa Council, state road authority or infrastructure service provider requirements, during the construction and or operational phases for the overall development.
5. A **Traffic Management Plan** (TMP) for each phase of the development (construction, commissioning, operation) shall be submitted to the satisfaction of the Department and The Barossa Council prior to commencement of each phase.

The TMP must address matters including, but not limited to:

 - Traffic volumes and distributions, and types of vehicles to be used in each phase of the development.
 - Transport routes to be used for each phase of the development.

- Assessment of risks associated with the expected transport movements and determination of appropriate mitigation measures.
 - Transport asset upgrades/modifications, asset maintenance requirements, and operational management requirements that may be necessitated by the project, including:
 - Any transport infrastructure improvements (temporary or permanent) required to enable safe and efficient access to/from the development.
 - Any structural improvement requirements (e.g. culvert improvements).
 - Any operational management measures required (e.g. scheduling of traffic movements), including for transport of plant, equipment and employees to/from the site.
 - Identification of staging/timing of transport asset upgrades/modifications
6. Prior to the commencement of each stage of works, the conditional requirements of the SA Country Fire Service as outlined in Conditions 39 – 57 of this Notice and in Annexure A of the advice provided by the Chief Officer's correspondence to the Department for Housing and Urban Development (DHUD) dated 16 March 2026, shall be incorporated into the designs, works, building certification and/or operational plans (unless otherwise agreed). A definitive statement shall also be provided to DHUD, endorsed by the SACFS, that demonstrates compliance on how each condition has been satisfied with independent verification (i.e. fire engineer). All conditions (where appropriate) are to be met prior to the operation of each stage to the satisfaction of the SACFS.

PART B: PRIOR TO THE COMMENCEMENT OF CONSTRUCTION WORKS

7. A **Stormwater Management Plan (SWMP)** shall be prepared in consultation with The Barossa Council. The plan must also consider and address any cumulative impacts relating to the construction and operation of the overall project, including the provision of final civil and siteworks plan(s) and supporting calculations.
8. A **Construction Environmental Management Plan (CEMP)** shall be prepared in consultation with the EPA and The Barossa Council. The CEMP/s will (at a minimum) detail:
- The mitigation and management measures to be implemented for the works to be completed within that stage or phase; and
 - How these measures will be monitored.

CEMP/s must include relevant sub-plans for construction, as applicable to the scope and nature of each stage or phase. These may include one or more of the following as relevant to the stage or phase:

- a) Site Contamination Management Plan
- b) Noise and Vibration Management Plan
- c) Soil, Erosion, and Drainage Management Plan
- d) Fire and Emergency Management Plan
- e) Air Quality Management Plan
- f) Waste Management Plan

9. A **Weed Management and Rehabilitation Plan** shall be prepared and implemented prior to the commencement of construction to the satisfaction of the Minister for Planning.

10. A **Cultural Heritage Management Plan (CHMP)** shall be prepared (in consultation with DPC-AAR) and implemented prior to the commencement of construction works.
11. A **Native Vegetation Management Plan (NVMP)** shall be prepared (in consultation with DEW/NVC) and implemented prior to the commencement of construction works.

PART C: DURING CONSTRUCTION WORKS AND PRIOR TO OPERATION OF THE DEVELOPMENT

12. An **Operational Environmental Management Plan (OEMP)** must be prepared. The OEMP/s should include management and appropriate monitoring measures for the following operational matters (but are not limited to), provided that the operational matter is not dealt with under an environmental authorisation (licence) issued under the *Environmental Protection Act 1993*:
 - a) drainage and surface water
 - b) water quality
 - c) weeds and pests
 - d) waste and litter
 - e) spill hazards, fuel and chemical storage
 - f) traffic; and
 - g) local community impacts.

The OEMP shall include the following sub-plans (for operation only), as applicable to the nature of the works within an area:

- a) Emergency Management Plan
 - b) Bushfire Emergency Management Plan, Fire Hazard Management Plan and Bushfire Survival Plans (prepared in consultation with and to the satisfaction of the SACFS)
 - c) Waste Management and Minimisation Plan
13. An **Operational Biosecurity Management Plan (OBMP)** shall be prepared and implemented in consultation with PIRSA and to the satisfaction of the Minister for Planning.
 14. A **Wastewater Management Plan** shall be prepared and implemented prior to the commencement of hotel and winery operations to the satisfaction of the Minister for Planning. This plan shall include a final wastewater odour assessment (based on the selected technology and equipment) for all elements of the development to demonstrate compliance with the *Environment Protection (Air Quality) Policy 2016*.
 15. The Lyndoch Valley Road/Hoffnungsthal Road junction shall be provided with a basic left turn treatment (BAL) with full depth pavement as well as a short channelised right turn treatment (CHR(S)). These works shall be completed prior to operation of the development.

PART D: GENERAL CONDITIONS

16. Except where minor amendments may be required by other legislation or by conditions imposed herein, the construction, operation, use and maintenance of the development must be undertaken in accordance with the approved plans and details, drawings, designs and specifications:
 - (a) Set out in the application:

- (i) Strategic Alliance - Southern Barossa Winery and Tourist Accommodation Project – dated November 2024 (including Appendices 1 to 3, noting Appendix 1 has multiple technical reports).
 - (ii) Strategic Alliance - Southern Barossa Winery and Tourist Accommodation Project – RD – 30 March 2026 – Version 1 – including Appendices 1-8 (total pages 82).
- (b) Set out in the final and approved conditions within Part A, Part B and Part C.

To the extent of any inconsistency, and subject to any contrary intention, a later document will prevail over an earlier one.

17. The development shall be substantially commenced within three years from the date of this provisional development authorisation being granted by the Minister for Planning.
18. The development (including all stages and components) shall be substantially completed within five years from the date of this provisional development authorisation being granted by the Minister for Planning, failing which an extension of time may be sought from the Minister prior to the expiry of that period, or the authorisation may be cancelled.
19. Should the development not be substantially completed within five (5) years of the date of this provisional development authorisation, and no extension of time is subsequently granted, the state and condition of the land and buildings shall be reinstated, so far as is reasonably practicable, to the state and condition that the land and buildings were in immediately before the commencement of the development.
20. The implementation of the CEMP/s and OEMP/s must be monitored and reviewed to ensure compliance with the measures to manage and monitor relevant impacts and the effectiveness of those measures and updated (with approval of the Minister) as necessary. Copies of monitoring reports will be provided to the Minister annually.
21. Prior to the commencement of site works, an Aboriginal Engagement Plan shall be prepared and implemented (in consultation with Aboriginal Affairs and Reconciliation, Attorney-General's Department) and to the satisfaction of the Minister for Planning. *Note: this engagement plan can be part of the CHMP at the construction and operational stages.*
22. No damage, disturbance or interference with any Aboriginal site, object or remains (together, heritage), nor any excavation of land for the purpose of uncovering Aboriginal heritage, is permitted unless and until authorisations from the Minister for Aboriginal Affairs under sections 21 and 23 of the *Aboriginal Heritage Act 1988 (SA)* have been obtained.
23. Council, utility or state agency-maintained infrastructure that is demolished, altered, removed or damaged without lawful authority in the implementation of the development, shall be reinstated to council, utility or state agency specifications as applicable. All costs associated with these works must be met by the proponent.
24. All road infrastructure and intersection upgrades delivered in support of the SBWTAP development shall be completed to the standard required to enable use of the identified vehicle types and volumes (as specified in the Traffic Management Plan).
25. All road infrastructure upgrades within the SBWTAP development area, unless otherwise identified, are to be funded by the proponent. All land required to accommodate any transport infrastructure upgrades shall be dedicated to road at nil cost to The Barossa Council or DIT.

26. Should the proponent or any subsequent owner or operator of the SBWTAP development intend that the operation of the facility or portion of it will cease, the Minister must be advised as soon as is reasonably practicable. Furthermore, a Decommissioning and Rehabilitation Plan (DRP) must be prepared in consultation with relevant government agencies and the local council and must be submitted to the satisfaction of the Minister.

The DRP must be prepared nine months prior to the time that the operation (or relevant portion of it) is scheduled to cease, and include information related to:

- (a) identifying assets to be rehabilitated, remediated, decommissioned and/or removed, along with those that are proposed to be retained and the proposed tenure and management arrangements
 - (b) confirming responsibility for costs associated with rehabilitation, remediating, decommissioning and/or removing and retaining assets
 - (c) handover arrangements for useable assets
 - (d) responsibility for future management and maintenance of useable assets; and
 - (e) measures, if required, to remove fuel and chemical storage and wastewater treatment facilities in accordance with relevant legislation and standards.
27. Decommissioning of the development and rehabilitation of the site must be undertaken in accordance with the approved DRP.
28. All external lighting, including for car parking areas and buildings within the BAM facility must be designed and constructed to conform with *Australian/New Zealand Standard AS/NZS 4282:2023 – Control of Obtrusive Effects of Outdoor Lighting*. Lighting must be located, directed and shielded, and of such limited intensity, as far as reasonably practicable, that no unreasonable nuisance is caused to any person beyond the boundary of the site.
29. All vehicle car parks, driveways and vehicle entry and manoeuvring areas at or providing access to and from the SBWTAP development must be designed and constructed in accordance with the relevant Australian Standards and appropriately line marked.
30. All loading and unloading, parking and manoeuvring areas at or providing access to and from the SBWTAP development must be designed and constructed to ensure that all vehicles can safely traffic the site and enter and exit the subject land in a forward direction.
31. All stormwater design and construction must be in accordance with Australian Standards and recognised engineering best practice to ensure that stormwater does not adversely affect any adjoining property or public road. Any alterations to road drainage infrastructure required to facilitate this shall be at the applicant's cost.
32. All liquids or chemical substances that are to be stored at the SBWTAP development and that have the ability to cause environmental harm must be located within a bunded compound that has a capacity of at least 120% of the volume of the largest container or 133% if flammable, in accordance with the EPA *Bunding and Spill Management Guidelines* (2016).
33. The final building rules documentation shall demonstrate that the *Southern Barossa Winery and Tourism Accommodation Project Environmental Noise Assessment* prepared by Sonus dated August 2025 has been fully adopted, or where a departure is noted, a further environmental noise assessment is undertaken to demonstrate compliance.
34. Wastewater approval for the proposed on-site wastewater system shall be granted pursuant to the *South Australian Public Health Act 2011*.
35. All upgrades to the arterial road network required to support the development shall be designed and constructed to the satisfaction of the Department for Infrastructure and Transport. All associated costs (including but not limited to project management and any necessary road

lighting and drainage upgrades) shall be borne by the applicant. Any land required to facilitate the above road works shall be dedicated to road at no cost to the Department for Infrastructure and Transport or the Barossa Council.

36. Prior to the commencement of building work within the approved Staging Plan, written notification outlining the nature, scale, scope and duration of the work must be provided to DHUD 5 full business days prior.
37. No later than 5 full business days following the completion of building work a statement of compliance from a person who holds prescribed qualifications that the building work has been carried out in accordance with the requirements of the Act shall be provided to DHUD.
38. Unless otherwise specifically provided for in these conditions, or otherwise agreed to in writing with the Minister, all costs necessary for compliance with these conditions must be met solely by the proponent.

COUNTRY FIRE SERVICE

SITING (ANCILLARY STRUCTURES)

39. Outbuildings and other ancillary structures shall be sited no closer than 6m from the habitable building, unless built to relevant building standards for associated structures in Bushfire Prone Areas. This includes future structures which may or may not require planning and/or building consent

ACCESS TO HABITABLE BUILDING

40. The driveway shall be connected to a formed, all-weather public road with the transition area between the road and driveway having a gradient of not more than 7 degrees (1-in-8).
41. Access to the building site shall be of all-weather construction, with a minimum formed road surface width of 3 metres and must allow forward entry and exit for large fire-fighting vehicles, to within 60m of the furthest point of the building.
42. Where the gradient of the driveway is steeper than 12 degrees (1-in-4.5) the minimum formed road surface shall be 4 metres.
43. The all-weather road shall allow fire-fighting vehicles to safely enter and exit the allotment in a forward direction by incorporating either –
 - A loop road around the building, OR
 - A turning area with a minimum radius of 12.5 metres, OR
 - A 'T' or 'Y' shaped turning area with a minimum formed length of 11 metres (for each 'leg') and minimum internal radii of 9.5 metres OR
 - A 'U' shaped 'drive-through' option.
44. Private access shall have minimum internal radii of 9.5 metres on all bends.
45. Private access shall provide overhead clearances of not less than 4.0m horizontally and vertically between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures.
46. Vegetation to be established along the access road shall be carefully selected and designed in accordance with the following:
 - No understorey vegetation shall be established either side of the access road (understorey is defined as plants and bushes up to 2 metres in height); and
 - Grasses shall be reduced to a maximum height of 10cm for a distance of 3 metres (or to the property boundary, whichever comes first); and

- Mature trees with a single stem habit, are permitted within this fuel reduced zone, providing they are maintained to achieve a minimum vehicular clearance of not less than 4 metres in width and a vertical height clearance of 4 metres.
47. The gradient of the access road shall not exceed 16 degrees (1-in-3.5) at any point along the driveway. In steep terrain exceeding 10 degrees (1-in-5.5) the surface should be sealed.
48. The cross fall of the driveway shall be not more than 6 degrees (1-in-9.5) at any point along the driveway. The all-weather road is to be constructed such that it is protected from water erosion of the traffic surface. The road surface shall be profiled to manage storm water runoff to appropriate drains, at one or both sides of the traffic surface. The accumulated volumes of water shall be directed via:
- open drains; or
 - culverts and pipes under the traffic surface, and / or away from same, without causing further soil erosion, silting of adjacent areas or water courses or instability of any embankment or cutting.
49. Solid crossings over waterways shall be provided to withstand the weight of large bushfire appliances (GVM 21 tonnes).

WATER SUPPLY & ACCESS (to dedicated water supply)

50. Water supply and access shall be installed to comply the provisions outlined in Australian Standard 2419.1 2021 suitable for a SA CFS rear mounted fire appliance.

MAINTAIN AN ASSET PROTECTION ZONE (APZ) - VEGETATION MANAGEMENT

51. Vegetation within 20 metres of the habitable building (or to the property boundaries – whichever comes first) shall be established and maintained as follows:
- The number of trees and understorey plants existing and to be established within the APZ shall be reduced and maintained such that when considered overall a maximum foliage coverage of 30% is attained, and so that the leaf area of shrubs and trees is not continuous and not within 5m of surrounding hazardous vegetation. Careful selection of the vegetation will permit the 'clumping' of shrubs where desirable, for diversity, and privacy and yet achieve the 'overall maximum foliage coverage of 30%. These clumps shall not exceed 5m² and shall be separated by at least 5 metres.
 - Trees and shrubs shall not be planted closer to the building(s) than the distance equivalent to their mature height.
 - Trees and shrubs must not overhang the roofline of the building, touch walls, windows or other elements of the building.
 - Shrubs must not be planted under trees or must be separated by at least 1.5 times their mature height from the trees' lowest branches.
 - Grasses within the zone shall be reduced to a maximum height of 10cm during the Fire Danger Season.
 - No understorey vegetation shall be established within 2 metres of the habitable building (understorey is defined as plants and bushes up to 2 metres in height).
 - Flammable objects such as plants, mulches and fences must not be located adjacent to vulnerable parts of the building such as windows, decks and eaves.
 - The APZ shall be maintained to be free of accumulated dead vegetation and debris including leaves, twigs and bark.
 - Reduction of vegetation shall be in accordance with SA Native Vegetation Act 1991 and SA Native Vegetation Regulations 2017.

52. A single row of trees or shrubs are permitted closer to the building than their mature height for screening purposes, providing they are not connected to other hazardous vegetation, are not within close proximity of timber building elements, windows and doors and do not touch or overhang any part of the building. Screening plants should have low flammability characteristics, be kept in optimum health, pruned regularly and any dead vegetation removed.

TOURIST ACCOMMODATION - BUSHFIRE SURVIVAL PLAN

53. The Bushfire Management Plan and the Emergency Management Plan shall be established and reviewed and updated every 12 months by the company and/or its operators. Revised versions to be forwarded to the relevant SACFS Regional Office to use as a reference. The safety of guests and first responders must be a priority.

54. The applicants shall prepare and display a BUSHFIRE SURVIVAL PLAN (BSP) designed specifically for the purpose of any guests that may be in residence during a bushfire event, especially during the Fire Danger Season. The BSP:

- should provide clear directions to persons that may be unfamiliar with the area/locality and unfamiliar with what protective actions they may need to take to protect their lives during a bushfire event, including when to take such protective actions; and
- should address the possibility that the owners may not be present at the time of the bushfire event; and
- should not expect guests to be involved in fire-fighting operations.

55. The SA CFS 'Bushfire Safety Guide for Business document (refer to CFS website) should be utilised as a basis for information and the drafting of the (GUEST) BSP.

56. The company and/or its operators will be required to engage on a regular basis with on-site training and routine practice of all emergency response plans.

MANIFEST BOX (or similar)

57. Given the complexities that the subject site presents, the installation of a Manifest Box at the main entrance of the site shall be undertaken. This box (which looks a bit like a small meter box), should be red with white writing 'Fire Protection system' or similar, and clearly visible to fire crews as they access the site. Information contained should include, but is not limited to, a list of emergency contact phone numbers and a site plan highlighting vehicle access, turning ability, buildings and infrastructure locations, fire water i.e., fill locations, all fire protection equipment (i.e. control valves and the Fire Indicator Panel), and any on-site hazards or storage of dangerous materials such as LPG, PV (solar) energy sources, large Lithium batteries, fuels or chemicals. Access to the Manifest Box, if locked, must be readily accessible using a Lockwood 003-type padlock, in accordance with AS 4428.17

PART E: ADVISORY NOTES

a. In regard to the satisfaction of any reserved matters or conditions (as outlined in Parts A, B, C or D of this decision notice), documentation submitted by the proponent shall be considered by an across government Working Group, chaired by the Department for Housing and Urban Development. The Working Group shall comprise relevant state agency and local government representatives (plus the proponent), from which advice to the Department and/or Minister for Planning (the Minister) will be provided to determine whether the condition has been satisfactorily addressed, or whether further information is required.

- b. Any plans, information, management plan/s or sub-plan/s may be submitted in a staged manner for the discharge of conditions included within Parts A to C, with the ability for part-discharge where appropriate, to reflect the progressive rollout of the development.
- c. No construction activity may commence until a favourable decision has been notified to the proponent by the Minister in respect of the conditions within Part A, and until a development authorisation under section 115(2) of the *Planning, Development and Infrastructure Act 2016* is granted for the relevant stage or phase.
- d. Unless otherwise specifically provided for in these conditions, or otherwise agreed to in writing with the Minister, all costs necessary for compliance with these conditions must be met solely by the proponent.
- e. The proponent is advised that all conditions must be met including monitoring, mitigation and reporting requirements as detailed in relevant management plans. Failure to comply with a condition is a breach of the *Planning, Development and Infrastructure Act 2016* (as applicable), under which this authorisation is given.
- f. An accredited professional undertaking Building Rules assessments for each stage or component must ensure that the assessment and certification for any stage or component is consistent with this provisional development authorisation or approvals, including any conditions or advisory notes that apply in relation to this provisional development authorisation.
- g. In relation to Reserved Matter 4, the infrastructure agreement with the Barossa Council must be agreed and executed to facilitate all necessary local road upgrades including:
 - (a) Hoffnungsthal Road and Lindner Road intersection – shoulder widening and sealing for two-way movements.
 - (b) Hoffnungsthal Road – recommendation to reduce speed limit to at least 80km/h; and
 - (c) sealing of Menzel Road.
- h. Ministerial Building Standard MBS008 “Designated bushfire prone areas - additional requirements” 2020, as published under the Planning, Development and Infrastructure Act 2016 applies to this site.
- i. A site Bushfire Attack Level (BAL) assessment was conducted in accordance with the NCC and Australian Standard™ 3959 (AS3959) “Construction of Buildings in Bushfire Prone Areas”. The Category of Bushfire Attack Level is **BAL 19**.
- j. This BAL rating is conditional upon the establishment and maintenance of a 20 metre Asset Protection Zone (or to the property boundaries – whichever comes first), in accordance with the Asset Protection Zone – Vegetation Management condition of consent placed on the planning consent with the same application reference.
- k. All class 2 – 9 buildings will need to comply with National Construction Code (NCC) and to include all the minimum *Deemed to satisfy* fire and life safety provisions.
- l. SACFS, as a mandatory referral agency, reserves the right to request additional information and provide further comment, under the Planning Development and Infrastructure Act and Regulations, in particular, but not limited to Regulation 45 (3) during the Building Rules approval process.

- m. Other fire safety measures pertaining to water and access may be prescribed by the National Construction Code for Fire Safety.
- n. In relation to Condition 49, other fire safety measures pertaining to roads may be prescribed by the National Construction Code.
- o. Construction of each stage or component of the development may commence only after a Building Rules assessment and certification has been undertaken in relation to that stage, phase or component and has been issued by an accredited professional undertaking Building Rules assessments to ensure the development has meet the approvals, and the Minister for Planning has received a copy of the relevant certification documentation.
- p. Pursuant to Regulation 45 and 103 of the *Planning, Development and Infrastructure (General) Regulations 2017*, a Certificate of Occupancy is required for all new buildings, excluding Class 10 structures. The Applicant must comply with all relevant requirements of Regulation 103 including a report from the relevant fire authority per Regulation 103(D). Any Temporary Certificate of Occupancy certificates needs the additional approval of the Minister.
- q. The proponent, and all agents, employees and contractors, such as construction crew, are reminded of their obligations under the *Aboriginal Heritage Act 1988* (AH Act) that excavation of land to uncover, damage, disturbance of, or interference with, any Aboriginal site, object or ancestral remains (known and unknown) is unlawful without ministerial authorisation under sections 21 and 23 of the AH Act. Before commencing construction, the proponent should consider the amendments to the AH Act, which include increased penalties for breaches of the AH Act: see <https://www.agd.sa.gov.au/aboriginal-affairs-and-reconciliation/aboriginal-heritage/changes-to-the-aboriginal-heritage-act>
- r. The proponent is reminded of requirements under the *Native Vegetation Act 1991* and the *Native Vegetation Regulations 2017*, particularly that native vegetation clearance must be undertaken in accordance with a management plan that has been approved by the Native Vegetation Council that results in a significant environmental benefit on the property where the development is being undertaken, or a payment is made into the Native Vegetation Fund of an amount considered by the Native Vegetation Council to be sufficient to achieve a significant environmental benefit in the manner contemplated by section 21(6) or (6a) of the *Native Vegetation Act 1991*, prior to any clearance occurring.
- s. An environmental authorisation (licence) may be required for this development. The applicant/operator should contact the Environment Protection Authority on (08) 8204 2058 or email EPALicensing@sa.gov.au for information about the licensing application process and requirements.
- t. The proponent/owner/operator is reminded of their general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that activities on the site and associated with the site (including during construction) to not pollute the environment in a way which causes or may cause environmental harm.
- u. For any tree to be retained, their critical root zones shall be fenced and protected to prevent accidental damage and to ensure material stockpiling or vehicle movements do not impact these trees during construction works. Where appropriate additional protection measures, which comply with the *Australian Standard 4970:2009 Protection of Trees on Development Sites*, must be implemented and complied with at all times.

- v. Should the proponent wish to vary the development or any portion of it, an application to the Minister must be submitted, provided that the development application variation remains within the ambit of the Environmental Impact Statement and Assessment Report referred to in this development authorisation. If an application variation involves substantial changes to the proposal, pursuant to section 114 of the *Planning, Development and Infrastructure Act 2016* (as applicable), the proponent may be required to prepare an amended Environmental Impact Statement for public consultation. An amended Assessment Report may also be required to assess any new issues not covered by the original Assessment Report and the decision made pursuant to section 115 of the *Planning, Development and Infrastructure Act 2016* (as applicable).
- w. The Minister has a specific power to require testing, monitoring and auditing under section 117 of the *Planning, Development and Infrastructure Act 2016* (as applicable).
- x. In relation to any road works, the proponent shall contact the Department for Infrastructure and Transport's Network Management Services, Senior Network Integrity Engineer, Mr Narendra Patel on telephone 08 7133 3208, or on mobile 0400 436 745, or via email at Narendra.Patel@sa.gov.au to discuss the proposed road works prior to undertaking any detailed design. The developer shall enter into a Developer Agreement to undertake the above works.
- y. In regard to Conditions 8 and 12, the CEMP and OEMP must be prepared taking into consideration, and with explicit reference to, relevant *Environment Protection Act 1993* policies and guidance documents, including but not limited to:
- the Landscape South Australia Act 2019
 - the Environment Protection (Air Quality) Policy 2016
 - the Environment Protection (Commercial and Industrial Noise) Policy 2023
 - the Environment Protection (Water Quality) Policy 2015
 - the Environment Protection (Waste to Resources) Policy 2010
 - the Environment Protection (Used Packaging Materials) Policy 2012
 - the Environment Protection Authority Bunding and Spill Management Guideline 2016
 - Environment Protection Authority Handbooks for Pollution Avoidance
 - the International Erosion Control Association Australasia 'Field Guides for Construction Site Managers and Buildings' and associated design fact sheets.
 - the Environment Protection Authority guideline 'Construction environmental management plan (CEMP) 2024'
 - any other relevant legislative requirements, Guidelines and Australian Standards.

Appendix A: Definitions and acronyms

Acronym	Definition
AAR	Aboriginal Affairs and Reconciliation
AH Act	<i>Aboriginal Heritage Act 1988</i>
APZ	Asset Protection Zone
BAL	Bushfire Attack Level
BGLAP Region	Barossa, Gawler, Light, Adelaide Plains Region
BWAP	Barossa Water Allocation Plan
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CPBV Act	<i>Character Preservation (Barossa Valley) Act 2012</i>
CPD	Character Preservation District
Council	The Barossa Council
DEW	Department for Environment and Water
DHUD PB	Department for Housing and Urban Development - Planning and Building
DHW	Department for Health and Wellbeing
DIT	Department for Infrastructure and Transport
EP Act	<i>Environment Protection Act 1993</i>
EPA	Environment Protection Authority
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EPP	Environment Protection Policy
FRA	Fractured Rock Aquifer
FTE	Full Time Equivalent

Acronym	Definition
GA	Government Architect
GARP	Greater Adelaide Regional Plan
GHFF	Grey headed flying fox (<i>Pteropus poliocephalus</i>)
GHG Emissions	Greenhouse Gas Emissions
IHG	Intercontinental Hotel and Resorts Group (proposed hotel operator)
KYAC	Kaurna Yerta Aboriginal Corporation
LSA Act	<i>Landscape SA Act 2019</i>
LVIA	Landscape and Visual Impact Assessment
MNES	Matters of National Environmental Significance
NCC	National Construction Code
NVC	Native Vegetation Council
NYLB	Northern and Yorke Landscape Board
ODASA	Office for Design + Architecture SA
OEMP	Operational Environmental Management Plan
PDI Act	<i>Planning, Development and Infrastructure Act 2016</i>
PIRSA	Department of Primary Industries and Regions SA
PSI	Preliminary Site Investigation
PWRA	Prescribed Water Resources Area
RD	Response Document
RDA BGLAP	Regional Development Australia Barossa Gawler Light Adelaide Plains
SACFS	South Australian Country Fire Service
SAPN	SA Power Networks
SATC	South Australian Tourism Commission
SBWTAP	Southern Barossa Winery and Tourism Accommodation Project

Acronym	Definition
SEB	Significant Environmental Benefit
SPP	State Planning Policy
Strategic Alliance	Strategic Alliance and Commercial Pty Ltd (the proponent or applicant)
The Commission	State Planning Commission
The Minister	Minister for Planning
TMP	Traffic Management Plan
WSUD	Water Sensitive Urban Design

Appendix B: Assessment Requirements

A copy of the Assessment Requirements is available on the Plan SA project page:
plan.sa.gov.au/_data/assets/pdf_file/0012/1495488/Southern-Barossa-Winery-and-Tourist-Accommodation-Project-Assessment-Requirements.pdf



Assessment Requirements

ENVIRONMENTAL IMPACT STATEMENT

Southern Barossa Winery and Tourist Accommodation Project
Hoffnungsthal Road, Williamstown

Strategic Alliance and Commercial Pty Ltd

APRIL 2025



saplanningcommission.sa.gov.au



Appendix C: Consistency with Planning Policies

State Planning Policies

SPPs address the economic, environmental and social planning priorities for South Australia. They are the highest level of policy in the State's planning system. SPPs set the general direction for new development within the state's urban and regional areas.

A number of SPPs are relevant to the assessment of the Southern Barossa project:

SPP 2 Design Quality

The planning system has a role to play in facilitating development that responds to local identity and protects the built and natural qualities that are valued by communities.

Policies 2.1 and 2.3 seeks that buildings, places and public realm apply the Principles of Good Design and Water Sensitive Urban Design, while Policy 2.8 encourages consultation with communities to identify valued physical attributes that contribute to the unique character of areas. Policy 2.4 encourages design advice to be sought at early planning stages, using consistent and credible processes, to ensure improved outcomes.

The proposal has involved an accredited architect from early in the planning phases, as well as participation in a Design Review led by the Government Architect. The design is driven by the context of the site and locality (involving consultation with local communities including Kaurna representatives) as well as functional requirements of a contemporary, high-quality hotel and function centre.

The Government Architect acknowledges the above approach but does not support the proposal in its current form. The GA remains concerned that the fundamental issues identified through the Design Review have not been addressed, *“particularly in relation to the site-wide movement strategy and the overall composition and distribution of built form massing required to support an immersive visitor experience within the landscape.”*

SPP 4 Biodiversity

The planning system has a role to play in ensuring biodiversity and associated life-supporting functions are maintained and enhanced through the identification and protection of areas of high biodiversity value, ensuring development occurs in appropriate locations, and assessing the cumulative impact of development.

While largely cleared of native vegetation, remnant vegetation lines creek lines providing habitat to a range of common, threatened and vulnerable species. Large remnant River Red Gums of high ecological and amenity value are a prominent feature.

The proposal avoids habitats and the need to remove native vegetation, with buildings and water management dams located in cleared areas with appropriate setbacks from ecological features.

Ecological improvements are proposed through removal of invasive weeds and replanting of native trees and shrubs, which will also enhance amenity. Further detailed surveys and landscape management plans and monitoring programs will ensure these outcomes are achieved.

SPP 5 Climate Change

The planning system has a role to play in ensuring development is located and designed with risk mitigation measures in place to safeguard against impacts from climate change.

The proposed development integrates climate responsive design and greenhouse mitigation measures. There is scope for further exploration of sustainability opportunities during detailed design to support South Australia's transition to net zero and reflect best practice in sustainable design and operations.

SPP 7 Cultural Heritage

The planning system has a role to play by protecting places of recognised heritage value through early identification and avoidance, particularly those places, items and objectives of significance for South Australia's First Peoples.

The applicant has undertaken investigations, including through active engagement of Traditional Owners, to ensure Aboriginal and non-Aboriginal heritage is considered in design, construction and operations. The EIS acknowledges the residual risk of ground disturbing works and will put in place construction and operational protocols consistent with relevant legislation to manage unexpected finds. Ongoing engagement with KYAC representatives will provide opportunities to further reflect cultural heritage in the design and operation of the facility, including through employment.

SPP 9 Primary Industry

The planning system recognises that South Australia's primary industries are fundamental to the state's prosperity. The planning system has a role in creating supportive local conditions for primary industry investment, avoiding land use conflict and biosecurity risks, and enabling businesses to grow, adapt and evolve.

As discussed in detail at Section 10.4, the proposal is not anticipated to compromise ongoing operations and growth of adjacent primary producers. The proposal gives priority to complementing primary productive activities in the locality. It comprises a tourism-focused development seeking to provide an 'authentic visitor experience,' including through retention of the existing ten hectare vineyard on-site and value adding through a new winery and cellar door.

SPP 14 Water Security and Quality

The planning system has a role to play in ensuring access to safe and reliable water resources to support our communities, drive our economy and sustain water dependent ecosystems.

The assessment of impact on water resources, including local surface water and groundwater as well as mains supplies, has determined that the proposal incorporates appropriate measures to achieve water quality requirements, optimise reuse, and sustain natural flows.

Enhancement of onsite creeks will also contribute to water quality and flow improvements. The applicant will be responsible for upgrades to water mains to meet demands of the development while sustaining existing levels of service for other users. Detailed design will provide an opportunity to incorporate further measures to minimise water demand generated by the hotel and winery.

SPP 15 Natural Hazards

The planning system has a role to play in ensuring development is appropriately sited and that design standards are in place to prepare new development for acceptable levels of risk.

The subject site is within an area susceptible to potential bushfires. Early consideration of risks to people and property from bushfires ensured the design incorporates measures which reduce risk to acceptable levels. These range from adopting building standards which support shelter in place,

establishing asset protection zones, ensuring suitable on-site fire water supplies, and pre-emptive evacuation on catastrophic fire days.

Detailed design, building certification and operational strategies will need to be prepared in consultation with the CFS, MFS and fire safety specialists to ensure BAL ratings and risk mitigation is achieved.

SPP 18 Special Legislative Scheme

State Planning Policy 18 details the Special Legislative Schemes declared under the PDI Act. These schemes, including the *Character Preservation (Barossa Valley) Act 2012*, have a direct link to the planning system and are of significant environmental importance to the State.

The project site is within the Barossa character preservation district. A formal referral of the EIS to the Minister administering the Act was triggered under s113(5)(a)(iii).

The assessment considers the alignment of the development with the objectives of the Act, as discussed 10.3 of this report.

Regional Planning Policies – Greater Adelaide Regional Plan (2025)

The proposal is consistent with the objectives of the GARP and contributes to the vision of a growing, liveable and well-planned South Australia.

The proposal aligns with Outcome 3 – A strong economy built on a smarter, cleaner future. Outcome 3 explicitly identifies the Barossa Valley as a focus for tourism development and complementary tourism uses. The long term objectives for tourism include providing unique visitor experiences and nature based activities where impacts on agricultural productivity, the environment and scenic amenity can be successfully managed.

The GARP notes that *“the planning system provides the impact assessed pathway for large-scale tourism enterprises, if it is considered to be of economic, social or environmental importance to South Australia.”*

An objective of Outcome 2 – Liveable, accessible and inclusive communities, is *“continued protection of the Barossa Valley... Character Preservation District by reinforcing character values and supporting priority industries.”* The assessment has determined that on balance the proposal supports this objective.

In addition, the GARP recognises that by supporting appropriately designed and located tourism facilities, the planning system *“enables the diversification of small and medium enterprises and assists in the preservation of our valuable environment and food production areas.”*

The proposed development also contributes to Outcome 4 – A greener, wilder and more climate-resilient environment through considered design, construction and operation to achieve environmental outcomes. This includes with respect to water quality, retention and enhancement of native vegetation, creeks and habitats, and climate resilience and sustainability.

Further, by siting the development (and new employment opportunities) within commuting distance of existing urban areas and identified future greenfield growth areas (such as Concordia and Roseworthy) the proposal complements the planned supply of housing, infrastructure and services, contributing to Outcome 1 – People Housing and Liveability.

Planning and Design Code

The EIS includes a detailed assessment of the proposed development against relevant policy within the Planning and Design Code as summarised below.

Zones / Sub Zones

Zones / sub zones	Objective	Comment
Rural Zone	<ul style="list-style-type: none"> A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources. A zone supporting diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation. <p>Wineries are envisaged in the Zone. As are tourist accommodation, restaurants and function venues on the provision that such uses are ancillary to (or for tourist accommodation, associated with) primary production activities and generally of a small scale (PO/DPF1.1).</p> <p>Zone guidance on scale recommends agricultural buildings less than 500m², tourist accommodation less than 100m², and function centres catering for up to 75 guests (DPF 4.1, 6.1, 6.3, 6.4,6.5).</p> <p>Zone policies give emphasis to maintaining a 'pleasant natural and rural character, function and amenity' (e.g. see PO12.1, 6.4-6.6, 4.3).</p> <p>In terms of built form, large buildings should be designed and sited to reduce impacts on scenic and rural vistas through setbacks, use of materials and finishes that blend with the surrounding landscape and are located below ridgelines (PO10.1).</p> <p>Further, to minimise visual impacts of development the policies also seek to minimise cut and fill (PO2.2).</p>	<p>The proposed uses are envisaged in the Rural Zone. The tourism-focused proposal satisfies the requirement to provide 'authentic visitor experiences' (PO.6.3) leveraging the setting amongst vineyards and primary production uses.</p> <p>The key anomaly is the scale. This includes building footprints of 4881 m² (winery cellar/function centre) and 5000 m² (hotel/function centre), 150 guest rooms, and combined function centre capacity of approx. 750 persons.</p> <p>The impact assessment considered the priorities of the zone, being:</p> <ul style="list-style-type: none"> Sustaining primary production, including with reference to biosecurity and hazards management (bushfires, flooding, water resources). Maintaining the natural and rural character and amenity of the locality, including in relation to siting, design, biodiversity, air quality and noise. Supporting regional economic prosperity through value-adding and diversification of existing viticulture activities on the land. <p>The assessment found that immediate neighbouring properties will experience a change in rural amenity, including through increased traffic and changes to visual outlook and noise.</p> <p>Notwithstanding the above, on balance the proposal integrates measures to mitigate significant adverse impacts and support primary production and the regional economy. As such, the proposal is considered generally consistent with the intent of the zone.</p>

Overlays

Overlay	Objective	Comment
Character Preservation District	<ul style="list-style-type: none"> Recognise, protect and enhance the special character of Character Preservation Districts. The long term use of land outside of townships for primary production and associated value adding enterprises is assured and promoted. 	See Barossa Character Preservation District, Sustaining Primary Production, Design
Hazards (Bushfire – High Risk)	<ul style="list-style-type: none"> Ensure development responds to the high level of bushfire risk by siting and designing buildings to mitigate threat and impact of bushfires on life and property, facilitating access for emergency service vehicles, and situating activities that increase the number of people living and working in the area away from areas of unacceptable bushfire risk. 	See Bushfire
Hazards (Flooding – Evidence Required)	<ul style="list-style-type: none"> Development adopts a precautionary approach to mitigate potential impacts of potential flood risk through appropriate siting and design of development. 	See Flooding
Limited Land Division Overlay	<ul style="list-style-type: none"> Limit fragmentation of land to avoid undermining primary production. 	No division of land is proposed.
Native Vegetation	<ul style="list-style-type: none"> Protect, retain and restore areas of native vegetation. 	See Native Vegetation
Prescribed Water Resources Area	<ul style="list-style-type: none"> Ensure the sustainable use of water in prescribed water resources areas to maintain the health and natural flow paths of surface water, watercourses and wells. 	See Surface Water and Groundwater, Wastewater Management
Significant Landscape Protection	<ul style="list-style-type: none"> Conservation of the natural and rural character and scenic and cultural qualities of significant landscapes. 	See Barossa Character Preservation District, Design, Flora and Fauna, Cultural Heritage
Water Protection Area	<ul style="list-style-type: none"> Safeguard South Australia's public water supplies by protecting regionally and locally significant surface and underground water resources from pollution, having consideration for impacts of climate change. 	See Surface Water and Groundwater, Wastewater Management
Water Resources	<ul style="list-style-type: none"> Protect the quality of surface waters. Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff. 	See Surface Water and Groundwater, Wastewater Management